



Florida Department of Transportation 2016 Highway Safety Plan



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Introduction

FLORIDA DEPARTMENT OF TRANSPORTATION

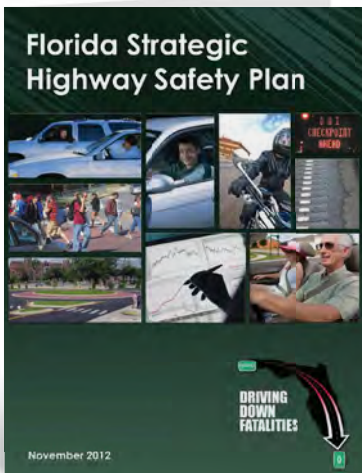
The Florida Department of Transportation (FDOT) is an executive agency, and thus reports directly to the Governor. FDOT's primary statutory responsibility is to coordinate the planning and development of a safe, viable, and balanced State transportation system serving all regions of the State. It is 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.

FDOT's mission also includes the continual improvement of Florida's transportation systems. FDOT's State Safety Office contributes to this 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 pedestrian safety program, Safe Routes to Schools program, crossing guard train-the-trainer, and employee health and safety.

FLORIDA'S 2012 STRATEGIC HIGHWAY SAFETY PLAN

In Florida, we are committed to driving down fatalities and serious injuries on our streets and highways. The Departments of Education, Health, Highway Safety and Motor Vehicles, Transportation, and the Florida Highway Patrol have partnered with the Federal Government, dozens of traffic safety organizations, cities and counties, as well as private sector businesses to develop Florida's Strategic Highway Safety Plan (SHSP). "With more than 19 million residents and nearly 84 million annual visitors traveling on 121,000+ miles of roads, it is a challenge to ensure the safety of Florida's traveling public. The SHSP is an interagency plan to address the challenge by focusing on engineering, enforcement, education, and emergency response solutions," said Governor Rick Scott of the State's SHSP.

On November 5, 2012, the SHSP's signatory partners met in Tallahassee to pledge their support for the implementation of a five-year plan, based on proven countermeasures, to devise data-driven and research-based strategies for fatality and serious injury reduction. The SHSP's goal is to achieve at least a five percent annual reduction in the actual number of fatal and serious injury crashes, using the five-year averages from 2006 to 2010 as a baseline.





FDOT, in partnership with the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and partners from all segments of Florida's traffic safety community, worked together to develop the 2012 SHSP. Florida's SHSP is a statewide, data-driven plan that addresses the "4 E's" of safety: engineering, education, enforcement, and emergency response and serves as a five-year roadmap to drive down fatal and serious injury crashes in Florida through 2017.

Working with its stakeholders, FDOT identified key roadway and behavioral focus areas that offered the greatest opportunity to reduce fatal and serious injury crashes. Florida's 2012 SHSP Emphasis Areas are identified as:

- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users/Bicycles and Pedestrians
- Vulnerable Road Users/Motorcycles
- Lane-Departure Crashes
- Impaired Driving
- At-Risk Drivers/Aging Road Users
- At-Risk Drivers/Teen Drivers
- Distracted Driving
- Traffic Records

The following topics are identified as Florida's 2012 SHSP Continuing Priority Areas:

- Occupant Protection
- Commercial Vehicles
- Work Zone Safety



FEDERAL TRAFFIC SAFETY PROGRAMS

Florida's Highway Safety Plan (HSP) and Highway Safety Improvement Plan (HSIP) echo the goals of the Florida 2012 SHSP. All three plans aim to achieve at least a five percent annual reduction in the actual number of fatal and serious injury crashes, using five-year averages from 2006 to 2010 as a baseline. The HSP follows the NHTSA requirements and the HSIP follows the FHWA requirements for development, implementation and reporting.

Florida's 2016 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 Moving Ahead for Progress in the 21st Century Act (MAP-21). States must annually submit an HSP to NHTSA for approval describing its highway safety program and planned activities that will drive down highway fatalities and serious injuries.

MAP-21 amended Section 402 (b) to require States 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 MAP-21 coordination requirement only serves to reinforce Florida's historical and on-going traffic safety program planning processes.

Several critical areas of emphasis are contained within MAP-21. The "National Priority Safety Programs" identified by MAP-21 include:

- Occupant Protection (405 (b))
- State Traffic Safety Information Systems (405 (c))
- Impaired Driving Countermeasures (405 (d))
- Distracted Driving (405 (e))
- Motorcyclist Safety (405 (f))
- State Graduated Driver Licensing (405 (g))

Florida stakeholders meeting during the 2012 SHSP planning process



STAKEHOLDERS

Florida's highway safety planning process is dynamic and inclusive. The development and execution of the SHSP, for example, occurs through the work of many agencies and organizations that have an interest in improving highway safety. In addition, many of the traffic safety Emphasis Areas identified in the 2012 SHSP are supported by the concerted efforts of individual organizations working together as coalitions. Coalitions operating under the umbrella of Florida's SHSP or partnering in the planning process include:

- The Motorcycle Coalition
- Safe Mobility for Life Coalition
- Impaired Driving Coalition
- Distracted Driving Coalition
- Teen Driving Coalition
- Bicycle/Pedestrian Coalition
- Community Traffic Safety Teams
- Traffic Records Committee
- Minority Task Force

During the development of the SHSP, Emphasis Area Teams were established for each Emphasis Area, comprised of technical experts and highway safety advocates representing the "4 E's" of highway safety. Each Emphasis Area Team was led by a chair and sometimes a co-chair. Teams were charged with developing strategies to advance safety goals in their specific Emphasis Areas. Each Team's final work product was reviewed by a SHSP leadership team that recommended approval and inclusion in the SHSP to the SHSP executive team.

FDOT has the benefit of the expertise and experience of several additional partners throughout the HSP planning process. Input on safety priorities and activities comes from traffic safety coalitions, advocates, FDOT District Traffic Safety Engineers, law enforcement officers and their leadership, emergency responders, judges, Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD), and many other State and local agencies. Florida's Community



Traffic Safety Teams (CTSTs) also provide consistent input into the highway safety planning process. CTSTs are locally based groups of highway safety advocates that are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, State, and occasionally federal agencies, as well as private industry representatives and local citizens. Community boundaries are determined by the organizations comprising a CTST: a city, an entire county, a portion of a county, multiple counties, or some other jurisdictional arrangement may be the basis for a CTST.

Through the combination of these efforts there are literally thousands of partners that work in concert with FDOT toward the goal of zero fatalities on Florida's highways.

FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2016 Highway Safety Plan (hereafter referred to as Florida's 2016 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The Plan is based on Florida's SHSP goals and objectives, crash data and MAP-21 requirements. Today's highway safety programs focus on priority areas and have been proven to be effective in reducing traffic crashes, injuries, and fatalities. These safety programs are the focus and foundation of Florida's 2016 HSP and separated into the following FDOT program areas:

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



The FDOT State Safety Office awards subgrants to safety partners that undertake priority area programs and activities to improve traffic safety and reduce crashes, fatalities and serious injuries. 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 safety priority areas. Funding for these subgrants are apportioned to States annually from NHTSA according to a formula based on population and road miles. Occasionally, additional funding may be available for projects in other program areas if there is documented evidence of an identified problem.

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

Entities interested in applying for NHTSA funding through Florida’s State Safety Office submit concept papers describing their proposed efforts between January 1 and March 31 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.

Florida’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 State Safety Office will assess the applicant’s risk of noncompliance with federal and State statutes, federal and State regulations, terms and conditions of the subgrant as well as the applicant’s financial stability, quality of management systems, history of performance, single audit compliance, and prior audit findings, if applicable. If the applicant does pose a risk, but the proposal has merit, the State Safety Office may, as a condition of awarding subgrant funds, impose

specific terms or conditions. This information will be used to determine the appropriate level of monitoring if a subgrant is awarded.

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 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 risk for crashes, fatalities and injuries. The Florida Highway Safety Matrix consists of county and city level matrices that rank on a per capita basis the combined traffic fatalities and injuries based on five years of data (2009-2013). This provides Florida decision-makers with critical information about levels of traffic safety risk for counties and cities throughout the State.

County and city level matrices are divided into three groups based upon population ([see pages 12-15](#)). The numbers in each matrix represent where a county or city ranks relative to its population group in a particular program area on a per-capita basis, where “1” represents the highest fatal and injury crash rate. For example, the “4” next to Leon indicates it has the 4th highest fatal and injury crash rate in impaired related crashes among the 24 counties in Group 1. The rankings in both matrices are based on the five-year period sum of combined fatalities and injury crash data divided by the population of a county or city to determine a per capita rank. Inmate populations are excluded in per capita calculations.

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

- **Total Fatalities and Injuries (F&I)** – overall combined fatalities and injuries
- **Impaired** – includes combined fatalities and injuries for both Driving Under Influence crashes and crashes where impairment was a contributing circumstance
- **Bicycle Related** – bicycle related fatalities and injuries (combined)
- **Motorcycle Related** – motorcycle related fatalities and injuries (combined)
- **Pedestrian Related** – pedestrian related fatalities and injuries (combined)
- **Speed Related** – speed related fatalities and injuries (combined)
- **Occupant Protection** – combined fatalities and injuries among drivers and passengers who were both not using safety equipment and were subject to the seat belt law
- **Aggressive Driving** – combined fatalities and injuries in crashes where two or more of certain moving violations (includes careless driving, improper passing, and several others) were cited
- **Teen Drivers** – combined fatalities and injuries among drivers aged 15-19, excluding bicyclists and motorcyclists

- **Drivers 65+** – combined fatalities and injuries among older drivers, excluding bicyclists and motorcyclists.

Impaired, Speed Related, and Aggressive Driving are treated as causal factors, so that all individual fatalities and injuries involved in a single crash where these factors are cited are counted. On the other hand, Bicycle Related, Motorcycle Related, Pedestrian Related, Teen Drivers, Drivers 65+, and individuals not using seat belts are only counted once per crash 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. Some of the measures cited above are inherently more subjective than others. Total F&I, Bicycle Related, Motorcycle Related, Pedestrian Related, Teen Drivers, and Drivers 65+ are relatively objective, as they are only based upon the number of crash victims. The other areas are all dependent upon how thoroughly crash circumstances are documented. It is quite likely there are 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. Crashes are also subject to errors involving location. In some instances, crash investigators either don't use available technology to pinpoint their exact location or use an incorrect Department of Highway Safety and Motor Vehicles (DHSMV) city code. The FDOT State Safety Office's Crash Records Section identifies many of the location errors made on State roads. While these corrections are reflected in the CAR database, some errors may still occur.

Highway Safety Matrix - Ranking of Florida Counties																																
(Based on fatal and injury crashes during 2009 - 2013.)																																
FDOT																																
Group 1 - Population of 200,001 and above - 24 Counties				Group 2 - Population of 50,001 to 200,000 - 17 Counties				Group 3 - Population up to 50,000 - 26 Counties																								
Florida County (Group I)	Fatalities & Injuries	Impaired	Bicycle Related	Motorcycle Related	Pedestrian Related	Speed Related	Occupant Protection	Aggressive Driving	Teen Drivers	Drivers 65+	Florida County (Group II)	Fatalities & Injuries	Impaired	Bicycle Related	Motorcycle Related	Pedestrian Related	Speed Related	Occupant Protection	Aggressive Driving	Teen Drivers	Drivers 65+	Florida County (Group III)	Fatalities & Injuries	Impaired	Bicycle Related	Motorcycle Related	Pedestrian Related	Speed Related	Occupant Protection	Aggressive Driving	Teen Drivers	Drivers 65+
Alachua	1	9	2	5	10	7	5	2	3	9	Bay	3	4	4	2	2	4	4	3	3	4	Baker	7	6	5	24	12	23	3	6	5	16
Brevard	19	15	14	9	16	2	13	19	18	12	Charlotte	10	13	3	9	4	15	16	11	12	3	Bradford	8	15	2	5	14	21	11	14	10	3
Broward	7	20	5	19	3	3	7	7	13	10	Citrus	13	11	15	4	13	9	9	13	14	6	Calhoun	15	3	23	20	15	3	1	12	3	18
Collier	24	17	8	24	22	12	23	24	24	21	Clay	12	14	6	13	9	16	15	12	8	16	De Soto	21	24	1	10	1	26	25	21	20	14
Duval	5	6	13	7	7	13	8	1	7	15	Columbia	2	3	10	11	5	2	1	2	1	1	Dixie	20	13	9	23	19	22	7	20	21	9
Escambia	4	1	11	3	6	9	3	3	1	3	Flagler	11	8	9	3	7	10	8	10	9	13	Franklin	19	1	13	11	8	18	6	19	8	11
Hillsborough	3	8	7	10	9	6	12	4	5	13	Hernando	8	10	12	5	8	13	11	8	6	2	Gadsden	6	11	14	26	21	11	19	9	14	19
Lake	20	13	24	8	21	16	16	21	12	8	Highlands	17	16	16	14	11	17	14	14	17	8	Gilchrist	25	25	25	17	25	15	26	25	16	24
Lee	21	12	18	18	14	9	20	21	17	17	Indian River	14	15	7	16	14	12	10	16	15	10	Glades	14	19	15	1	18	4	17	17	24	15
Leon	2	4	17	15	2	1	2	5	2	19	Martin	9	9	2	10	10	7	6	9	13	12	Gulf	23	12	10	18	7	12	18	23	19	21
Manatee	12	10	6	13	12	24	20	12	11	5	Monroe	1	1	1	1	1	3	5	1	10	7	Hamilton	2	5	16	6	9	1	2	2	15	17
Marion	14	11	23	11	17	20	10	14	8	2	Nassau	15	12	11	15	15	8	7	15	11	17	Hardee	11	22	12	2	5	20	24	13	22	6
Miami-Dade	9	24	15	22	1	23	4	8	16	16	Okaloosa	6	7	5	8	6	6	13	5	7	15	Hendry	24	17	11	22	6	19	13	24	25	26
Orange	6	18	9	12	5	11	19	6	10	20	Putnam	5	5	14	7	3	5	2	6	5	5	Holmes	17	23	21	8	26	6	23	16	18	12
Osceola	13	21	20	14	13	22	24	13	9	23	Santa Rosa	7	6	13	12	16	11	12	7	2	11	Jackson	3	21	17	13	10	7	5	5	4	2
Palm Beach	15	14	10	23	11	4	11	15	20	7	Sumter	16	17	17	17	14	17	17	16	9	16	Jefferson	4	8	24	15	13	5	14	4	12	13
Pasco	8	5	12	4	14	17	18	9	4	1	Walton	4	2	8	6	12	1	3	4	4	14	Lafayette	26	26	26	25	3	25	8	26	26	25
Pinellas	10	7	1	2	4	15	15	10	17	6												Levy	16	20	6	3	11	16	10	15	17	4
Polk	16	19	22	17	19	18	6	18	15	18												Liberty	5	4	4	7	23	9	16	3	2	10
Saint Johns	18	16	3	16	15	21	22	17	22	4												Madison	1	7	20	12	4	2	4	1	1	5
Saint Lucie	23	23	19	21	23	19	21	23	23	24												Okechobee	18	18	3	19	2	17	22	18	23	7
Sarasota	17	2	16	6	24	10	17	16	6	14												Suwannee	13	14	19	16	16	14	9	10	13	20
Seminole	22	22	21	20	20	8	14	22	19	22												Taylor	9	2	7	14	22	10	15	8	11	1
Volusia	11	3	4	1	8	5	1	11	14	11												Union	10	10	22	21	20	24	12	11	6	23
																						Wakulla	22	9	8	9	17	13	20	22	9	22
																						Washington	12	16	18	4	24	8	21	7	7	8

LEGEND
Highest 25% in a category.

Highway Safety Matrix - Ranking of Florida Cities										
(Based on fatal and injury crashes during 2009 - 2013.)										
Group 1 - Population of 75,000 and above - 31 Cities										
Florida City (Group 1)	Fatalities & Injuries	Impaired	Bicycle Related	Motorcycle Related	Pedestrian Related	Speed Related	Occupant Protection	Aggressive Driving	Teen Drivers	Drivers 65+
Boca Raton	4	14	12	20	13	9	17	7	5	1
Cape Coral	22	20	24	22	25	23	23	26	16	22
Clearwater	16	7	7	10	12	29	20	21	23	16
Coral Springs	24	29	15	28	23	11	30	20	7	21
Davie	8	1	16	5	15	1	5	2	1	2
Deerfield Beach	3	17	13	18	18	4	16	17	24	8
Deltona	26	26	30	17	29	22	21	28	29	29
Ft Lauderdale	15	11	3	7	2	8	1	4	11	4
Gainesville	13	3	2	2	6	19	11	3	2	6
Hialeah	18	30	28	29	19	31	6	23	22	17
Hollywood	21	19	5	15	7	14	14	9	20	7
Jacksonville	7	9	19	11	21	18	18	11	8	19
Lakeland	12	12	14	8	22	25	4	15	10	10
Largo	20	15	11	16	10	30	22	24	27	18
Melbourne	23	10	9	4	17	7	19	16	17	3
Miami	6	21	17	19	4	28	2	8	21	15
Miami Beach	10	6	1	1	1	26	13	10	31	27
Miami Gardens	9	22	23	23	11	10	8	12	12	20
Miramar	31	31	31	31	26	20	27	31	28	31
Orlando	1	8	10	3	3	3	7	1	4	11
Palm Bay	29	25	26	25	27	24	29	29	30	30
Palm Coast	28	18	25	14	30	17	24	27	18	23
Pembroke Pines	27	28	29	30	28	21	31	25	13	25
Plantation	5	23	22	27	24	15	25	14	9	9
Pompano Beach	14	13	8	12	8	2	3	13	15	5
Port St Lucie	30	27	27	26	31	27	26	30	26	28
St Petersburg	11	4	4	6	14	16	9	18	14	14
Sunrise	25	24	20	24	16	12	28	22	19	13
Tallahassee	19	5	18	13	9	5	10	6	3	24
Tampa	2	2	6	9	5	13	12	5	6	12
West Palm Beach	17	16	21	21	20	6	15	19	25	26

LEGEND
 Highest 25% in a category.

Performance Measures

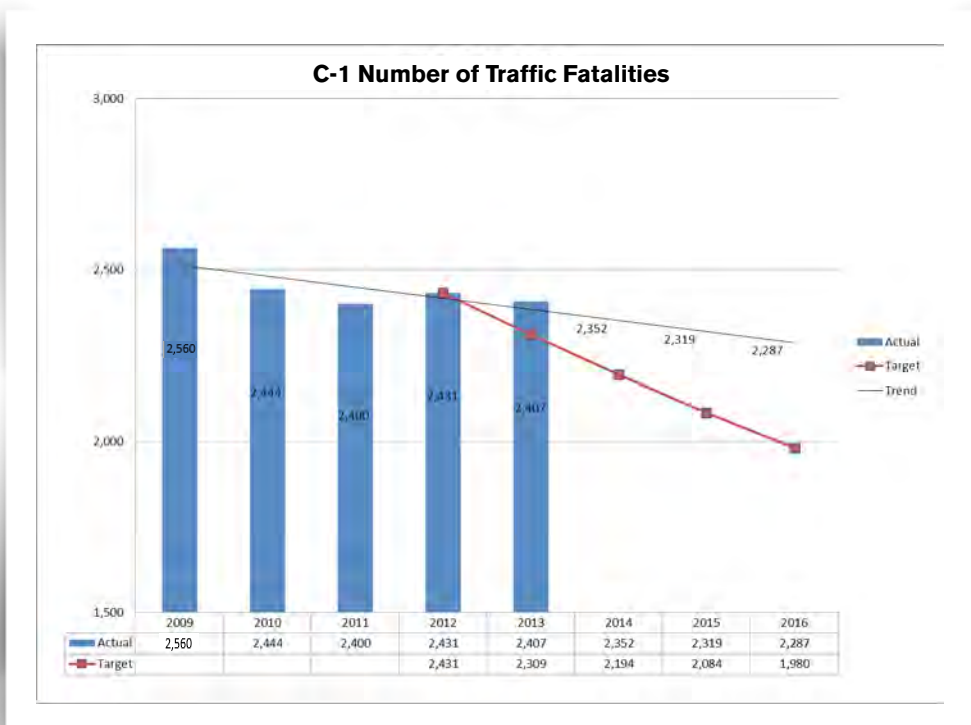
Congress requires each State to set performance goals as well as report performance measures in the *Highway Safety Plan*. The National Highway Traffic Safety Administration and the Governors Highway Safety Association developed a set of 15 minimum performance measures that must be included in each State's plan. These are broken down into three activity measures, one behavioral measure, and 11 core outcome measures. The fatality numbers for the outcome measures are based on data from the *Fatality Analysis Reporting System (FARS)*. Performance goals are required for the behavioral measure and the 11 core outcome measures. The FDOT Highway Traffic Safety Program has included three activity measures that relate to Florida.

The following goals were set to meet the requirements of 23 CFR 1200.10:

NUMBER OF TRAFFIC FATALITIES

C-1 - To decrease the number of traffic fatalities by 5% annually from the 2012 FARS data baseline year total of 2,431 to 1,980 by December 31, 2016. The table below reflects the number of traffic fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the total number of traffic fatalities will fall to **2,352** in 2014, **2,319** in 2015, and **2,287** in 2016.

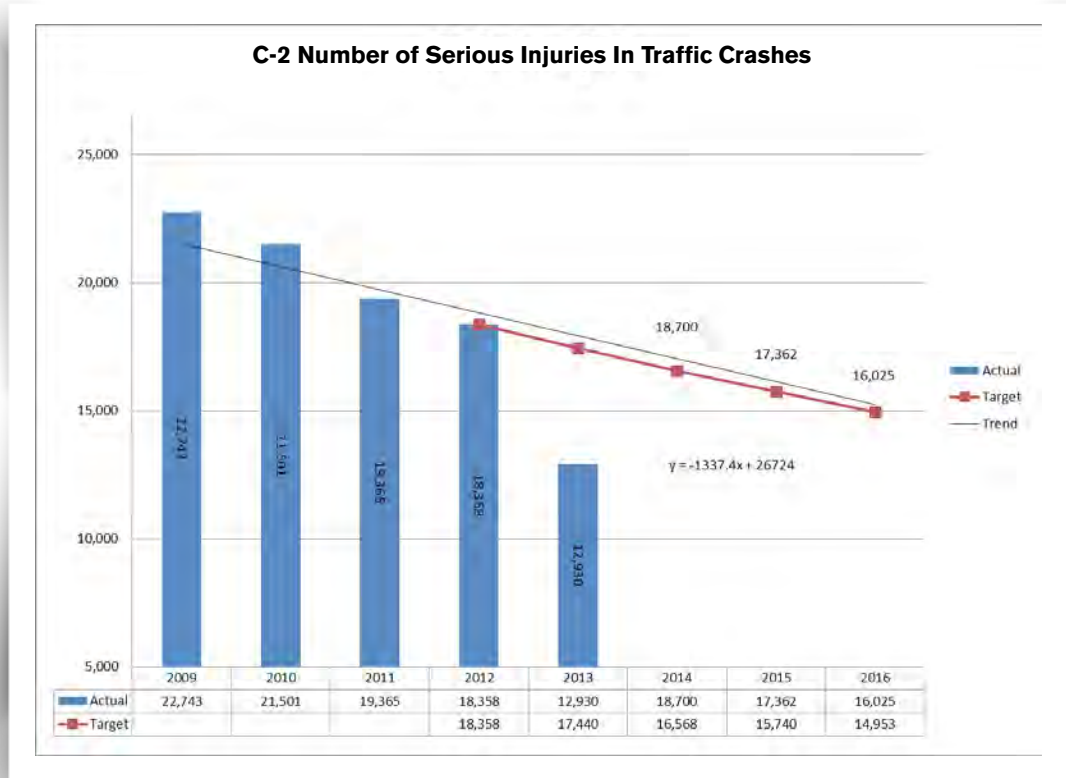
While the trend below indicates Florida will not meet its target reduction of 5% annually by 2016, it does indicate an anticipated annual reduction in the number of traffic fatalities if efforts continue. Florida expects the projects chosen for funding to continue this downward trend in the reduction of the number of traffic fatalities.



NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES

C-2 - To decrease the number of serious traffic injuries in traffic crashes by 5% annually from the 2012 FARS data baseline year total of 18,358 to 14,953 by December 31, 2016. The table below reflects the number of serious injuries in traffic crashes for each year and the linear trend in these injuries for Florida. If the linear trend reflected in the 2009-2013 data continues, the total number of serious injuries in traffic crashes will fall to **18,700** in 2014, **17,362** in 2015, and **16,025** in 2016.

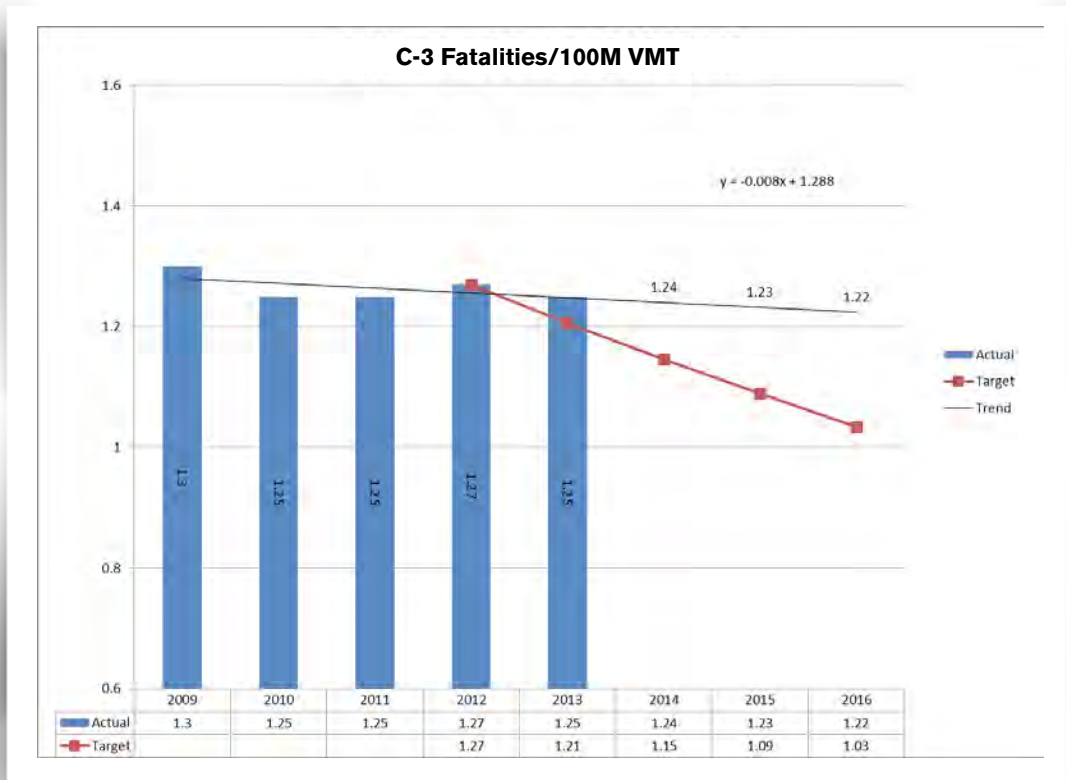
While the trend below indicates Florida will not meet its target reduction of 5% annually by 2016, it does indicate it should come very close to meeting the target if efforts continue. Florida expects the projects chosen for funding to continue this downward trend in the reduction of the number of serious injuries in traffic crashes.



FATALITIES/100M VMT

C-3 - To decrease fatalities per 100 million vehicles miles traveled (VMT) by 5% annually from the 2012 FARS data baseline year total of 1.27 to 1.03 by December 31, 2016. The table below reflects fatalities per 100 million miles of VMT for each year and the linear trend in fatalities per 100 million miles VMT for Florida. If the linear trend reflected in the 2009-2013 data continues, total fatalities per 100 million vehicle miles traveled will fall to **1.24** in 2014, **1.23** in 2015, and **1.22** in 2016.

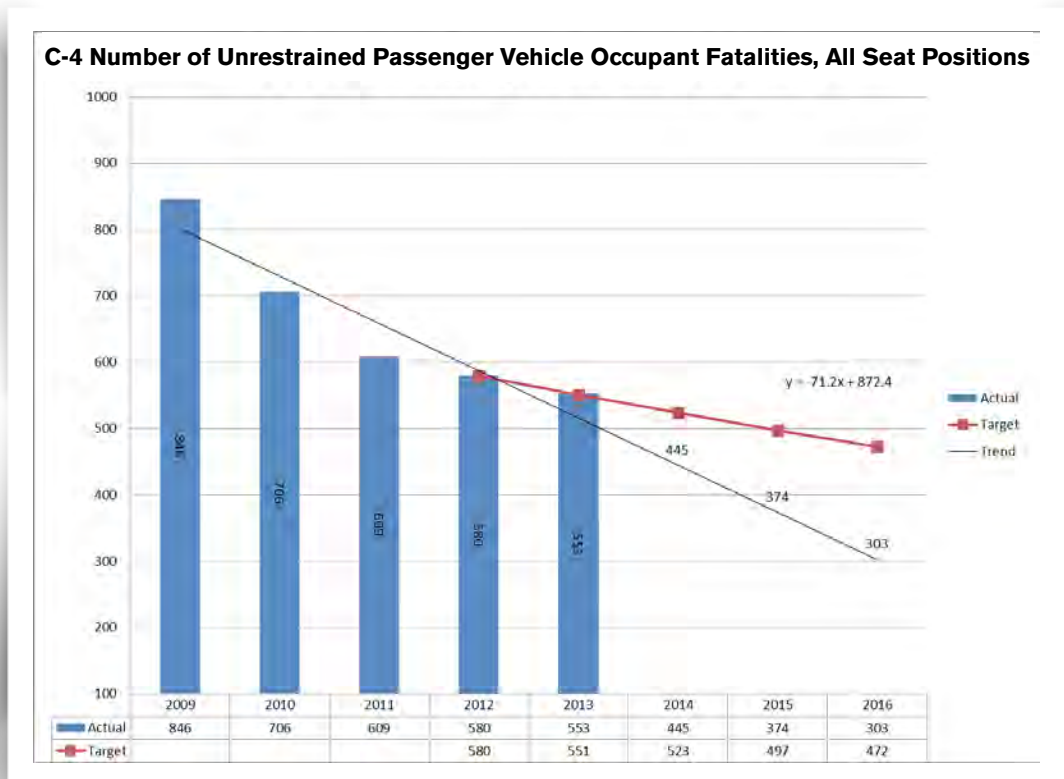
While the trend below indicates Florida will not meet its target reduction of 5% annually by 2016, it does indicate an anticipated annual reduction if efforts continue. Florida expects the projects chosen for funding to continue this downward trend in the reduction of fatalities per VMT.



NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS

C-4 - To decrease the number of unrestrained passenger vehicle occupant fatalities, all seat positions, in safety belt equipped (SBE) vehicles by 5% annually from the 2012 FARS data baseline year total of 580 to 472 by December 31, 2016. The table below reflects unrestrained passenger vehicle occupant fatalities, all seat positions, for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of unrestrained passenger vehicle occupant fatalities, all seat positions, will fall to **445** in 2014, **374** in 2015, and **303** in 2016.

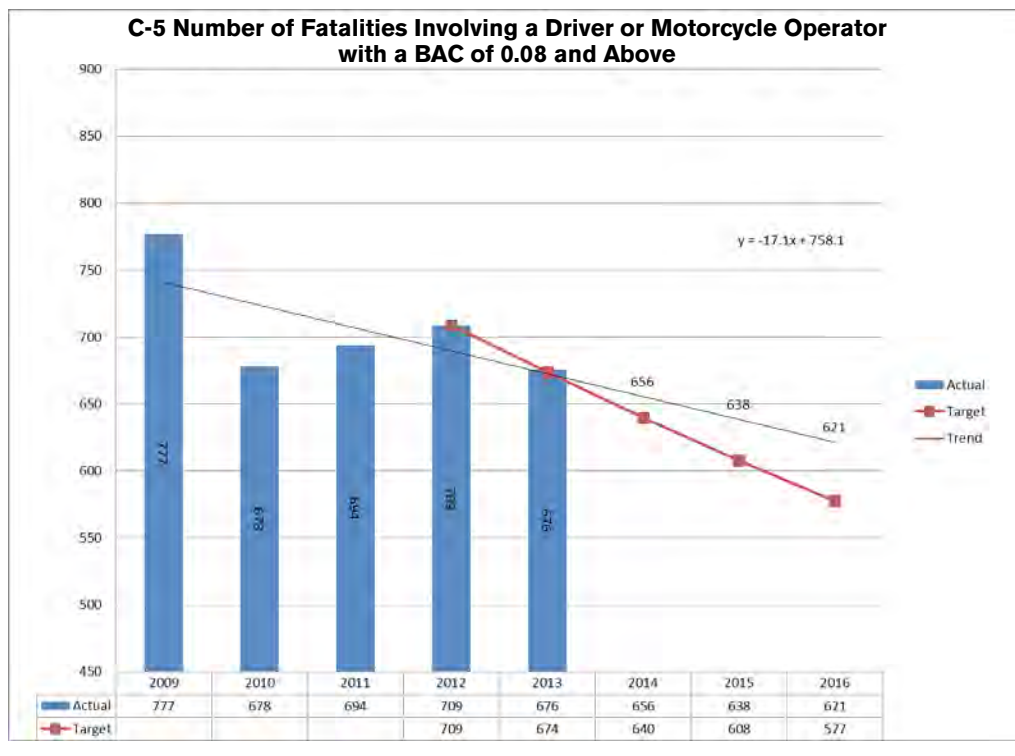
Florida has exceeded its 5% target reduction for 2013 and the trend below indicates that will continue in 2016. Florida expects the projects chosen for funding to continue this downward trend in overall reduction of unrestrained passenger vehicle occupant fatalities, all seat positions.



NUMBER OF FATALITIES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF 0.08 AND ABOVE

C-5 - To decrease the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 and above by 5% annually from the 2012 FARS data baseline year total of 709 to 577 by December 31, 2016. The table below reflects fatalities involving a driver or motorcycle operator with a BAC of 0.08 and above for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 and above will fall to **656** in 2014, **638** in 2015, and **621** in 2016.

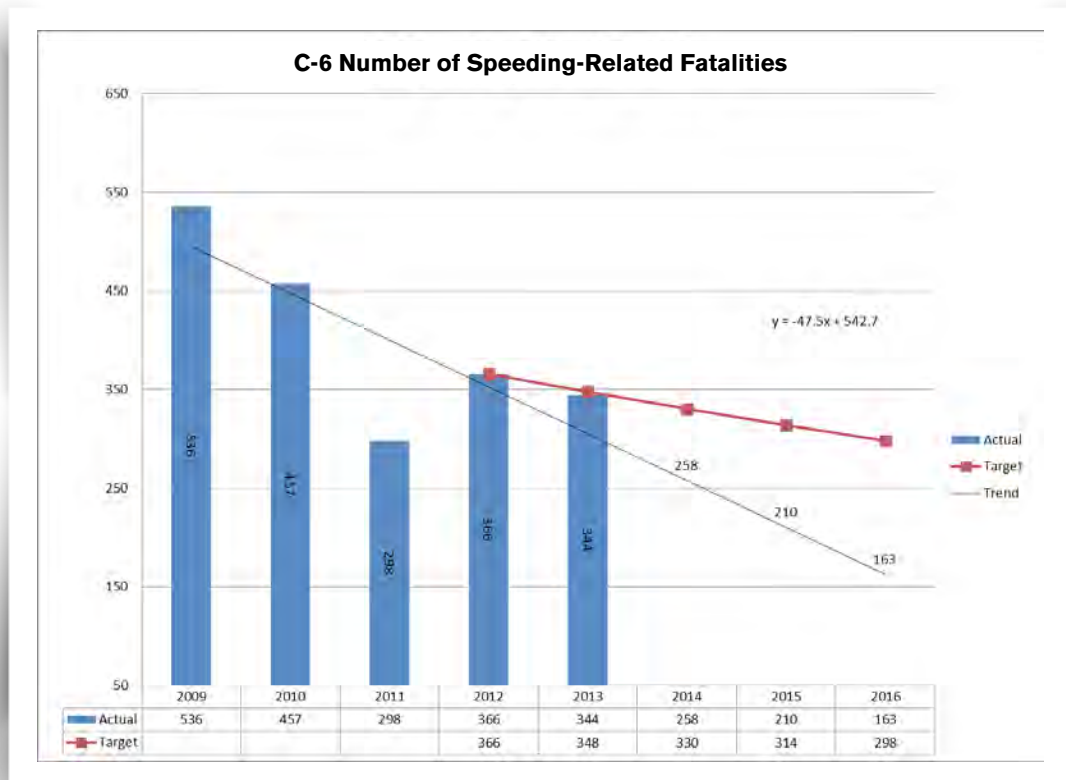
While the trend below indicates Florida will not meet its target reduction of 5% annually by 2016, it does indicate an anticipated annual reduction if efforts continue. Florida expects the projects chosen for funding to continue this downward trend in overall reduction in the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 and above.



NUMBER OF SPEEDING-RELATED FATALITIES

C-6 - To decrease the number of speeding-related fatalities by 5% annually from the 2012 FARS data baseline year total of 366 to 298 by December 31, 2016. The table below reflects the number of speeding-related fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of speeding-related fatalities will decline to **258** in 2014, **210** in 2015, and **163** in 2016.

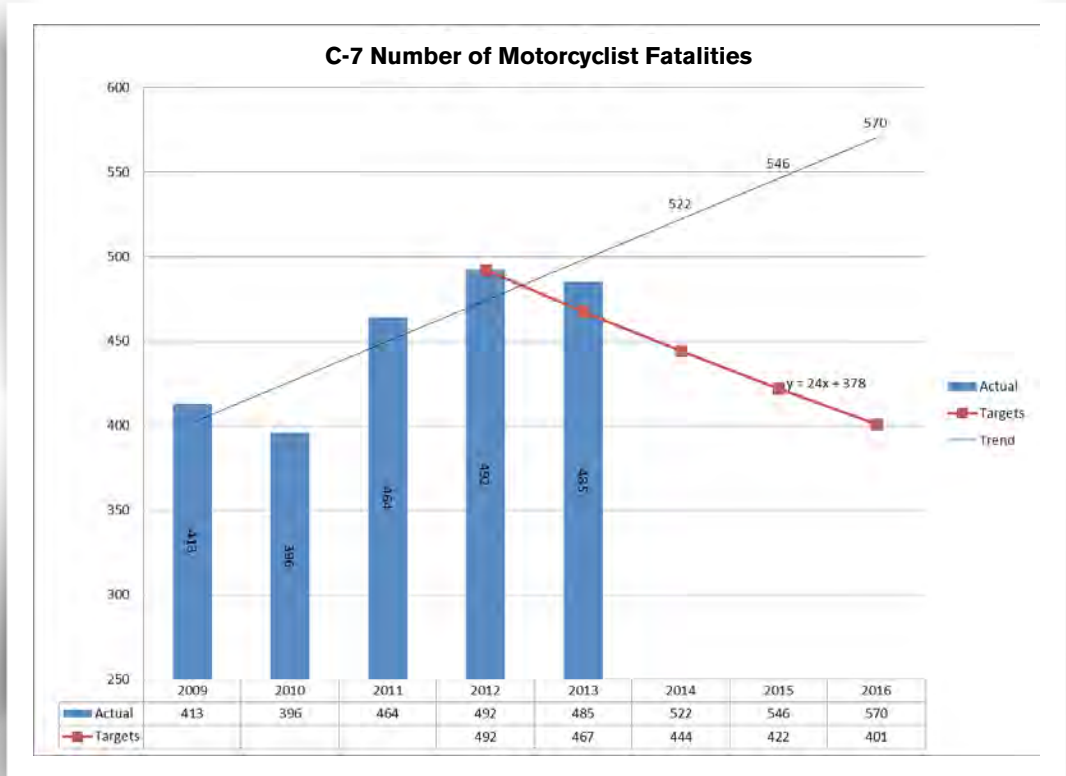
Florida exceeded its 5% target reduction for 2013 and the trend below indicates the State will exceed its target reduction of 5% annually by 2016 if efforts continue. Florida expects the projects chosen for funding to continue this downward trend in the overall reduction of the number of speeding-related fatalities.



NUMBER OF MOTORCYCLIST FATALITIES

C-7 - To decrease the number of motorcyclist fatalities by 5% annually from the 2012 FARS data baseline year total of 492 to 401 by December 31, 2016. The table below reflects the number of motorcyclist fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of motorcyclist fatalities will increase to **522** in 2013, **546** in 2014, and **570** in 2016.

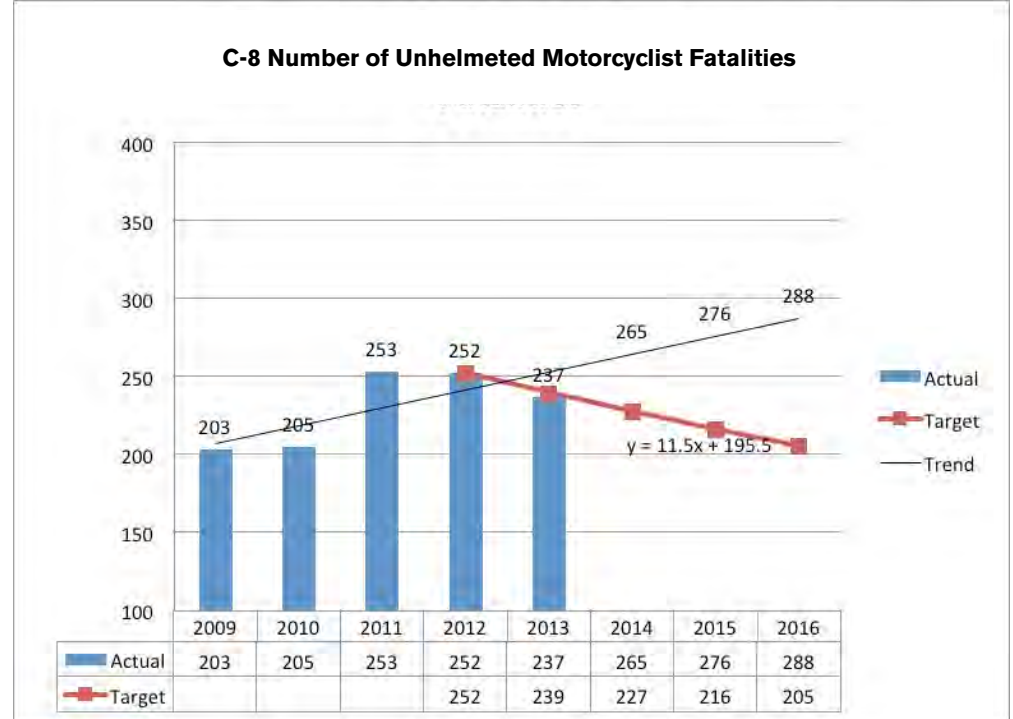
The trend below indicates Florida will not meet its target reduction of 5% annually by 2016 and motorcyclist fatalities will increase. However, Florida expects the projects chosen for funding and the continued efforts of the State's Motorcycle Safety Coalition to be successful in flattening the increasing trend in the number of motorcyclist fatalities.



NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

C-8 - To decrease the number of unhelmeted motorcyclist fatalities by 5% annually from the 2012 FARS data baseline year total of 252 to 205 by December 31, 2016. The table below reflects the number of unhelmeted motorcyclist fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of unhelmeted motorcyclist fatalities will increase to **265** in 2014, **276** in 2015, and **288** in 2016.

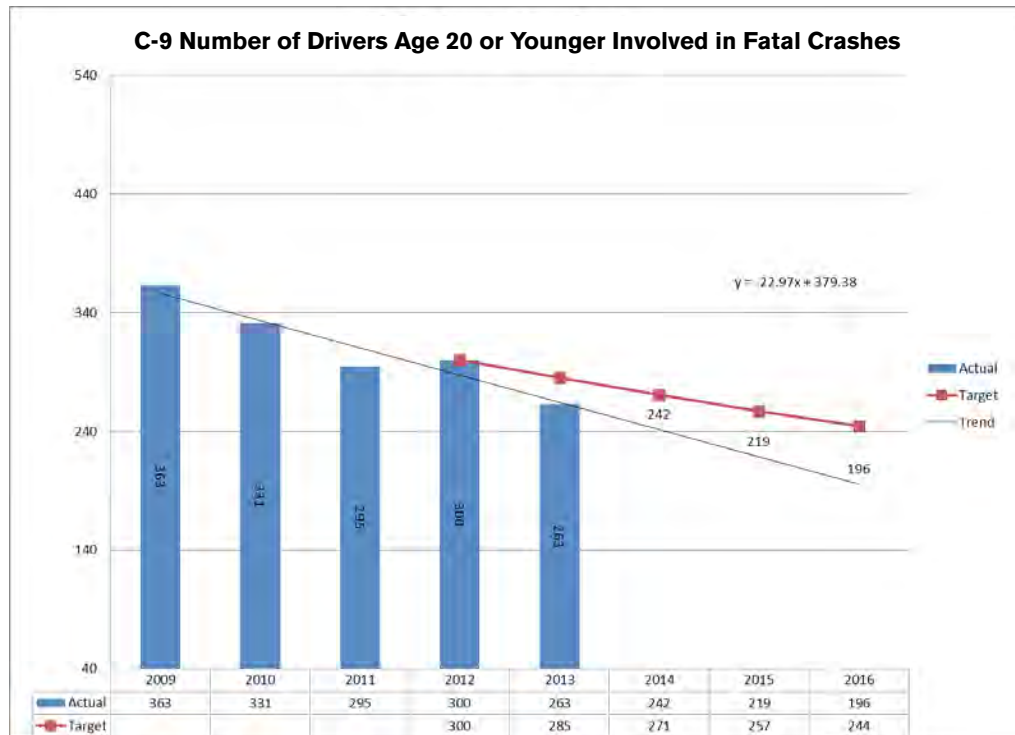
The trend below indicates Florida will not meet its target reduction of 5% annually by 2016 and the number of unhelmeted motorcyclist fatalities will increase. However, Florida expects the efforts of the projects chosen for funding and the continued efforts of Florida's Motorcycle Safety Coalition to be successful in flattening the increasing trend in the number of unhelmeted motorcyclist fatalities.



NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

C-9 - To decrease the number of drivers age 20 or younger involved in fatal crashes by 5% annually from the 2012 FARS data baseline year total of 300 to 244 by December 31, 2016. The table below reflects the number of drivers age 20 or younger involved in fatal crashes for each year and the linear trend of these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of drivers age 20 or younger involved in fatal crashes will decline to **242** in 2013, **219** in 2014, and **196** in 2016.

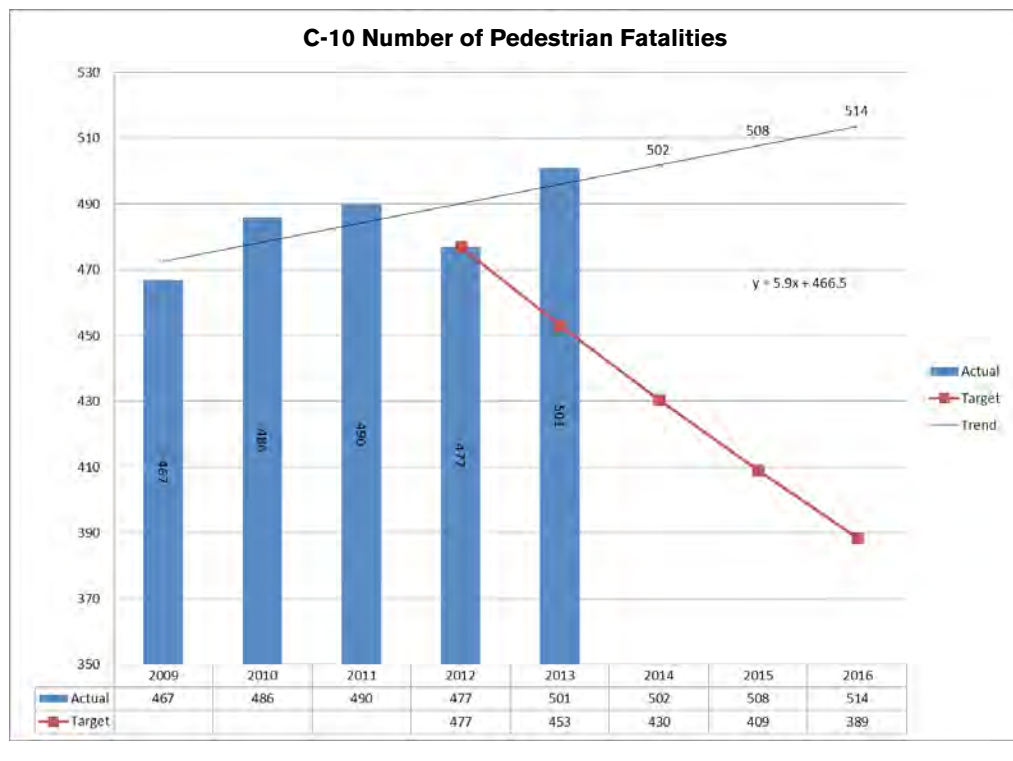
Florida has exceeded its 5% target reduction for 2013 and the trend below indicates that will continue in 2016. Florida expects the projects chosen for funding along with the continued efforts of the Florida Teen Safe Driving Coalition to continue the downward trend of overall reduction of the number of drivers age 20 or younger involved in fatal crashes.



NUMBER OF PEDESTRIAN FATALITIES

C-10 - To reduce the number of pedestrian fatalities by 5% annually from the 2012 FARS data baseline year total of 477 to 389 by December 31, 2016. The table below reflects the number of pedestrian fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of pedestrian fatalities will increase to **502** in 2013, **508** in 2014, and **514** in 2016.

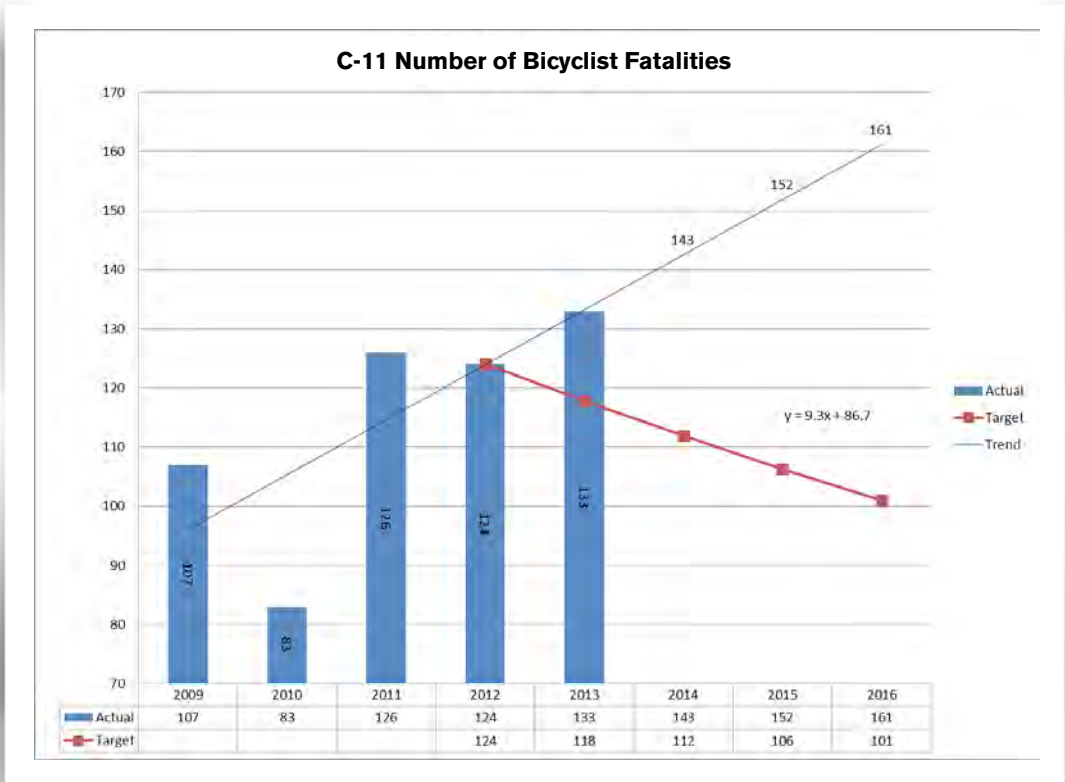
The trend below indicates Florida will not meet its target reduction of 5% annually by 2016. While the trend indicates an anticipated increase in the number of pedestrian fatalities, Florida expects the projects chosen for funding and the continued efforts of the State's Bicycle and Pedestrian Coalition to be successful in flattening the increasing trend in the number of pedestrian fatalities.



NUMBER OF BICYCLIST FATALITIES

C-11 - To reduce the number of bicyclist fatalities by 5% annually from the 2012 FARS data baseline year total of 124 to 101 by December 31, 2016. The table below reflects the number of bicyclist fatalities for each year and the linear trend for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of bicyclist fatalities will increase to **143** in 2014, **152** in 2015, and **161** in 2016.

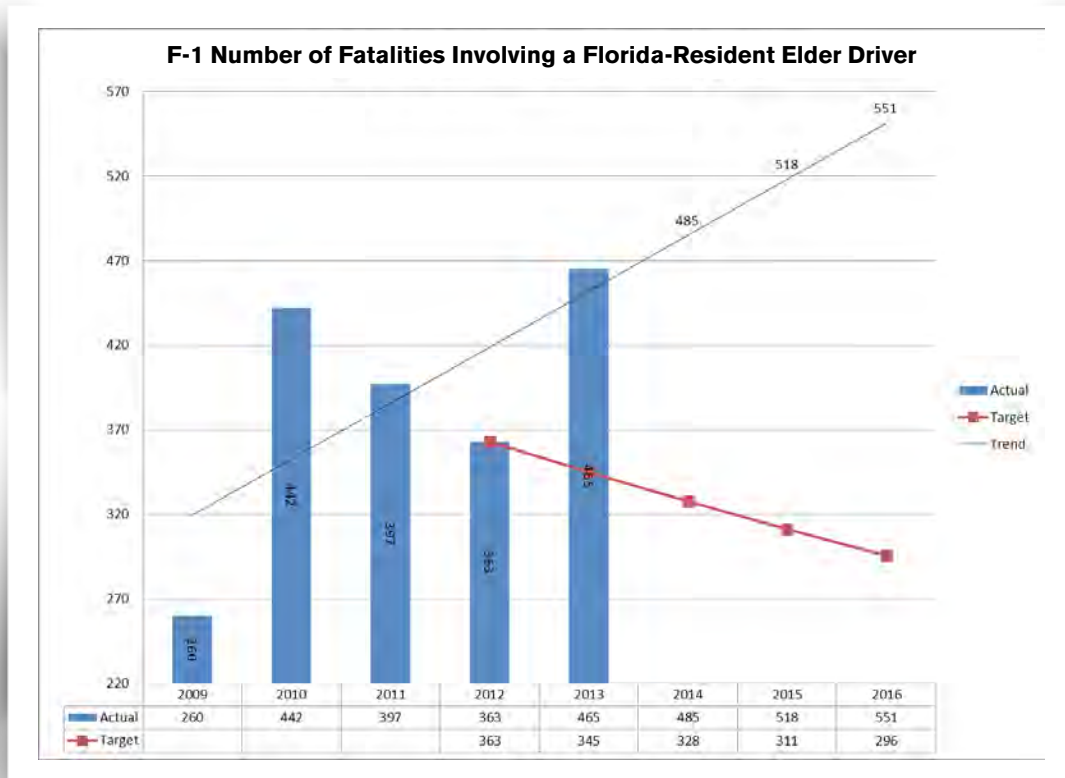
The trend below indicates Florida will not meet its target reduction of 5% annually by 2016. While the trend indicates an anticipated increase in the number of bicyclist fatalities, Florida expects the projects chosen for funding and the continued efforts of the State's Bicycle and Pedestrian Coalition to be successful in flattening the increasing trend in the number of bicyclist fatalities.



NUMBER OF FATALITIES INVOLVING A FLORIDA-RESIDENT ELDER DRIVER

F-1 - To reduce the number of fatalities involving a Florida-resident elder driver (age 65 and older as classified as “Aging Road Users” in the FL SHSP) by 5% annually from the 2012 FARS data baseline year total of 363 to 296 by December 31, 2016. The table below reflects the number of fatalities involving a Florida-resident elder driver for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2009-2013 data continues, the number of fatalities for involving a Florida-resident elder driver will increase to **485** in 2014, **518** in 2015, and **551** in 2016.

The trend below indicates Florida will not meet its target reduction of 5% annually by 2016. While the annual trend line below indicates an anticipated increase in the number of fatalities involving a Florida-resident elder driver, Florida expects the projects chosen for funding and the continued efforts of the State’s Safe Mobility for Life Coalition to be successful in flattening the increasing trend in the number of fatalities involving a Florida-resident elder driver.

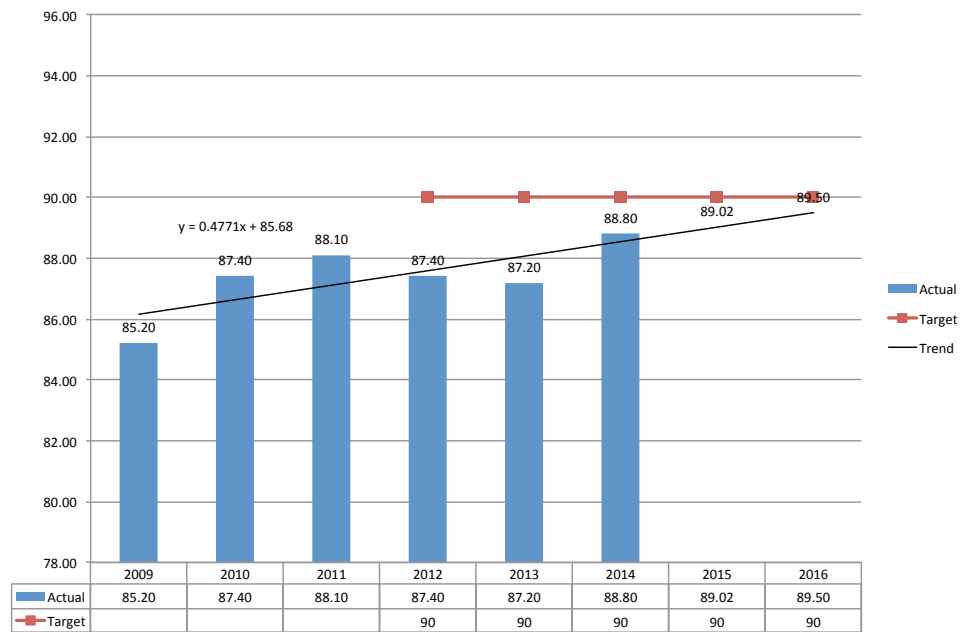


OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

B-1- To increase the observed seat belt use for passenger vehicles, front seat outboard occupants, identified through an annual seat belt observational survey, from 88.8% in 2014 to at least 90% by December 30, 2016. The table below reflects the observed seat belt use for passenger vehicles, front seat outboard occupants each year and the linear trend for Florida. If the linear trend reflected in the 2009-2013 data continues, the seat belt use for passenger vehicles, front seat outboard occupants will increase to **92.90%** in 2015 and **94.27%** in 2016.

The trend below indicates Florida will not meet its target of 90% seat belt use by 2016. Florida expects the projects chosen for funding to continue the upward trend in observed seat belt use for passenger vehicles, front seat outboard occupants.

B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants



ACTIVITY MEASURES			2009	2010	2011	2012	2013	2014	2015	2016
A-1	Number of Grant-Funded Safety Belt Citations ¹	Final	4,888	28,349	2,897	3,057	9,019	9,016		
A-2	Number of Grant-Funded Impaired Driving Arrests ²	Final	2,373	2,129	3,015	3,132	4,003	2,133		
A-3	Number of Grant-Funded Speeding Citations ¹	Final	14,597	17,217	16,573	16,571	17,725	21,148		

BEHAVIORAL MEASURES			2009	2010	2011	2012	2013	2014	2015	2016
B-1	Observed Safety Belt Use, Front Seat Outboard Occupants	Target				90.0%	90.0%	90.0%	90.0%	90.0%
		Final	85.2%	87.4%	88.1%	87.4%	87.2%	88.8%		

CORE PERFORMANCE MEASURES			2009	2010	2011	2012	2013	2014	2015	2016
C-1	Number of Traffic Fatalities ³	Target				2,431	2,309	2,194	2,084	1,980
		Final	2,560	2,444	2,400	2,431	2,407			
C-2	Number of Serious Injuries in Traffic Crashes ⁴	Target				18,358	17,440	16,568	15,740	14,953
		Final	22,743	21,501	19,365	18,358	12,930			
C-3	Number of Fatalities/100M VMT ³	Target				1.27	1.21	1.15	1.09	1.03
		Final - Total	1.3	1.25	1.25	1.27	1.25			
C-4	Number of Unrestrained Occupant Fatalities – All Positions ³	Target				580	551	523	497	472
		Final	846	706	609	580	553			
C-5	Number of Fatalities Involving Driver/Motorcyclist with .08+ BAC ³	Target				709	674	640	608	577
		Final	777	678	694	709	676			
C-6	Number of Speeding-Related Fatalities ³	Target				366	348	330	314	298
		Final	536	457	298	366	344			
C-7	Number of Motorcyclist Fatalities ³	Target				492	467	444	422	401
		Final	413	396	464	492	485			
C-8	Number of Unhelmeted Motorcyclist Fatalities ³	Target				252	239	227	216	205
		Final	203	205	253	252	237			
C-9	Number of Drivers ≤ Age 20 Involved in Fatal Crashes ³	Target				300	285	271	257	244
		Final	363	331	295	300	263			
C-10	Number of Pedestrian Fatalities ³	Target				477	453	430	409	389
		Final	467	486	490	477	501			
C-11	Number of Bicyclist Fatalities ³	Target				124	118	112	106	101
		Final	107	83	126	124	133			

STATE PERFORMANCE MEASURES			2009	2010	2011	2012	2013	2014	2015	2016
F-1	Number of Florida Resident Drivers ≥ Age 65 Involved in Fatal Crashes ³	Target	NA	413	400	363	345	328	311	296
		Final	260	442	397	363	465			
F-2	Number of Grant-Funded DUI Checkpoints Conducted ¹	Target	136	300	325	350	450	428	406	386
		Final	211	502	517	88	102	102		
F-3	Number of Grant-Funded Teen Driver Events Conducted ¹	Target	N/A	320	350	360	450	480	500	500
		Final	296	510	247	239	364	364		

1. Accurate data for grant-funded citations in past years is not available because, in most cases, law enforcement agencies reported all citations issued during the year, not just the totals for grant-funded activities.

2. Data for the Activity Measures is based on the quarterly reports filed by subgrantees during the fiscal year while the other measures are based on calendar year data.

3. Fatality numbers come from the **Fatality Analysis Reporting System (FARS)** except for F-2, which comes from the Florida Department of Highway Safety and Motor Vehicles (DHSMV) annual report of crash statistics.

4. Serious injuries are those injuries listed as 'Incapacitating Injuries' by the DHSMV in its annual report of crash statistics.

Evidence-Based Enforcement Plan

The State of Florida has a comprehensive, **evidence-based enforcement plan** that encompasses all traffic safety program areas. Enforcement activity locations are selected based upon data that identifies high-risk areas with the greatest number of crashes, fatalities, serious injuries, and/or traffic violations (citations). The State Safety Office awards funding to law enforcement agencies located within these high-risk areas and continues to monitor the data throughout the year to assess impact. Through the Florida Law Enforcement Challenge, the State's Law Enforcement Liaisons (LELs) work with local, county, and State enforcement agencies to encourage participation in State and national mobilizations and campaigns. Through the Challenge, law enforcement agencies are encouraged to conduct routine enforcement patrols addressing 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, fatalities, and serious injuries. The Florida Highway Safety Matrix ranks combined fatality and injury data on a per capita basis in county and city level matrices. Based upon five years of data (2009-2013), these matrices provide Florida decision-makers with critical information about levels of traffic safety risk for counties and cities throughout the State.

County and city level matrices are divided into three groups based upon population. Counties and cities are ranked relative to population in a particular program area on a per-capita basis, where "1" represents the highest fatal and injury crash rate. For example ([see page 12](#)), the "4" next to Leon indicates it has the 4th highest fatal and injury crash rate in impaired related crashes among the 24 counties in Group 1. The rankings in both matrices are based on the five-year period sum of combined fatality and injury crash data divided by the population of a county or city to determine a per capita rank. Inmate populations are excluded in per capita calculations.

Other data tools used for enforcement planning are the Florida Integrated Report Exchange System (FIREX) and Signal 4 Analytics, which provide actual crash counts for each law enforcement agency and county. These tools can also break down data on crash hot spots by program area to direct effective enforcement in 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, fatalities and serious injuries. 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 Florida's State Safety Office submit concept papers describing their proposed efforts.

Concept papers for enforcement projects are evaluated for 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, available funding, 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. If concept papers are not received from high crash, fatality, and injury areas, the 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 sponsored by FDOT and NHTSA. The goal of the LEL program is to empower law enforcement agencies across the State to boost safety belt use, reduce impaired driving, and encourage other traffic safety initiatives. The LEL Program developed several Florida-based Law Enforcement Challenges to support the goal of saving lives including the Law Enforcement, Motor Unit, DUI, and *Click It or Ticket* Challenges.

These Challenge programs promote and reward law enforcement agencies for improving traffic safety through increased enforcement that reduces crashes and increases safety belt use. 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 an important source of support for enforcement-related traffic safety training and public information programs sponsored by FDOT and NHTSA.

Florida *Click It or Ticket* Challenge

The Florida *Click It or Ticket* Challenge (CIOT) rewards agencies that address safety belt use in their communities using a multi-faceted approach. Combining the CIOT message with proactive enforcement activities, agencies promote the CIOT

message during three waves of high visibility enforcement using as many media outlets as possible to create an increased level of public awareness.

Florida DUI Challenge

The Florida DUI Challenge rewards law enforcement agencies that dedicate a significant level of resources to impaired driving enforcement, awareness, and training. The goal of this program is to reduce the number of alcohol-related crashes, fatalities, and injuries that occur in Florida by increasing DUI enforcement and public awareness of the State's alcohol-related crash problem.

Florida Law Enforcement Challenge

The Florida Law Enforcement Challenge rewards the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce traffic safety laws and educate the public about occupant protection, impaired driving, speeding, and other issues that impact the safety of roadway users. Law enforcement agencies submit an application that documents agency efforts and effectiveness in addressing these critical traffic safety areas.

Florida Motor Unit Challenge

The Florida Motor Unit Challenge rewards motor units that reduce crashes and increase safety belt usage rates through high visibility enforcement of traffic safety laws. Using baseline data from the previous year, the Motor Unit Challenge application compares improvements in crash data and safety belt usage following high visibility enforcement activities.

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 campaign purchase is program specific and location and medium are based on program area target audience, number of expected impressions, geographic locations of highest risk, statewide exposure benefits, available funding, and in-kind match. This focused media supports education and enforcement activities in high-risk areas as well as statewide messaging exposure to support the reduction of fatalities and serious injuries throughout Florida.

Florida's media plan includes the following State campaigns:

- **Alert Today, Alive Tomorrow** – a public safety messaging campaign to increase awareness of and compliance with pedestrian and bicycle laws
- **Drink + Ride = Lose** – a motorcyclist education campaign to remind motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired

- **Ride Smart** – a motorcyclist education campaign to encourage motorcyclists to not drink and ride, make themselves more visible, to always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license
- **Share the Road** – a motorist awareness campaign to remind motorists to look for and share the road with motorcyclists

National traffic safety campaigns supported via the media plan include:

- **Drive Sober or Get Pulled Over** – a public safety messaging campaign to increase awareness of and compliance with impaired driving laws and consequences
- **Click It or Ticket** – a public safety messaging campaign to increase awareness of and compliance with safety belt use laws and the consequences of non-use

CONTINUOUS FOLLOW-UP AND ADJUSTMENT

The State Safety Office conducts continuous monitoring of all subgrants. Funded agencies are required to submit monthly and quarterly activity reporting of high visibility enforcement that has occurred during the respective time period. A component of State Safety Office monitoring requires the identification of areas of highest risk and a comparison of that to the location of enforcement efforts for each subrecipient. When activity reports are received, they are assessed against the latest crash data to identify successful crash reductions in targeted locations, as well as new areas of risk that may be developing. State Safety Office staff regularly communicate with subrecipients about the alignment of enforcement efforts with current areas of high risk.

The list of high visibility enforcement subgrants for FY2016 can be found on the following pages:

Impaired Driving	page 46
Motorcycle Safety	page 50
Occupant Protection	page 53
Speed Management	page 71



Community Traffic Safety Program

The Community Traffic Safety Program targets road users most at-risk for traffic fatalities and injuries. In Florida, these at-risk road users are identified as aging road users, distracted drivers, and teen drivers. Florida's Community Traffic Safety Program includes Statewide Community Traffic Safety Teams, the Comprehensive Older Driver Program, the Statewide Teen Traffic Safety Program, and local projects that reduce at-risk road users' involvement in crashes. Efforts of the Community Traffic Safety Program are intended to raise awareness and provide safety resources that contribute to a minimum 5% annual reduction in fatalities of teen drivers (age 15-19), drivers age 65 and over, and distracted drivers.

STRATEGIES

Aging Road Users

- Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources
- Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility
- Provide information and resources regarding aging road user safety, access, and mobility
- Inform public officials about the importance and need to support national, State, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility
- Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users)
- Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation
- Promote safe driving and mobility for aging road users through licensing and enforcement
- Promote the safe mobility of aging road users (pedestrians, transit riders, bicyclists and other non-motorized vehicles)
- Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders
- Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation)



Distracted Driving

- Increase public awareness and distracted driving prevention programs
- Encourage public and private sector entities to adopt and enforce distracted driving policies
- Support legislative initiatives that enhance distracted driving- related traffic laws and regulations
- Support Graduated Drivers License (GDL) restrictions to reduce distracted driving behaviors in teen drivers

Teen Drivers

- Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and supports the Florida Teen Coalition
- Create a safe driving culture for teen drivers through outreach and education
- Support initiatives that enhance traffic laws and regulations related to safe teen driving

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Seventh Edition, 2013* (CTW).

- *Communications and Outreach* (CTW, Chapter 2: Pages 30-33; Chapter 4: Page 18; Chapter 7: Page 11)
- *Driver Education and Parents* (CTW, Chapter 6: Pages 16-20)

STATEWIDE COMMUNITY TRAFFIC SAFETY PROGRAM

Project Name: Community Traffic Safety Teams

Project Number: (see below)

Project Description: The Community Traffic Safety Team (CTST) program promotes public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road. The Florida Department of Transportation (FDOT) will provide the CTSTs in each FDOT District with public information and educational materials to address traffic safety problems affecting their local communities

PROJECT NUMBER	AGENCY	PROJECT TITLE	AMOUNT
CP-16-04-01	FDOT District One	D-1 Community Traffic Safety Team	\$30,000.00
CP-16-04-02	FDOT District Two	D-2 Community Traffic Safety Team	\$30,000.00
CP-16-04-03	FDOT District Three	D-3 Community Traffic Safety Team	\$30,000.00
CP-16-04-04	FDOT District Four	D-4 Community Traffic Safety Team	\$30,000.00
CP-16-04-05	FDOT District Five	D-5 Community Traffic Safety Team	\$30,000.00
CP-16-04-06	FDOT District Six	D-6 Community Traffic Safety Team	\$30,000.00
CP-16-04-07	FDOT District Seven	D-7 Community Traffic Safety Team	\$30,000.00

Budget: **\$210,000**

Project Name: Community Traffic Safety Support

Project Number: CP-16-04-08

Project Description: The University of South Florida, Center for Urban Transportation Research will receive funding to provide support to State Safety Office staff and programs along with purchasing public information and educational materials in support of Highway Traffic Safety, such as the annual update and distribution of Florida's Law Enforcement Guide.

Budget: **\$150,000**

FLORIDA’S AGING ROAD USER PROGRAM

Florida’s Aging Road User Program targets the improvement of aging road user safety and mobility. These improvements also promote the reduction in the number of aging road user fatalities, serious injuries, and crashes while maintaining aging road users’ mobility and independence. Today’s older drivers are driving longer and driving more miles per year than in the past. Research shows that older adults can expect to outlive their ability to safely drive by 7 to 10 years. Florida leads the nation with 18 percent of its population age 65 and older. By the year 2030, over 27 percent of Floridians will be over age 65, and half of those will be 75 or older. Mirroring this anticipated growth, an increasing proportion of licensed drivers in Florida are trending older as well. The FY2016 projects address these issues from several different angles and enlist local agencies to address aging road user safety in their specific geographic areas.

Project Name: Elder Road User Program

Project Number: CP-16-04-09

Project Description: The Area Agency on Aging of Central Florida will conduct train-the-trainer classes and consumer “CarFit” events statewide. CarFit is a national educational program created by the American Society on Aging in collaboration with the American Automobile Association, AARP, and the American Occupational Therapy Association. CarFit offers older adults the opportunity to check out 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 in the community.



Budget: \$200,000

Project Name: Comprehensive Older Driver Program

Project Number: CP-16-04-10

Project Description: Florida State University’s Pepper Institute will assist Florida’s Safe Mobility for Life Coalition in the implementation of their strategic plan, support coalition meetings, assist in program management, and conduct the programs evaluation. This project oversees implementation of Florida’s Aging Road User Strategic Safety Plan and also develops a broad based comprehensive plan to reduce the number of Florida’s aging road users killed or seriously injured as a result of crash involvement.



Budget: \$217,692

Project Name: Elder Road User Information System
Project Number: CP-16-04-11
Project Description: The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Elder Road User Information System, which provides seniors access to local medical and non-medical transportation options so they can remain independent. The University will build upon prior experience, current expectations, and future demands to develop, build, pilot test, refine, and enhance the Elder Road User Information System. Anticipated enhancements include the development of a GIS mapping system for alternative transportation by county and incorporation of Spanish and other language options to better meet the goal of long-term sustainability. This project will reduce injuries and fatalities for older road users by giving them options for transportation independence once driving is no longer a safe option.
Budget: **\$129,000**

Project Name: Broward County Grand Drivers
Project Number: CP-16-04-12
Project Description: The Broward County Sheriff's Office will implement a senior driving safety education and enforcement program. The Broward Grand Drivers (65+) program will include a series of trainings that include CarFit, road safety, interactive driving courses with certified driving instructors, and public awareness campaigns in Pompano Beach and Pembroke Park. This program will promote resources and opportunities to increase seniors' driving performance in an effort to reduce fatalities and serious injuries to aging road users in Broward County.
Budget: **\$25,000**

Project Name: Lady Lake Police Department Seniors Taking a Responsible Step for Safety (S.T.A.R.S.)
Project Number: CP-16-04-13
Project Description: The Lady Lake Police Department will implement a senior driving safety education and enforcement program. The Seniors Taking a Responsible Step for Safety (S.T.A.R.S.) program will include a series of trainings that include CarFit, road safety, and enforcement. This program will promote resources and opportunities to increase senior driving performance in an effort to reduce fatalities and serious injuries to aging road users in the City of Lady Lake.
Budget: **\$23,365**

DISTRACTED DRIVING

Project Name: FAMU Campus Safety Program

Project Number: DD-16-04-01

Project Description: Florida Agricultural and Mechanical University (FAMU) will implement a Florida Historically Black College Campus Safety Program which will focus on a distracted driving safety intervention at Bethune Cookman University and Florida Memorial University. The intervention program will include meeting with university leadership, pre- and post- observational surveys of distracted driving behaviors, student presentations, and data analysis. The goal of this project is to provide culturally relevant materials and resources that will reduce distracted driving behaviors of minority youth.

Budget: **\$67,365**

STATEWIDE TEEN TRAFFIC SAFETY PROGRAM

Florida's Statewide Teen Traffic Safety program seeks to influence teens age 15-19 and empower them to educate peers, parents, and communities about seat-belt use, driving within speed limits and road conditions, dangers associated with impaired and distracted driving, and the risks teens face when driving with multiple passengers. Teen Drivers are a key focus in Florida's SHSP At-Risk Road User Emphasis Area. In response, the Florida Teen Safe Driving Coalition was established to reduce teen driver behaviors that lead to traffic injuries and fatalities. Coalition efforts to accomplish this goal include participation of the 4 E's in developing a Statewide program using peer-to-peer education and prevention strategies to increase seat belt use, decrease speeding, reduce impaired and distracted driving, and prevent underage drinking. Additional FY2016 teen-focused efforts include statewide projects that address these key issues with diverse strategies and local projects where agencies address teen driving in specific geographic areas.

Project Name: Florida Student Traffic Safety Program

Project Number: TSP-16-04-01

Project Description:

The Tallahassee Community College/Florida Public Safety Institute will provide coordination for the statewide alcohol prevention activities of the Students Against Destructive Decisions (SADD) program and the Teen Safe Driving Coalition. Funds will support the salary of the program coordinator and assistant coordinator, maintenance of web-based and traditional educational programming, purchase and distribution of awareness items, and training for student leaders. SADD is a long-standing, student-led education and outreach program that provides effective peer-to-peer education on traffic safety decisions and behaviors.



Budget: **\$262,569**



Project Name: Statewide Teen Drive with C.A.R.E.
Project Number: TSP-16-04-02
Project Description: The Florida Department of Highway Safety and Motor Vehicles will continue the Statewide Teen Drive with C.A.R.E. Program during this fiscal year. This multicultural, interactive teen outreach program is designed to explain driving laws and GDL restrictions and addresses the importance of developing good driving skills and behaviors. The program also includes a parent component to inform parents about their responsibilities and empower them in their role as their teens' primary driving teacher and coach.

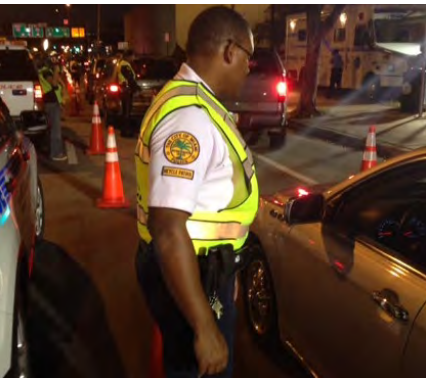
Budget: **\$108,000**

Project Name: Teen Driver Education and Outreach Program
Project Number: TSP-16-04-03
Project Description: The Tallahassee Police Department will work with local and regional traffic safety partners to implement a comprehensive traffic safety education program that brings together transportation, health, safety, and mentoring professionals with a uniform and collaborative message to educate teens on the big picture of traffic safety. Pre- and post-tests will measure student traffic safety knowledge before and after attending the program. The Tallahassee Police Department will provide at least three (3) six-hour classes for drivers age 15-19, using both a classroom and hands-on approach. Bright Future's Scholarship Service Hours will be offered as an incentive to take the course. The goal of the program is to reduce and/or eliminate teen driver-related crashes and fatalities in Leon County and other counties in the capital region.

Budget: **\$103,500**

Project Name: Engaging Older Teen Drivers
Project Number: TSP-16-04-04
Project Description: The Florida Department of Highway Safety and Motor Vehicles will receive funding to initiate a pilot program in Leon County to engage older teen drivers at post-secondary institutions. This program will use hands-on activities and outreach to reduce the instances of distracted driving.

Budget: **\$25,317**



Impaired Driving Program

The Impaired Driving Program supports a variety of strategies to target individuals driving under the influence of drugs or alcohol. In Florida, it is unlawful for a person under the age of 21 to operate a motor vehicle with a blood or breath alcohol level of 0.02 or higher (referred to as Zero Tolerance) and 0.08 is the legal limit for drivers 21 and older. 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 and prosecution to increase effective DUI adjudication.

STRATEGIES

- Improve DUI Enforcement
- Improve Prosecution and Adjudication of Impaired Driving Cases
- Improve the DUI Administrative Suspension Process
- Improve Prevention, Public Education, and Training
- Improve the Treatment System (i.e., DUI programs, treatment providers, and health care providers)
- Improve Data Collection and Analysis

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures That Work: Seventh Edition, 2013* (CTW).

- *Deterrence: Enforcement* (CTW, Chapter 1, Pages 12-14)
- *Deterrence: Prosecution and Adjudication* (CTW, Chapter 1, Pages 25-29)
- *Prevention, Intervention, Communications and Outreach* (CTW, Chapter 1, Pages 44-46)
- *Underage Drinking and Alcohol-Related Driving* (CTW, Chapter 1, Page 59)



Project Name: Florida Impaired Driving Coalition

Project Number: AL-16-05-01

Project Description: The goal of the Florida Impaired Driving Coalition is to reduce impaired driving-related deaths and injuries. Tallahassee Community College, via the Florida Public Safety Institute, will receive funding to bring together technical stakeholders and subject matter experts from various disciplines to provide recommendations and **informational documents** on critical impaired driving issues. The Coalition will address impaired driving **laws**, judicial rulings, new technologies, and enforcement options. .

Budget: **\$121,000**

Project Name: Statewide DUI Prosecution Support

Project Number: M5CS-16-06-01

Project Description: Tallahassee Community College, via the Florida Public Safety Institute, will receive funding to provide a specialized prosecutor to the Florida Department of Law Enforcement to assist the Alcohol Testing Program and be a resource to Florida prosecutors working on complex DUI cases.

Budget: **\$217,000**

Project Name: Traffic Safety Resource Prosecutor Program

Project Number: M5CS-16-06-02

Project Description: Tallahassee Community College, via the Florida Public Safety Institute, will receive funding to provide training and technical support to prosecutors and law enforcement. Three Traffic Safety Resource Prosecutor (TSRP) positions will be funded. The TSRP program will train new prosecutors in DUI case law and trial tactics and train more advanced DUI prosecutors and felony prosecutors in the legal, scientific, and tactical aspects of DUI prosecution. Speakers for the training sessions will primarily come from Florida organizations and include assistant State attorneys, alcohol testing program personnel from the Florida Department of Law Enforcement, toxicologists, law enforcement officers, and traffic crash reconstructionists.

Budget: **\$745,109**

Project Name: MADD Florida - Safe and Aware

Project Number: M5X-16-06-01

Project Description: Mothers Against Drunk Driving will receive funding to raise awareness about the dangers of impaired driving and underage drinking. MADD's prevention efforts will include education for children, teens, and adults as well as designated driver campaigns and media campaigns targeting impaired driving and underage drinking. Courtroom monitors will be trained and dispatched to strategic locations in the State. Training for law enforcement officers will be offered on the impacts of drug and alcohol impaired driving, DUI detection and prosecution, and death notification. MADD members will also assist law enforcement at DUI Checkpoints.



Budget: **\$325,000**

Project Name: The Megan Napier Foundation-Value Life

Project Number: M5X-16-06-02

Project Description: The Megan Napier Foundation will 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, and alternatives, to driving while impaired.

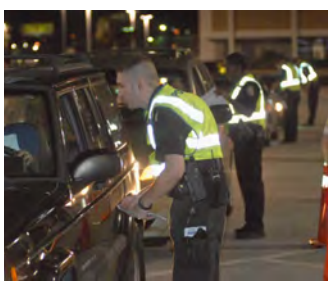
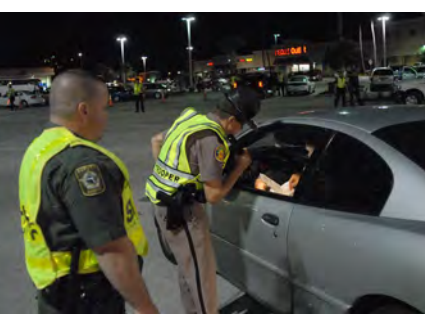
Budget: **\$50,000**

Project Name: Statewide Drug Recognition Expert Call-Out

Project Number: M5X-16-06-03

Project Description: The University of North Florida/Institute for 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, it is imperative that Florida has DREs available to evaluate drivers and assist in the successful prosecution of drugged driving cases.

Budget: **\$50,000**



Project Name: Florida's Judicial Outreach Liaison (JOL)

Project Number: M5X-16-06-04

Project Description: Tallahassee Community College, via the Florida Public Safety Institute, will receive funding to contract with qualified members of the judiciary to act as Florida's Judicial Outreach Liaisons (JOLs). Florida JOLs will work with State Judicial Educators to promote traffic safety and familiarity with NHTSA impaired driving programs. To support educational efforts in the field of impaired driving, JOLs will develop a network of contacts with other judges and judicial educators within the State. They will also work with Judicial Fellows and various professional organizations to provide educational materials, information, and outreach about impaired driving.

Budget: **\$50,000**

Project Name: Enhanced DUI Enforcement Mobile Equipment

Project Number: M5X-16-06-05

Project Description: The Florida Department of Highway Safety and Motor Vehicles will purchase breath analyzers and other approved equipment to more effectively and efficiently process impaired driving arrests in areas with high alcohol-related crashes, injuries and fatalities. The ability of the FHP to efficiently process DUI offenders will minimize the time troopers spend on these arrests, allowing them to spend more time on patrol for other violators. This will lead to fewer alcohol-related crashes, injuries, and deaths.

Budget: **\$107,210**



Project Name: (see below)
Project Number: (see below)
Project Description: The following agencies will receive funding for overtime impaired driving enforcement efforts. Agencies will utilize DUI and low manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies will participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays and peak travel periods.

PROJECT NUMBER	AGENCY	PROJECT TITLE	AMOUNT
M5HVE-16-06-01	Florida Department of Highway Safety & Motor Vehicles	DUI Roving Patrol	\$150,000
M5HVE-16-06-02	Orlando Police Department	Orlando Police Department DUI Enforcement Team	\$100,000
M5HVE-16-06-03	Palm Springs Police Department	Palm Springs Impaired Driving Reduction Program	\$50,000
M5HVE-16-06-04	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$325,000
M5HVE-16-06-05	Sarasota County Sheriff's Office	Enforcement Efforts to Combat and Eliminate Impaired Driving 2016	\$75,000
M5HVE-16-06-06	Bradford County Sheriff's Office	BCSO DUI Enforcement	\$25,000
M5HVE-16-06-07	Gainesville Police Department	City of Gainesville Safe Gator Program	\$29,300
M5HVE-16-06-08	Lee County Sheriff's Office	Lee County Sheriff's Office Impaired Driving Project	\$35,000
M5HVE-16-06-09	Pasco County Sheriff's Office	Pasco Sheriff's Office Enhanced DUI Enforcement	\$50,000
M5HVE-16-06-10	Broward County Sheriff's Office	Broward DUI Enforcement Program	\$40,000
M5HVE-16-06-11	Tallahassee Police Department	DUI Enforcement	\$100,000
M5HVE-16-06-12	Ft. Myers Police Department	Ft. Myers DUI Enforcement and Education	\$72,261
M5HVE-16-06-13	Pensacola Police Department	Two Portable Intoxilyzer Breath Machines Plus Overtime	\$35,000
M5HVE-16-06-14	Miami Beach Police Department	Miami Beach Police Department Overtime DUI Enforcement Program	\$100,000
M5HVE-16-06-15	Palm Beach County Sheriff's Office	City of Lake Worth Impaired Driving Initiative	\$75,000
M5HVE-16-06-16	Davie Police Department	Stopping Impaired Driving in Davie (SIDD) Program	\$50,000
M5HVE-16-06-17	Cape Coral Police Department	Cape Coral Impaired Driving Enforcement and Education	\$25,000
M5HVE-16-06-18	Tampa Police Department	Tampa Enhanced DUI Enforcement Project, BAC to Basics	\$191,324
M5HVE-16-06-19	Baker County Sheriff's Office	Baker County Sheriff's Office DUI Enforcement	\$15,000
M5HVE-16-06-20	Flagler County Sheriff's Office	Flagler County DUI Enforcement Grant	\$50,000
M5HVE-16-06-21	Okaloosa County Sheriff	Continue Driving Sober in Destin	\$75,000
M5HVE-16-06-22	Volusia County Sheriff	Operation Zero Impaired Driving Enforcement	\$100,000

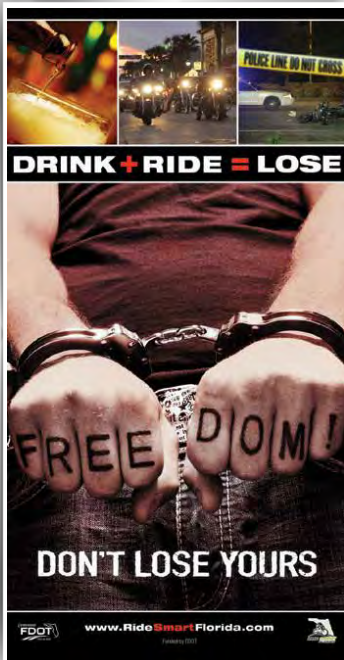
Budget: \$1,767,885



Motorcycle Safety Program

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

STRATEGIES



- Collect and analyze data on motorcycle crashes, injuries, and fatalities to provide local and State agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida
- Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation coordination and evaluation to maximize the effectiveness of programs and reduce duplication of effort
- Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity
- Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation
- Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at State-approved training centers
- Reduce the number of alcohol, drug, and speed-related motorcycle crashes in Florida
- Support legislative initiatives that promote motorcycle safety-related traffic laws and regulations
- Ensure State and local motorcycle safety programs include law enforcement and emergency services components
- Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance
- Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles
- Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures That Work: Seventh Edition, 2013* (CTW).

- *Alcohol-Impaired Motorcyclists: Communications and Outreach* (CTW, Chapter 5, Pages 15-16)
- *Communications and Outreach* (CTW, Chapter 5, Pages 22-24)
- *Motorcycle Rider Training* (CTW, Chapter 5, Pages 20)



Project Name:	Florida Comprehensive Motorcycle Safety Program
Project Number:	MC-16-10-01
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 the majority 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 pilot a 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:	\$600,000

Project Name: Motorcycle Program Evaluation and Data Collection

Project Number: MC-16-10-02

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" in accordance with the recommendations set forth by the Motorcycle Assessment Team in May 2014. CUTR will also conduct a survey of riders to determine the effectiveness of the comprehensive motorcycle safety program and Florida's rider training program. An observational study will be conducted to capture demographic characteristics of riders and their helmet usage rates. The survey results will identify helmet usage trends within Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia Counties, as these have been identified as Florida's top ten high priority counties, based upon motorcycle fatalities.



Budget: **\$125,000**

Project Name: Motorcycle Education and Injury Prevention in Trauma Centers

Project Number: MC-16-10-03

Project Description: The University of Miami will continue the central/south Florida trauma initiative to conduct injury prevention and education pilot programs in level one and level two 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.

Budget: **\$200,000**



Project Name: Safety Motorcycle and Rider Techniques (SMART)
Project Number: MC-16-10-04
Project Description: The Osceola County Sheriff's Office will continue its second year of 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.

Budget: **\$33,422**

Project Name: Broward County Motorcycle Safety Enforcement Program
Project Number: MC-16-10-05
Project Description: The Broward County Sheriff's Office will receive funding for overtime salaries to strengthen enforcement efforts on motorcyclists exhibiting unsafe riding behaviors. Broward County has a high number of motorcycle fatalities as well as a significant problem with riders fleeing from marked patrol vehicles. This is the second year of this pilot program to identify riders through undercover investigative tools, including video equipment, to help secure warrants for future arrests. Using data collection, education, and enforcement, the Broward County Sheriff's Office expects to safely and effectively change motorcycle rider behavior in Broward County, which will contribute to reduced fatalities and injuries.

Budget: **\$60,000**

Project Name: Preventing Street Racing Through Legal Alternatives
Project Number: MC-16-10-06
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 across the State about the dangers of illegal street racing. This is the second year of this pilot program.

Budget: **\$76,450**

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

Project Number: MC-16-10-07

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: **\$49,060**



Project Name: Pasco County Sheriff's Office Motorcycle Safety Education and Enforcement

Project Number: MC-16-10-08

Project Description: The Pasco County Sheriff's Office will receive funding for over-time salaries to strengthen enforcement efforts on motorcyclists exhibiting unsafe riding behaviors and provide motorcycle safety education.

Budget: **\$58,000**



Occupant Protection Program

The goal of Florida's Occupant Protection Program is to reduce fatalities and injuries to those who do not use age-appropriate safety restraints. Progress toward this goal relies on a variety of projects that encourage proper use of occupant restraints such as the Florida Occupant Protection Resource Center that provides statewide occupant protection training, education, and resources for road users of all ages.

The majority of the State's youngest citizens are served through a network of child restraint inspection stations. Active recruitment, training and maintenance of certified child passenger safety technicians and instructors is a top priority of the Florida Occupant Protection Program.

The Florida State Safety Office also supports the high visibility enforcement activities of state and local law enforcement agencies, which address safety belt use and child restraint laws during both day and nighttime hours with emphasis on Florida's four high-risk populations "18-34 Year Old Male Drivers", "Unrestrained Nighttime Drivers", "African American and Hispanic," and "Pick-Up Truck Drivers".. Support for state and local law enforcement participation in the national *Click It or Ticket* mobilization efforts is also a priority and contributes to Florida's improving safety belt use rate.

STRATEGIES

- Provide an Occupant Protection Resource Center to service the entire state with occupant protection public information and education materials, as well as equipment and information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training to reduce statewide occupant protection fatalities and injuries
- Promote safety belt and child restraint use to high-risk populations through nighttime seat belt enforcement and outreach to the states 18-34 year old male drivers, pickup truck drivers, African American, and Hispanic populations
- Support the national *Click It or Ticket* mobilization through overtime enforcement efforts targeting safety belt and child restraint use, both day and night
- In addition to FLEC, any LEA that receives a Section 402 or 405 overtime enforcement grant will be required to conduct at a minimum 20% of the enforcement during the night.



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EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs which Florida supports. Citations reference *Countermeasures That Work: Seventh Edition, 2013* (CTW).

- *Seat Belt Law Enforcement* (CTW, Chapter 2, Pages 16-21)
- *Child Restraint/Booster Seat Law Enforcement* (CTW, Chapter 2, Page 28)
- *Other Strategies* (CTW, Chapter 2, Pages 32-35)

Project Name: Florida Occupant Protection Assessment

Project Number: OP-16-02-01



The University of Florida's Transportation Technology Transfer Center will assist FDOT in conducting assessment planning, preparing briefing materials, scheduling expert panel and participants, arranging travel, conducting the assessment, and providing administrative and technical support for the assessment.

Budget: **\$58,340**

Project Name: (see below)

Project Number: (see below)

Project Description: The following local enforcement agencies will receive funding to conduct combined safety belt enforcement and education programs. These efforts will include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2016 Click It or Ticket campaign and enforcement waves. Grant funding will be used to support overtime enforcement efforts and costs associated with printing and distributing educational materials.

PROJECT NUMBER	AGENCY	PROJECT TITLE	AMOUNT
M2HVE-16-20-01	Putnam County Sheriff's Office	Buckle Up Putnam County	\$15,000
M2HVE-16-20-02	Lake City Police Department	Lake City Police Department Strategic Traffic Enforcement Program (STEP) Occupant Protection	\$30,000
M2HVE-16-20-03	Starke Police Department	Starke Police Department Citywide Occupant Protection Program	\$30,000
M2HVE-16-20-04	Calhoun County Sheriff's Office	Calhoun County Sheriff's Office Occupant Protection Enforcement and Education	\$19,500

Budget: **\$94,500**



Project Name: Florida Occupant Protection Resource Center

Project Number: M2X-16-20-01

Project Description: The University of Florida's Transportation Technology Transfer Center will oversee 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 educational materials, **equipment trailers**, 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 a plan that provides an adequate number of inspection clinics and stations to meet the NHTSA 405(b) minimum criteria, and to ensure that adequate and accurate training is provided to occupant protection professionals and law enforcement agencies who deliver programs for parents and caregivers and enforce occupant protection laws.

Budget: **\$950,000**

Project Name: Statewide Safety Belt/Public Opinion Survey

Project Number: M2X-16-20-02

Project Description: The University of North Florida Institute of Police Technology and Management will oversee the Florida *Click It or Ticket* Comprehensive Evaluation. The University will receive funding to hire a consultant to conduct a statewide observational safety belt usage survey and also conduct safety belt attitude/opinion surveys before and after *Click It or Ticket* enforcement activities.

Budget: **\$324,000**

Project Name: Florida Occupant Protection Support Coordinator

Project Number: M2X-16-20-03

Project Description: Tallahassee Community College will hire an Occupant Protection Support Coordinator to assist with statewide occupant protection initiatives. The Coordinator will serve as the Occupant Protection Resource Center's technical contact for questions posted to the Resource Center website; conduct child passenger safety technician certification courses, and coordinate the special needs transportation program and training, including the training of hospital staff. The goal of this project is to ensure the statewide occupant protection plan is supported by dedicated technical expertise. By coordinating the fundamental outreach and resources necessary to increase occupant protection use, fatalities and injuries due to the lack of safety belt and child restraint use will be reduced.

Budget: **\$55,000**

Paid Media Plan



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 campaign purchase is program specific and location and medium are based on program area target audience, number of expected impressions, geographic locations of highest risk, statewide exposure benefits, available funding, and in-kind match. This focused media supports education and enforcement activities in high-risk areas as well as statewide messaging exposure to support the reduction of fatalities and serious injuries throughout Florida.

Florida's media plan includes the following State campaigns:

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



National traffic safety campaigns supported via the media plan include:

Drive Sober or Get Pulled Over – a public safety messaging campaign to increase awareness of and compliance with impaired driving laws and consequences

Click It or Ticket – a public safety messaging campaign to increase awareness of and compliance with safety belt use laws and the consequences of non-use



Project Name: Florida's Bicycle/Pedestrian Focused Initiative: Communications
Project Number: PM-16-07-01
Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will purchase advertisements promoting bicycle and pedestrian safety to all road users. This campaign is the media portion of the comprehensive bicycle/pedestrian safety program recommended in the Pedestrian Program Assessment conducted in January 2012. The goal of the project is to reduce pedestrian and bicycle crashes by aggressively marketing the *Alert Today, Alive Tomorrow* Safety Campaign to increase awareness of pedestrian and bicycle laws.
Budget: **\$400,000**

Project Name: *Ride Smart* Media Campaign
Project Number: PM-16-07-02
Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will purchase media advertisements in multiple media markets to promote the *Ride Smart* concept. This campaign educates motorcyclists to not drink and ride, to make themselves more visible, to always wear a helmet, to ride within personal and legal limits, to train regularly, and to obtain a motorcycle endorsement on their license. Focused on reaching the majority of Florida's motorcyclists, this campaign will be marketed in counties with a large number of motorcycle registrations and a significant history of crashes: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia Counties.
Budget: **\$150,000**

Project Name: Florida *Click It or Ticket* Campaign
Project Number: M2PE-16-20-01
Project Description: Tallahassee Community College will plan, coordinate, and implement the media program for the Memorial Day holiday *Click It or Ticket* enforcement wave in multiple media markets.
Budget: **\$1,493,815**

Project Name: Florida *Click It or Ticket* Special Marketing
Project Number: M2PE-16-20-02
Project Description: Tallahassee Community College will purchase advertisements in multiple markets to support a statewide occupant protection message.
Budget: **\$675,000**

Project Name: Impaired Motorcycle Safety Campaign
Project Number: M5PEM-16-16-01
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 majority of media buys will be in counties identified as the top 10 for motorcycle crashes: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia Counties.
Budget: **\$250,000**

Project Name: DUI Statewide Media Campaign
Project Number: M5PEM-16-16-02
Project Description: Tallahassee Community College will purchase advertisements in multiple markets to support the statewide impaired driving enforcement efforts during Labor Day and Winter Holiday crackdowns. Media purchases will also include an analysis component to evaluate campaign effectiveness.
Budget: **\$650,000**



Project Name: DUI Professional Sports Marketing
Project Number: M5PEM-16-16-03
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 2016 professional sports marketing plan will fund media advertisements with the following teams: Florida Panthers (NHL), Florida Marlins (MLB), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving messages will be promoted through the use of posters, signage, in-game announcements, alcohol-free nights, special promotional functions, and in-house audio and video PSAs. Marketing impaired driving messages through professional sports targets males aged 18-35, who have been identified as most likely to drive impaired.

Budget: **\$1,900,000**

Project Name: DUI Major College Sports Marketing
Project Number: M5PEM-16-16-04
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. Impaired driving messages will be promoted through the use of radio/TV advertisements on collegiate networks, printed messages in game-day programs, and sign placement in collegiate venues. Marketing impaired driving messages through collegiate sports targets males aged 18-35, who have been identified as most likely to drive impaired.

Budget: **\$432,000**

Project Name: Impaired Driving Sports Campaign
Project Number: M5PEM-16-16-05
Project Description: Tallahassee Community College will purchase advertisements with Florida-based broadcasting organizations that specialize in broadcasting sporting events. The ads will target sports fans and encourage sober and responsible driving. Media purchases will also include an analysis component to evaluate campaign effectiveness.

Budget: **\$216,000**

Project Name: *Share the Road* PSA Campaign
Project Number: M9MA-16-11-01
Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the *Share the Road* campaign. The media will be concentrated in the top 10 motorcycle crash counties in Florida: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia Counties. Media efforts will also support motorcycle events that take place in other areas of the State, but most funding will be utilized within the top 10 counties.
Budget: **\$209,050**

Project Name: Teen Media Outreach Campaigns
Project Number: PM-16-07-03
Project Description: The Florida Department of Highway Safety and Motor Vehicles will receive funding to purchase television, radio, outdoor, social media, and transit ads targeting teen drivers and their parents. The messaging will support the *Drive with C.A.R.E.* and *Engaging Older Teen Drivers* programs that focus on reducing teen driving-related crashes, injuries, and fatalities.
Budget: **\$100,000**



Pedestrian and Bicycle Safety Program

The goal of the Florida Pedestrian and Bicycle Safety Program is to reduce crash-related fatalities and injuries by promoting safe and effective conditions for those who travel by foot and bicycle. The Program provides funding for communication and awareness campaigns in schools and other focused educational efforts to increase safety awareness and 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 to advocacy groups in the State. The Center also provides critical safety equipment to bicyclists through its coordination of the statewide bicycle helmet distribution program. Helmets are provided by trained helmet fitters who also receive free helmet fitter certification training provided and coordinated by the Center.

STRATEGIES

- Increase awareness and understanding of safety issues related to vulnerable road users
- Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement
- Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures
- Encourage adequate funding levels for effective pedestrian and bicycle safety programs and initiatives
- Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safety bicycling and walking
- Support national, State, and local legislative initiatives and policies that promote bicycle and pedestrian safety



EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures That Work: Seventh Edition, 2013* (CTW).

- *All Pedestrians* (CTW, Chapter 8, Pages 22-31)
- *Cycling Skills Clinics, Bike Fairs, Bike Rodeos* (CTW, Chapter 9, Page 17)
- *All Cyclist* (CTW, Chapter 9, Pages 21-28)

Project Name:	Florida Comprehensive Pedestrian Safety Program
Project Number:	PS-16-08-01
Project Description:	The University of South Florida's Center for Urban Transportation Research will develop and implement Florida's Pedestrian Safety Strategic Plan and oversee Florida's Pedestrian Safety Coalition. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012. The project will be "data-driven, with clear goals for overall injury and fatality reduction, has the active involvement of stakeholders, identifies specific priorities, and is focused on implementing proven countermeasures and best practices."
Budget:	\$650,000

**Pedestrian and
Bicycle Safety
Program**

Florida Department of Transportation
2016 Highway Safety Plan



Project Name: Pedestrian Program Evaluation and Data Collection

Project Number: PS-16-08-02

Project Description: The University of South Florida's Center for Urban Transportation Research will conduct behavioral and statistical studies as suggested by the January 2012 Pedestrian Program Assessment Technical Report. This report directs the State to "develop and deploy a simple survey to assess citizens knowledge of Florida traffic law and their attitudes toward pedestrian safety issues and gather information about their behavior as pedestrians and motorists" and to "conduct regular problem identification and evaluation activities to determine pedestrian fatality, injury, and crash trends." While some activities of this project are statewide, most efforts are concentrated in the top 15 counties (Alachua, Brevard, Broward, Duval, Hillsborough, Lee, Manatee, Miami-Dade, Monroe, Orange, Palm Beach, Pasco, Pinellas, Sarasota, and Volusia) for pedestrian and bicycle fatalities and injuries.

Budget: **\$200,000**

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

Project Number: PS-16-08-03

Project Description: The Florida Pedestrian and Bicycle Resource Center, an effort of the University of Florida Transportation Research 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: **\$600,000**



Project Name: Sustainability of Implementation of the WalkSafe Curriculum Statewide

Project Number: PS-16-08-04

Project Description: The University Of Miami School Of Medicine will address pedestrian injury and fatalities among children ages 5-14 through the dissemination and implementation of the WalkSafe evidence-based education curriculum for elementary and middle schools. The Program utilizes the National Safe Routes to School model that includes education, engineering, evaluation, enforcement, and encouragement. The project will undertake these efforts in the following counties: Alachua, Baker, Bay, Broward, Duval, Leon, Miami Dade, Monroe, Orange, Palm Beach, and Polk.

Budget: **\$130,000**

Project Name: Walk Wise Tampa

Project Number: PS-16-08-05

Project Description: The University of South Florida will conduct an extensive and targeted public education and outreach campaign to increase adults' knowledge and practice of appropriate pedestrian safety measures. The goal is to increase the knowledge level of pedestrians and drivers in Hillsborough, Orange, and Pinellas Counties in order to decrease crashes and increase compliance with existing pedestrian laws.

Budget: **\$80,000**

Project Name: Improving Pedestrian and Bicycle Safety via Statewide University Educational Outreach

Project Number: PS-16-08-06

Project Description: The University of South Florida (USF) will develop and carry out pedestrian and bicycle safety campaigns on the USF Tampa Campus during the 5th Annual USF Bulls Walk and Bike Week. USF will seek to contract with the University of Florida and the University of Central Florida to deliver similar pedestrian and bicycle outreach campaigns on their campuses. Online surveys will be conducted at the conclusion of the campaigns to assess the opinion and knowledge retention of the audiences targeted during the campaigns.

Budget: **\$50,000**



Police Traffic Services Program

Police Traffic Services Programs are highly effective in reducing traffic-related injuries and fatalities through the use of selective enforcement countermeasures, prevention efforts, public information, and education. Used together, law enforcement agencies can employ these strategies to successfully address their communities' traffic safety problems.

Data-driven traffic enforcement has been shown to be effective in reducing traffic crashes, injuries and fatalities. In addition, comprehensive enforcement projects contribute to the public's awareness of specific unsafe driver behaviors while the presence of traffic enforcement patrols deters a wide variety of undesirable traffic behaviors.

Through the use of these complimentary approaches, comprehensive enforcement programs can achieve a significant and long-lasting impact in reducing fatal and injury crashes.

COMPREHENSIVE TRAFFIC ENFORCEMENT & EDUCATION

- Project Name:** (see below)
- Project Number:** (see below)
- Project Description:** The following agencies will conduct overtime enforcement and purchase equipment to support strategic enforcement operations involving aggressive driving, pedestrian and bicycle safety, impaired driving, motorcycles, occupant protection, and speeding. Enforcement will occur at high crash and fatality locations that are reviewed and updated monthly, and the agencies will make traffic safety presentations to local schools, businesses, and civic organizations.

PROJECT NUMBER	AGENCY	PROJECT TITLE	AMOUNT
PT-16-12-01	Panama City Beach Police Department	PCBPD Comprehensive Traffic Enforcement Program	\$100,000
PT-16-12-02	Bay County Sheriff's Office	BCSO Comprehensive Traffic Enforcement Program	\$100,000

Budget: \$200,000



PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

Project Name: (see below)

Project Number: (see below)

Project Description: Funding will be provided to training institutions and State agencies to provide comprehensive traffic safety and traffic enforcement-related classes to professionals employed by a Florida traffic safety-related institution such as law enforcement agencies, law enforcement academy instructors, civilian crash investigators, and expert witnesses employed by law enforcement agencies, investigators from the Florida State Attorney's offices, Medical Examiner's office employees, and prosecutors across the State.

PROJECT NUMBER	AGENCY	PROJECT TITLE	AMOUNT
PT-16-12-03	UNF/ Institute of Police Technology and Management (IPTM)	Public Traffic Safety Professionals Training – Traffic Safety <ul style="list-style-type: none"> • Data-Driven Approaches to Crime and Traffic Safety • Training Workshops for the Development of Comprehensive Traffic Safety Programs • Digital Photography for Traffic Crash Investigators • Advanced Forensic Scene Mapping Using Lasers • Human Factors in Traffic Crash Reconstruction • Advanced Event Data Recorder Use in Traffic Crash Reconstruction • Event Data Recorder Use in Traffic Crash Reconstruction • Police Motorcycle Instructor • Pedestrian and Bicycle Crash Investigation • Advanced Pedestrian and Bicycle Crash Investigation • Investigation of Motorcycle Crashes 	\$232,120
PT-16-12-04	TCC/ Florida Public Safety Institute (FPSI)	Public Traffic Safety Professionals Training – Traffic Safety <ul style="list-style-type: none"> • Public Traffic Safety Professionals Training Support Staffing • Police Motorcycle Instructor Training • Speed Measurement Training • Crash Scene Mapping with Speed Lasers Training • Motorcycle Crash Investigation Training • Speed Measurement Instructor Training • Advanced Traffic Homicide Investigation Training • Traffic Crash Reconstruction Training • Basic Traffic Homicide Investigation Training 	\$358,675
M5TR-16-06-01	UNF/ Institute of Police Technology and Management (IPTM)	Public Traffic Safety Professionals Training – Drug Recognition Expert (DRE) Training	\$231,428
M5TR-16-06-02	UNF/ Institute of Police Technology and Management (IPTM)	Public Traffic Safety Professionals Training – Impaired Driving <ul style="list-style-type: none"> • Medical Foundations for Visual Systems Testing • Marijuana – Impaired Driving 	\$95,094
M5TR-16-06-03	TCC/ Florida Public Safety Institute (FPSI)	Public Traffic Safety Professionals Training – Impaired Driving <ul style="list-style-type: none"> • Standardized Field Sobriety Testing (SFST) • DUI Instructor • Advanced Roadside Impaired Driving Enforcement (ARIDE) 	\$146,895
M5TR-16-06-04	Florida Department of Highway Safety and Motor Vehicles (DHSMV)	Public Traffic Safety Professionals Training – Legal Training for Hearing Officers	\$116,550
M5TR-16-06-05	Florida Department of Law Enforcement	Public Traffic Safety Professionals Training – Improving the Effectiveness of Expert Witness Testimony	\$55,000

Budget: \$1,235,762

LEL Regions

Coordinator	Name	Phone	Email
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Panhandle	Tim Roberts	850.694.1211	panhandle@floridalel.info
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Southwest	Larry Coggins	850.728.2813	southwest@floridalel.info
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FLORIDA LAW ENFORCEMENT LIAISON PROGRAM

The Florida Law Enforcement Liaison (LEL) Program is sponsored by the Florida Department of Transportation (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 boost safety belt use, reduce impaired driving, and encourage other traffic safety initiatives. The LEL Program developed the several Florida-based Challenge competitions to support the goal of saving lives: Law Enforcement, Motor Unit, DUI, and *Click It or Ticket*.

These Challenge programs promote and reward law enforcement agencies for improving traffic safety through increased enforcement that helps to reduce crashes and increase safety belt usage. 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 an important source of support for all traffic safety-related training and public information programs sponsored by FDOT and NHTSA.

Project Name: Florida Law Enforcement Liaison Program
Project Number: PT-16-12-05
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 state-wide highway safety initiatives implemented by the Department of Transportation State Safety Office. The LEL Program will promote participation in the NHTSA national enforcement waves and annual Florida Law Enforcement Challenges to increase awareness and participation in traffic safety-related events. Funding will be used to reimburse salaries and benefits of personnel assigned to the LEL program and their travel, incentive equipment for law enforcement agencies, and educational materials. IPTM set a goal of maintaining 85% participation by law enforcement agencies reporting on highway safety initiatives. Through the LEL initiative, the goal of encouraging statewide enforcement of traffic safety laws will result in a reduction in traffic fatalities and an increase in safety belt compliance.

Budget: **\$1,100,000**

Project Name: Florida *Click It or Ticket* Challenge (CIOT)
Project Number: M2X-16-20-04
Project Description: The Florida *Click It or Ticket* Challenge (CIOT) rewards agencies that address safety belt usage in their communities using a multi-faceted approach. Combining the CIOT message with proactive enforcement activities, agencies will promote the CIOT message during three waves using as many media outlets as possible to create an increased level of public awareness.

Budget: **\$455,000**

Project Name: Florida DUI Challenge (DUI)
Project Number: M5X-16-06-06
Project Description: The Florida DUI Challenge rewards law enforcement agencies that dedicate a significant level of resources to impaired driving enforcement, awareness, and training. The goal of this program is to reduce the number of alcohol-related crashes, fatalities, and injuries that occur in Florida by increasing DUI enforcement and public awareness of the State's alcohol-related crash problem.

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





Project Name: Florida Law Enforcement Challenge (FLEC)
Project Number: PT-16-12-06
Project Description: The Florida Law Enforcement Challenge rewards the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce traffic safety laws and educate the public about occupant protection, impaired driving, speeding, and other areas that impact the safety of roadway users. Law enforcement agencies submit an application that documents their agency's efforts and effectiveness in these areas.
Budget: **\$1,115,000**

Project Name: Florida Motor Unit Challenge (MUC)
Project Number: PT-16-12-07
Project Description: The Florida Motor Unit Challenge rewards motor units that reduce crashes and increase safety belt usage rates by increasing enforcement efforts to improve traffic safety on Florida's roadways. The Challenge application compares the change in crash data and safety belt usage rates following the enforcement activities using baseline data for the previous year.
Budget: **\$280,000**

Project Name: Region 4 Law Enforcement Liaison Conference
Project Number: PT-16-12-08
Project Description: The University of North Florida will receive funding to coordinate, plan, and host the 2016 Law Enforcement Liaison (LEL) Region 4 Conference. The conference is approximately a two-day educational event involving LELs, Traffic Safety Resource Prosecutors, State Highway Safety Office personnel, and law enforcement officials from throughout the five State NHTSA Region. The goal of the conference is for LEL teams to share best practices and build better, more effective programs in their own States.
Budget: **\$75,000**

Florida DOT State
Safety Office



Project Name: Operation of the Highway Traffic Safety Grant Section
Project Number: PA-16-01-01
Project Description: The Florida Department of Transportation will receive reimbursement for 50% of salary and benefit costs for up to eight full-time employees. The staff includes a Traffic Safety Administrator, five Traffic Safety Program Managers and two Traffic Safety Financial Analysts. The State Safety Office – Highway Traffic Safety Grant Section staff is responsible for overseeing the development of the Highway Safety Plan and for administering the highway safety grant funds that Florida receives. The goal of the project is to develop and implement an effective Highway Safety Plan. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.
Budget: **\$300,000**

Project Name: Highway Safety Travel and Training
Project Number: PA-16-01-02
Project Description: The Florida Department of Transportation will reimburse travel expenses for State Safety Office staff to conduct on-site monitoring of funded programs, attend professional development programs or workshops, attend training, and attend various highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also provides funding 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 to ensure attendance at meetings, conferences, and workshops by State Safety Office staff and other traffic safety professionals.
Budget: **\$40,000**

Speed Management



With the repeal of the National Maximum Speed Limit, States can enact higher speed limits on their roadways. This means that motorists may be driving faster than before, which may result in higher speeds on roads where speed limits have not changed. Speeding, as a primary collision factor in fatal and serious injury crashes, is a growing problem at the community level. Therefore, there is a need to maximize the impact of speed enforcement using existing staff and resources, and simultaneously gain widespread community support.



Once locations are determined and analyzed by local law enforcement agencies, a systematic speed enforcement plan can be developed. Implementation of the speed enforcement plan can include the use of Radar, VASCAR, LiDAR, and other speed enforcement methods. The key to making an impact in the community is to follow the enforcement and public information plans. The FY2016 projects include local agencies addressing the problems in their specific geographic areas.

STRATEGIES

- Support and promote effective law enforcement efforts to reduce aggressive driving
- Support and promote effective law enforcement efforts to reduce speed related crashes
- Identify and support initiatives that reduce instances of speeding and aggressive driving

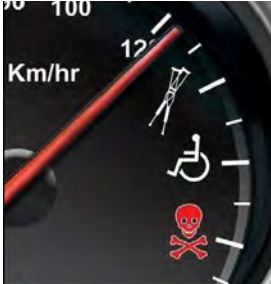
EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures That Work: Seventh Edition, 2013* (CTW).

- *Enforcement: High Visibility Enforcement* (CTW, Chapter 2, Page 16)

Speed Management

Florida Department of Transportation 2016 Highway Safety Plan



Project Name: (see below)

Project Number: (see below)

Project Description: The following agencies will receive funding to conduct speed and aggressive driving enforcement countermeasures. Funding can include overtime salaries, benefits, and equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries related to speeding as well as aggressive driving based on data-driven approaches. The State Safety Office will continuously monitor enforcement activities as well as offer technical support in order to ensure the success of each program.

PROJECT NUMBER	AGENCY	PROJECT TITLE	AMOUNT
SC-16-13-01	Palm Springs Police Department	Palm Springs Speed and Aggressive Traffic Enforcement Program	\$40,000
SC-16-13-02	Gainesville Police Department	GPD Speed and Aggressive Driving Grant	\$40,000
SC-16-13-03	Broward County Sheriff's Office	Broward Aggressive Speeding Enforcement (BASE)	\$100,000
SC-16-13-04	Nassau County Sheriff's Office	Nassau County Speed and Aggressive Driving Safety Program	\$40,000
SC-16-13-05	High Springs Police Department	High Springs Speed and Aggressive Driving Program	\$20,000
SC-16-13-06	Tallahassee Police Department	Speed and Aggressive Driving Enforcement	\$60,000
SC-16-13-07	Liberty County Sheriff's Office	Liberty County Aggressive Drivers Enforcement Initiative	\$23,000
SC-16-13-08	Calhoun County Sheriff's Office	Speed and Aggressive Driving Calhoun County	\$22,750
SC-16-13-09	Delray Beach Police Department	Delray Beach Police Speed/Aggressive Driving Enforcement Program	\$50,000
SC-16-13-10	Hillsborough County Sheriff's Office	HCSO Speed: Know Your Limits Year 1	\$75,000
SC-16-13-11	Winter Park Police Department	Better Late Than Never SPEED Campaign	\$37,700
SC-16-13-12	Madison County Sheriff's Office	MCSO Speed/Aggressive Driving 2016	\$40,000

Budget: \$548,450



Traffic Records Program

The Traffic Records Program supports the use of accurate and timely data to drive the deployment of safety program resources. 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. The Traffic Records Program supports statewide data initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the data used by the State Safety Office and its partners to inform roadway safety decisions that will save lives and prevent injuries.

STRATEGIES

- Develop and maintain complete, accurate, uniform, and timely traffic records data
- Provide the ability to link traffic records data
- Facilitate access to traffic records data
- Promote the use of traffic records data

Project Name:	Traffic Records Program Manager/TRCC Coordinator
Project Number:	TR-16-09-01
Project Description:	Tallahassee Community College will hire a full-time Traffic Records Program Manager, who will also serve as the TRCC Coordinator. This position will work in the State Safety Office and facilitate TRCC meeting coordination and outreach, administer and monitor traffic records grants, and represent TRCC and data interests at stakeholder and coalition meetings. The Traffic Records Program Manager will also provide data analyst support for the State Safety Office.
Budget:	\$75,000



Project Name: Traffic Records Coordinating Committee Support
Project Number: TR-16-09-02
Project Description: Tallahassee Community College will contract with a consultant to provide technical advice and support to the TRCC Executive Board and its committees, including meeting support and outreach. The technical advisor will update Florida's TRCC Action Plan status as well as host and maintain the Florida Traffic Records Coordinating Committee website.
Budget: **\$95,000**

Project Name: TraCS Support and Enhancement
Project Number: M3DA-16-18-01
Project Description: The Florida State University (FSU) College of Engineering will maintain and upgrade the Traffic and Criminal Software (TraCS) National Model software and provide training and support to law enforcement agencies. Programmers will update software to support the completion of both electronic crash and citation forms approved by the Department of Highway Safety and Motor Vehicles (DHSMV). TraCS staff will also work with local law enforcement agencies to implement electronic transmission of crash and citation forms to DHSMV. Four full-time programmer/developer positions, a network administrator, a part-time office manager, and a part-time program manager will be funded.
Budget: **\$680,000**



Project Name: Electronic License and Vehicle Information Systems (ELVIS)
Project Number: M3DA-16-18-02
Project Description: Florida State University will develop a Florida National Crime Information Center (FCIC) and National Crime Information Center (NCIC) data import tool that will be provided free of charge to local law enforcement agencies. The tool will improve the accuracy and quality of the crash data submitted by these agencies, while reducing the redundancy and labor costs associated with manual entry. Many agencies currently pay separate licensing costs to query FCIC/NCIC data from providers whose software does not easily partner with TraCS. The proposed Electronic License and Vehicle Information System (ELVIS) will provide all Florida law enforcement agencies the ability to run queries and import contact information into TraCS forms.
Budget: **\$643,943**



Project Name: Crash Data Timeliness and Quality Improvement
Project Number: M3DA-16-18-03
Project Description: The Florida Department of Highway Safety and Motor Vehicles (DHSMV) will hire an Other Personnel Services (OPS) Management Analyst to review crash data vendor software and identify suggested “warnings” for data elements with consistent errors. An OPS Trainer will be hired to create and administer law enforcement training to prevent these errors. A consultant will be hired to create an application to capture all reported fatalities through the Florida Integrated Report Exchange System (FIRES) database to compare against reported fatalities through the Fatality Serious Bodily Injury (FSBI) and Homicide Investigation Tracking System (HITS).
Budget: **\$187,120**

Project Name: Uniform Traffic Citation Data Integrity
Project Number: M3DA-16-18-04
Project Description: The Florida Department of Highway Safety and Motor Vehicles (DHSMV) will implement a two-year, two-phase project. Year one activities will include hiring an Other Personnel Services (OPS) staff member and consultant, conducting a citation use and error survey, holding workshops and gathering data to determine the top 25% of submitted citation data errors and making recommendations for solutions to these errors.
Budget: **\$69,464**

Project Name: Field Data Collection for National EMS Information System (NEMSIS) Compliance
Project Number: M3DA-16-18-05
Project Description: The Florida Department of Health will increase the number of agencies submitting data to the State repository in compliance with the current NEMSIS standard (version 2.2.1). It will continue transitioning agencies into compliance with the new NEMSIS version 3 standards by 2016. The grant will fund two contract employees, along with data hosting services.
Budget: **\$344,820**

Project Name: Web-Based Data Collection for Field Data Collection for National EMS Information System (NEMSIS) Compliance

Project Number: M3DA-16-18-06

Project Description: The Florida Department of Health will implement year two of a web-based data entry solution to enable agencies to send EMS run report data to the State via a web-based system using a contracted web service vendor.

Budget: **\$50,000**

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

Project Number: M3DA-16-18-07

Project Description: The University of Florida will address several Signal Four Analytics (S4) feature requests and overall system improvements. This project will expand the integration of citations into S4 analytics beyond Florida Highway Patrol data, update basemap databases (e.g., crashes, roadway characteristics, citations) as needed, provide new analytical functionality for pedestrian and bicycle crash analysis, monitor and update servers as needed, and promote the use of S4 Analytics through webinars and demonstrations at national and State conferences.



Budget: **\$259,803**

Project Name: A Unified and Sustainable Solution to Improve Crash Geo-Location Timeliness and Accuracy, and DHSMV Crash Data Quality

Project Number: M3DA-16-18-08

Project Description: The University of Florida (UF) will address the 70% 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 creating a unified geolocation and validation service that can be accessed via the internet, similar to the validation process used for driver and vehicle information in the State. To accomplish this, a web service will be developed using the Florida unified basemap. This is the third year of a multi-year project that will advance this effort to the production stage. In addition to geolocation improvements, UF will add cross-field validation and business rules to the existing Content Assembly Mechanism template that was created in an earlier phase of the project. In this portion of the project, training and technical support to agencies and vendors will also be provided.

Budget: **\$159,423**

Project Name: (see below)

Project Number: (see below)

Project Description: The agencies listed below will receive funding to purchase data collection equipment including laptops, printers, servers, bar code scanners, and required installation components such as mounts and brackets. This equipment will be used to improve data quality and accessibility through electronic crash, citation, and EMS run submissions to the State repositories.

PROJECT NUMBER	AGENCY	PROJECT TITLE	AMOUNT
M3DA-16-18-09	Arcadia Police Department	E-Crash Implementation	\$39,966
M3DA-16-18-10	Atlantic Beach Police Department	E-Crash Implementation Grant	\$8,950
M3DA-16-18-11	Belle Isle Police Department	Electronic Traffic Improvement Initiative	\$33,396
M3DA-16-18-12	Cedar Key Police Department	Hardware Grant for E-Crash and E-Citation	\$37,696
M3DA-16-18-13	Eatonville Police Department	Electronic Submission	\$43,166
M3DA-16-18-14	Hialeah Police Department	Florida Traffic Records System	\$259,679
M3DA-16-18-15	Indian River County Sheriff's Office	E-Citation Implementation	\$43,640
M3DA-16-18-16	Live Oak Police Department	TraCS Computers	\$71,097
M3DA-16-18-17	Orange Co. Sheriff's Office	Implementation of TRaCs	\$127,338
M3DA-16-18-18	Pinellas Co. Sheriff's Office	Pinellas Co. Sheriff's Office Thermal Printer Transition Project	\$60,700
M3DA-16-18-19	Sewall's Point Police Department	E-Crash Grant	\$18,920
M3DA-16-18-20	Trenton Police Department	Citation/Crash Report Enhancement	\$19,498
M3DA-16-18-21	Wauchula Police Department	WPD E-Citation and Hardware	\$46,993
M3DA-16-18-22	Lake Mary Fire Department	EMSTARS and NEMSIS 3.X Compliance	\$30,717
M3DA-16-18-23	Lee County EMS	Lee County EMS Patient Care Reporting Improvement Project	\$173,846
M3DA-16-18-24	Maitland Fire Rescue Department	Intermedix to CAD Interface Enhancement	\$73,284
M3DA-16-18-25	Pasco County Fire Rescue	Hardware Upgrades to Support EMSTARS Compliance and NEMSIS 3	\$8,000
M3DA-16-18-26	Putnam County Fire EMS	Upgrade of Electronic Patient Care Reporting System	\$68,251
M3DA-16-18-27	Stuart Fire Rescue	Upgrades for EMS Reporting of Trauma and Medical Patient Care	\$33,261

Budget: \$1,198,398

2016 HSP Project List

Florida Department of Transportation 2016 Highway Safety Plan



Funding Source	NHTSA Program Category	FDOT Program Area	Project Number	Agency	Project Title	HSP Amount
402	Impaired Driving	Impaired Driving	AL-16-05-01	TCC - Florida Public Safety Institute	Florida Impaired Driving Coalition	\$ 121,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-16-04-01	FDOT - District One	D-1 Community Traffic Safety Team	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-16-04-02	FDOT - District Two	D-2 Community Traffic Safety Team	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-16-04-03	FDOT - District Three	D-3 Community Traffic Safety Team	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-16-04-04	FDOT - District Four	D-4 Community Traffic Safety Team	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-16-04-05	FDOT - District Five	D-5 Community Traffic Safety Team	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-16-04-06	FDOT - District Six	D-6 Community Traffic Safety Team	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-16-04-07	FDOT - District Seven	D-7 Community Traffic Safety Team	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-16-04-08	University of South Florida - CUTR	Community Traffic Safety Support	\$ 150,000
402	Community Traffic Safety	Aging Road Users	CP-16-04-09	Area Agency on Aging of Central Florida	Elder Road User Program	\$ 200,000
402	Community Traffic Safety	Aging Road Users	CP-16-04-10	Florida State University	Comprehensive Older Driver Program	\$ 217,692
402	Community Traffic Safety	Aging Road Users	CP-16-04-11	University of Florida	Elder Road User Information System	\$ 129,000
402	Community Traffic Safety	Aging Road Users	CP-16-04-12	Broward County Sheriff's Office	Broward County Grand Drivers	\$ 25,000
402	Community Traffic Safety	Aging Road Users	CP-16-04-13	Lady Lake Police Department	Lady Lake Police Department Seniors Taking a Responsible Step for Safety (S.T.A.R.S.)	\$ 23,365
402	Distracted Driving	Distracted Driving	DD-16-04-01	Florida Agricultural and Mechanical University	Florida Campus Safety Program	\$ 67,365
402	Motorcycle Safety	Motorcycle Safety	MC-16-10-01	University of South Florida - CUTR	Florida's Comprehensive Motorcycle Safety Program	\$ 600,000
402	Motorcycle Safety	Motorcycle Safety	MC-16-10-02	University of South Florida - CUTR	Motorcycle Program Evaluation and Data Collection	\$ 125,000
402	Motorcycle Safety	Motorcycle Safety	MC-16-10-03	University of Miami	Motorcycle Education and Injury Prevention Program in Trauma Centers	\$ 200,000
402	Motorcycle Safety	Motorcycle Safety	MC-16-10-04	Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	\$ 33,422
402	Motorcycle Safety	Motorcycle Safety	MC-16-10-05	Broward County Sheriff's Office	Broward Motorcycle Safety Enforcement Program	\$ 60,000
402	Motorcycle Safety	Motorcycle Safety	MC-16-10-06	Florida State University	Preventing Street Racing Through Legal Alternatives	\$ 76,450
402	Motorcycle Safety	Motorcycle Safety	MC-16-10-07	Gainesville Police Department	City of Gainesville Motorcycle/Scooter Safety and Education Program	\$ 49,060
402	Motorcycle Safety	Motorcycle Safety	MC-16-10-08	Pasco County Sheriff's Office	Pasco County Sheriff's Office Motorcycle Safety Education and Enforcement	\$ 58,000
402	Occupant Protection	Occupant Protection & Child Passenger Safety	OP-16-02-01	University of Florida	Florida Occupant Protection Assessment	\$ 58,340
402	Planning & Administration	Planning & Administration	PA-16-01-01	FDOT - State Safety Office	Operation of the Highway Traffic Safety Grant Section	\$ 300,000
402	Planning & Administration	Planning & Administration	PA-16-01-02	FDOT - State Safety Office	Highway Safety Travel and Training	\$ 40,000
402	Paid Media	Paid Media - Pedestrian & Bicycle Safety	PM-16-07-01	University of South Florida - CUTR	Florida's Bicycle/Pedestrian Focused Initiative: Communications	\$ 400,000
402	Paid Media	Paid Media - Motorcycle Safety	PM-16-07-02	University of South Florida - CUTR	Ride Smart Paid Media Campaign	\$ 150,000
402	Paid Media	Paid Media - Teen Driver Safety	PM-16-07-03	Florida Department of Highway Safety & Motor Vehicles	Teen Media Outreach Campaigns	\$ 100,000
402	Pedestrian & Bicycle Safety	Pedestrian & Bicycle Safety	PS-16-08-01	University of South Florida - CUTR	Florida Comprehensive Pedestrian Safety Program	\$ 650,000
402	Pedestrian & Bicycle Safety	Pedestrian & Bicycle Safety	PS-16-08-02	University of South Florida - CUTR	Pedestrian Program Evaluation and Data Collection	\$ 200,000
402	Pedestrian & Bicycle Safety	Pedestrian & Bicycle Safety	PS-16-08-03	University of Florida	Florida's Pedestrian and Bike Safety Resource Center	\$ 600,000
402	Pedestrian & Bicycle Safety	Pedestrian & Bicycle Safety	PS-16-08-04	University of Miami	Sustainability of Implementation of the WalkSafe Curriculum Statewide	\$ 130,000
402	Pedestrian & Bicycle Safety	Pedestrian & Bicycle Safety	PS-16-08-05	University of South Florida - CUTR	Walk Wise Tampa	\$ 80,000
402	Pedestrian & Bicycle Safety	Pedestrian & Bicycle Safety	PS-16-08-06	University of South Florida - CUTR	Improving Pedestrian and Bicycle Safety via Statewide University Educational Outreach	\$ 50,000
402	Police Traffic Services	Police Traffic Services - Combined Areas	PT-16-12-01	Panama City Beach Police Department	PCBPD Comprehensive Traffic Enforcement Program	\$ 100,000
402	Police Traffic Services	Police Traffic Services - Combined Areas	PT-16-12-02	Bay County Sheriff's Office	BCSO Comprehensive Traffic Enforcement Program	\$ 100,000
402	Police Traffic Services	Public Traffic Safety Professionals Training	PT-16-12-03	UNF - Institute of Police Technology & Management	Police Traffic Safety Professionals Training - Traffic Safety	\$ 232,120
402	Police Traffic Services	Public Traffic Safety Professionals Training	PT-16-12-04	TCC - Florida Public Safety Institute	Police Traffic Safety Professionals Training - Traffic Safety	\$ 358,675
402	Police Traffic Services	Police Traffic Services - LEL	PT-16-12-05	UNF - Institute of Police Technology & Management	Florida Law Enforcement Liaison Program	\$ 1,100,000

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402	Police Traffic Services	Police Traffic Services - LEL	PT-16-12-06	UNF - Institute of Police Technology & Management	Florida Law Enforcement Challenge (FLEC)	\$ 1,115,000
402	Police Traffic Services	Police Traffic Services - LEL	PT-16-12-07	UNF - Institute of Police Technology & Management	Florida Motor Unit Challenge (MUC)	\$ 280,000
402	Police Traffic Services	Police Traffic Services - LEL	PT-16-12-08	UNF - Institute of Police Technology & Management	Region IV Law Enforcement Liaison Conference	\$ 75,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-01	Palm Springs Police Department	Palm Springs Speed and Aggressive Traffic Enforcement Program	\$ 40,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-02	Gainesville Police Department	GPD Speed and Aggressive Driving Grant	\$ 40,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-03	Broward County Sheriff's Office	Broward Aggressive Speeding Enforcement (BASE)	\$ 100,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-04	Nassau County Sheriff's Office	Nassau County Speed and Aggressive Driving Safety Program	\$ 40,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-05	High Springs Police Department	High Springs Speed and Aggressive Driving Program	\$ 20,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-06	Tallahassee Police Department	Speed and Aggressive Driving Enforcement	\$ 60,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-07	Liberty County Sheriff's Office	Liberty County Aggressive Drivers Enforcement Initiative	\$ 23,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-08	Calhoun County Sheriff's Office	Speed and Aggressive Driving Calhoun County	\$ 22,750
402	Speed Management	Speed/Aggressive Driving	SC-16-13-09	Delray Beach Police Department	Delray Beach Police Speed/Aggressive Driving Enforcement Program	\$ 50,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-10	Hillsborough County Sheriff's Office	HCSO Speed: Know Your Limits Year 1	\$ 75,000
402	Speed Management	Speed/Aggressive Driving	SC-16-13-11	Winter Park Police Department	Better Late Than Never SPEED Campaign	\$ 37,700
402	Speed Management	Speed/Aggressive Driving	SC-16-13-12	Madison County Sheriff's Office	MSCO Speed/Aggressive Driving 2016	\$ 40,000
402	Traffic Safety Information	Planning & Administration	TR-16-09-01	TCC - Florida Public Safety Institute	Traffic Records Program Manager/TRCC Coordinator	\$ 75,000
402	Traffic Safety Information	Traffic Records	TR-16-09-02	TCC - Florida Public Safety Institute	Traffic Records Coordinating Committee Support	\$ 95,000
402	Teen Traffic Safety	Teen Driver Safety	TSP-16-04-01	TCC - Florida Public Safety Institute	Florida Student Traffic Safety Program	\$ 262,569
402	Teen Traffic Safety	Teen Driver Safety	TSP-16-04-02	Florida Department of Highway Safety & Motor Vehicles	Statewide Teen Drive with C.A.R.E.	\$ 108,000
402	Teen Traffic Safety	Teen Driver Safety	TSP-16-04-03	Tallahassee Police Department	Teen Driver Education and Outreach Program	\$ 103,500
402	Teen Traffic Safety	Teen Driver Safety	TSP-16-04-04	Florida Department of Highway Safety & Motor Vehicles	Engaging Older Teen Drivers	\$ 25,317
405 (b)	Occupant Protection	Occupant Protection & Child Passenger Safety	M2HVE-16-20-01	Putnam County Sheriff's Office	Buckle Up Putnam County	\$ 15,000
405 (b)	Occupant Protection	Occupant Protection & Child Passenger Safety	M2HVE-16-20-02	Lake City Police Department	Lake City Police Department Strategic Traffic Enforcement Program (STEP) Occupant Protection	\$ 30,000
405 (b)	Occupant Protection	Occupant Protection & Child Passenger Safety	M2HVE-16-20-03	Starke Police Department	Starke Police Department Citywide Occupant Protection Program	\$ 30,000
405 (b)	Occupant Protection	Occupant Protection & Child Passenger Safety	M2HVE-16-20-04	Calhoun County Sheriff's Office	Calhoun County Sheriff's Office Occupant Protection Enforcement and Education	\$ 19,500
405 (b)	Paid Media	Paid Media - Occupant Protection and Child Passenger Safety	M2PE-16-20-01	TCC - Florida Public Safety Institute	Florida Click It or Ticket Campaign	\$ 1,493,815
405 (b)	Paid Media	Paid Media - Occupant Protection and Child Passenger Safety	M2PE-16-20-02	TCC - Florida Public Safety Institute	Florida Click It or Ticket Special Marketing	\$ 675,000
405 (b)	Occupant Protection	Occupant Protection & Child Passenger Safety	M2X-16-20-01	University of Florida	Florida Occupant Protection Resource Center	\$ 950,000
405 (b)	Occupant Protection	Occupant Protection & Child Passenger Safety	M2X-16-20-02	UNF - Institute of Police Technology & Management	Statewide Safety Belt/Public Opinion Survey	\$ 324,000
405 (b)	Occupant Protection	Occupant Protection & Child Passenger Safety	M2X-16-20-03	TCC - Florida Public Safety Institute	Florida Occupant Protection Support Coordinator	\$ 55,000
405 (b)	Occupant Protection	Police Traffic Services - LEL	M2X-16-20-04	UNF - Institute of Police Technology & Management	Florida Click It or Ticket Challenge (CIOT)	\$ 455,000
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-01	Florida State University	TraCS Support and Enhancement	\$ 680,000
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-02	Florida State University	Electronic License and Vehicle Information System (ELVIS)	\$ 643,943
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-03	Florida Department of Highway Safety & Motor Vehicles	Crash Data Timeliness and Quality Improvement	\$ 187,120
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-04	Florida Department of Highway Safety & Motor Vehicles	Uniform Traffic Citation Data Integrity	\$ 69,464
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-05	Florida Department of Health	Field Collection for National EMS Information System (NEMSIS) Compliance	\$ 344,820
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-06	Florida Department of Health	Web-Based Data Collection for Field Data Collection for National EMS Information System (NEMSIS) Compliance	\$ 50,000

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405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-07	University of Florida	Expanding Accessibility, Utilization and Data Integration of Signal Four Analytics	\$ 259,803
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-08	University of Florida	A Unified and Sustainable Solution to Improve Crash Geolocation Timeliness and Accuracy and HSMV Crash Data Quality	\$ 159,423
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-09	Arcadia Police Department	E-Crash Implementation	\$ 39,966
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-10	Atlantic Beach Police Department	E-Crash Implementation Grant	\$ 8,950
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-11	Belle Isle Police Department	Electronic Traffic Improvement Initiative	\$ 33,396
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-12	Cedar Key Police Department	Hardware Grant for E-Crash and E-Citation	\$ 37,696
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-13	Eatonville Police Department	Electronic Submission	\$ 43,166
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-14	Hialeah Police Department	Florida Traffic Records System	\$ 259,679
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-15	Indian River County Sheriff's Office	E-Citation Implementation	\$ 43,640
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-16	Live Oak Police Department	TraCS Computers	\$ 71,097
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-17	Orange County Sheriff's Office	Implementation of TraCS	\$ 127,338
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-18	Pinellas County Sheriff's Office	Pinellas County Sheriff's Office Thermal Printer Transition Project	\$ 60,700
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-19	Sewall's Point Police Department	E-Crash Grant	\$ 18,920
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-20	Trenton Police Department	Citation/Crash Report Enhancement	\$ 19,498
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-21	Wauchula Police Department	WPD E-Citation and Hardware	\$ 46,993
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-22	Lake Mary Fire Department	EMSTARS and NEMSIS 3.X Compliance	\$ 30,717
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-23	Lee County EMS	Lee County EMS Patient Care Reporting Improvement Project	\$ 173,846
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-24	Maitland Fire Rescue Department	Intermedix to CAD Interface Enhancement	\$ 73,284
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-25	Pasco County Fire Rescue	Hardware Upgrades to Support EMSTARS Compliance and NEMSIS 3	\$ 8,000
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-26	Putnam County Fire EMS	Upgrade of Electronic Patient Care Reporting System	\$ 68,251
405 (c)	Traffic Safety Information	Traffic Records	M3DA-16-18-27	Stuart Fire Rescue	Upgrades for EMS Reporting of Trauma and Medical Patient Care	\$ 33,261
405 (d)	Impaired Driving	Impaired Driving	M5CS-16-06-01	TCC - Florida Public Safety Institute	Statewide DUI Prosecution Support	\$ 217,000
405 (d)	Impaired Driving	Impaired Driving	M5CS-16-06-02	TCC - Florida Public Safety Institute	Traffic Safety Resource Prosecutor Program	\$ 745,109
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-01	Florida Department of Highway Safety & Motor Vehicles	DUI Roving Patrol	\$ 150,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-02	Orlando Police Department	Orlando Police Department DUI Enforcement Team	\$ 100,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-03	Palm Springs Police Department	Palm Springs Impaired Driving Reduction Program	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-04	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$ 325,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-05	Sarasota County Sheriff's Office	Enforcement Efforts to Combat and Eliminate Impaired Driving 2016	\$ 75,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-06	Bradford County Sheriff's Office	BCSO DUI Enforcement	\$ 25,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-07	Gainesville Police Department	City of Gainesville Safe Gator Program	\$ 29,300
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-08	Lee County Sheriff's Office	Lee County Sheriff's Office Impaired Driving Project	\$ 35,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-09	Pasco County Sheriff's Office	Pasco Sheriff's Office Enhanced DUI Enforcement	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-10	Broward County Sheriff's Office	Broward DUI Enforcement Program	\$ 40,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-11	Tallahassee Police Department	DUI Enforcement	\$ 100,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-12	Ft. Myers Police Department	Ft. Myers DUI Enforcement and Education	\$ 72,261
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-13	Pensacola Police Department	Two Portable Intoxilyzer Breath Machines Plus Overtime	\$ 35,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-14	Miami Beach Police Department	Miami Beach Police Department Overtime DUI Enforcement Program	\$ 100,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-15	Palm Beach County Sheriff's Office	City of Lake Worth Impaired Driving Initiative	\$ 75,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-16	Davie Police Department	Stopping Impaired Driving in Davie (SIDD) Program	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-17	Cape Coral Police Department	Cape Coral Impaired Driving Enforcement and Education	\$ 25,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-18	Tampa Police Department	Tampa Enhanced DUI Enforcement Project, BAC to Basics	\$ 191,324
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-19	Baker County Sheriff's Office	Baker County Sheriff's Office DUI Enforcement	\$ 15,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-20	Flagler County Sheriff's Office	Flagler County DUI Enforcement Grant	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-21	Okaloosa County Sheriff	Continue Driving Sober in Destin	\$ 75,000
405 (d)	Impaired Driving	Impaired Driving	M5HVE-16-06-22	Volusia County Sheriff's Office	Operation Zero Impaired Driving Enforcement	\$ 100,000
405 (d)	Paid Media	Paid Media - Motorcycle Safety	M5PEM-16-16-01	University of South Florida - CUTR	Impaired Motorcycle Safety Campaign	\$ 250,000
405 (d)	Paid Media	Impaired Driving	M5PEM-16-16-02	TCC - Florida Public Safety Institute	DUI Statewide Media Campaign	\$ 650,000
405 (d)	Paid Media	Impaired Driving	M5PEM-16-16-03	TCC - Florida Public Safety Institute	DUI Professional Sports Marketing	\$ 1,900,000
405 (d)	Paid Media	Impaired Driving	M5PEM-16-16-04	TCC - Florida Public Safety Institute	DUI Major College Sports Marketing	\$ 432,000

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405 (d)	Paid Media	Paid Media - Impaired Driving	MSPPEM-16-16-05	TCC - Florida Public Safety Institute	Impaired Driving Sports Campaign	\$ 216,000
405 (d)	Impaired Driving	Public Traffic Safety Professionals Training	MSTR-16-06-01	UNF - Institute of Police Technology & Management	Drug Recognition Expert (DRE) Training	\$ 231,428
405 (d)	Impaired Driving	Public Traffic Safety Professionals Training	MSTR-16-06-02	UNF - Institute of Police Technology & Management	Police Traffic Safety Professionals Training - Impaired Driving	\$ 95,094
405 (d)	Impaired Driving	Public Traffic Safety Professionals Training	MSTR-16-06-03	TCC - Florida Public Safety Institute	Police Traffic Safety Professionals Training - Impaired Driving	\$ 146,895
405 (d)	Impaired Driving	Public Traffic Safety Professionals Training	MSTR-16-06-04	Florida Department of Highway Safety & Motor Vehicles	Legal Training for Hearing Officers	\$ 116,550
405 (d)	Impaired Driving	Impaired Driving	MSTR-16-06-05	Florida Department of Law Enforcement	Improving the Effectiveness of Expert Witness Testimony	\$ 55,000
405 (d)	Impaired Driving	Impaired Driving	MSX-16-06-01	Mothers Against Drunk Driving	MADD Florida - Safe and Aware	\$ 325,000
405 (d)	Impaired Driving	Impaired Driving	MSX-16-06-02	The Meagan Napier Foundation	The Megan Napier Foundation - Value Life	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	MSX-16-06-03	UNF - Institute of Police Technology & Management	Statewide Drug Recognition Expert Call-Out	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	MSX-16-06-04	TCC - Florida Public Safety Institute	Florida's Judicial Outreach Liaison (JOL)	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	MSX-16-06-05	Florida Department of Highway Safety & Motor Vehicles	Enhanced DUI Enforcement Mobile Equipment	\$ 107,210
405 (d)	Impaired Driving	Police Traffic Services - LEL	MSX-16-06-06	UNF - Institute of Police Technology & Management	Florida DUI Challenge (DUI)	\$ 1,000,000
405 (f)	Paid Media	Paid Media - Motorcycle Safety	M9MA-16-11-01	University of South Florida - CUTR	Share the Road PSA Campaign	\$ 209,050

Florida FY 2016 HSP - \$5,000 Equipment List

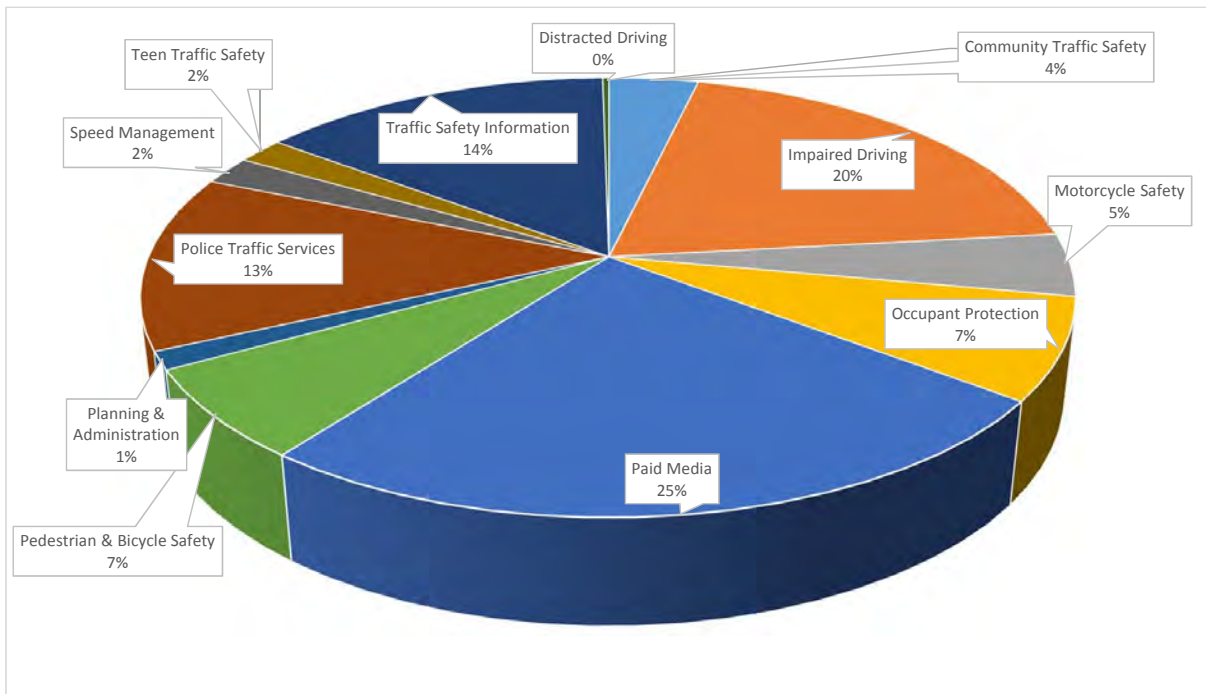
NHTSA Program Category					
Project Number	Funding Source	Agency & Project Name	Item	Units	Unit Cost
Community Traffic Safety Outreach					
CP-16-04-13	402	Lady Lake Police Department – Lady lake Police Department Seniors Taking a Responsible Step for Safety (S.T.A.R.S.)	Trailer Message Board	1	\$20,000
Impaired Driving					
M5CS-16-06-02	405 (d)	TCC-Florida Public Safety Institute – Traffic Safety Resource Prosecutor Program	Vehicle	1	\$40,000
M5HVE-16-06-11	405 (d)	Tallahassee Police Department – DUI Enforcement	In-Car Video System	2	\$5,500
M5HVE-16-06-13	405 (d)	Pensacola Police Department – Two Portable Intoxilyzer Breath Machines Plus Overtime	Intoxilyzer	2	\$8,000
M5HVE-16-06-18	405 (d)	Tampa Police Department – Tampa Enhanced DUI Enforcement Project, BAC to Basics	SIDNE Complete Package (with trailer)	1	\$22,190
M5X-16-06-05	405 (d)	Florida Department of Highway Safety & Motor Vehicles – Enhanced DUI Enforcement Mobile Equipment	Intoxilyzer & Printer In-Car Video System	10 10	\$7,300 \$2,690
M5X-16-06-06	405 (d)	UNF-Institute of Police Technology & Management – Florida DUI Challenge (DUI)	Challenge Enforcement Vehicle Emergency Equipment for Vehicle Intoxilyzer & Printer Arrow Board Laser Mapping System In-Car Video System Police Traffic Video System Light Tower	1 1 10 5 5 10 10 7	\$35,000 \$15,000 \$8,000 \$8,300 \$11,000 \$8,000 \$10,000 \$12,500
Motorcycle Safety					
MC-16-10-04	402	Osceola County Sheriff's Office – Safe Motorcycle and Rider Techniques (SMART)	Enclosed Trailer	1	\$8,000
Occupant Protection					
M2X-16-20-04	405 (b)	UNF-Institute of Police Technology & Management – Florida Click It or Ticket Challenge (CIOT)	Challenge Enforcement Vehicle Emergency Equipment for Vehicle Police Traffic Video System In-Car Video System Light Tower	1 1 10 10 7	\$33,000 \$15,000 \$10,000 \$8,000 \$8,000
Paid Media					

Florida FY 2016 HSP - \$5,000 Equipment List

NA					
Pedestrian & Bicycle Safety					
NA					
NA					
Police Traffic Services					
PT-16-12-06	402	UNF-Institute of Police Technology & Management – Florida Law Enforcement Challenge (FLEC)	Challenge Enforcement Vehicle	1	\$35,000
			Emergency Equipment for Vehicle	1	\$15,000
			Intoxilyzer & Printer	6	\$8,000
			Arrow Board	5	\$8,300
			Laser Mapping System	3	\$11,000
			Speed Trailer	12	\$20,000
			In-Car Video System	10	\$8,000
			Police Traffic Video System	10	\$10,000
			Radar Speed Sign	10	\$6,000
			Speed Sign & Data Collector	7	\$7,000
			Traffic Analyzer	3	\$7,000
			Speed Awareness Monitor Trailer	10	\$10,000
			Light Tower	5	\$12,500
PT-16-12-07	402	UNF-Institute of Police Technology & Management – Florida Motor Unit Challenge (MUC)	Challenge Enforcement Motorcycle	1	\$20,000
			Emergency Equipment of Motorcycle	1	\$10,000
			Video System	1	\$6,000
			Laser Mapping System	3	\$11,000
			Arrow Board	5	\$8,300
			Speed Trailer	12	\$20,000
			In-Car Video System	10	\$8,000
			Police Traffic Video System	10	\$10,000
			Radar Speed Sign	7	\$6,000
			Speed Sign & Data Collector	5	\$7,000
			Traffic Data Analyzer	3	\$7,000
			Speed Awareness Monitor Trailer	6	\$10,000
			Light Tower	5	\$8,000
Speed Management					
SC-16-13-08	402	Calhoun County Sheriff's Office – Speed and Aggressive Driving Calhoun County	Speed Trailer	1	\$7,750
TSP-16-04-04	402	Florida Department of Highway Safety & Motor Vehicles – Engaging Older Teen Drivers	Portable Distracted Driving Simulator Kit	1	\$13,000
NA					

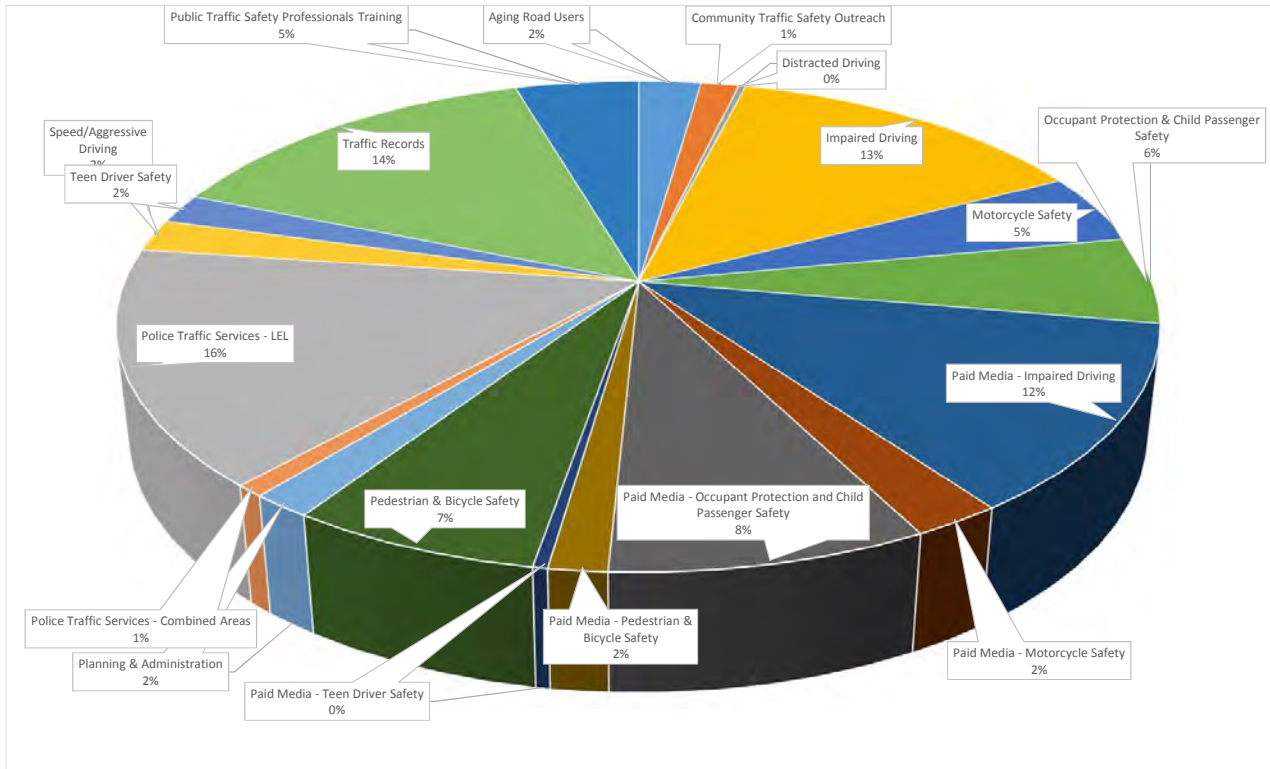
FY 2016 Highway Safety Plan Financial Summary

NHTSA							
Program Category	402	405 (b)	405 (c)	405 (d)	405 (f)	Grand Total	% of Total
Community Traffic Safety	\$ 955,057					\$ 955,057	4%
Distracted Driving	\$ 67,365					\$ 67,365	0%
Impaired Driving	\$ 121,000			\$ 4,957,171		\$ 5,078,171	20%
Motorcycle Safety	\$ 1,201,932					\$ 1,201,932	5%
Occupant Protection	\$ 58,340	\$ 1,878,500				\$ 1,936,840	7%
Paid Media	\$ 650,000	\$ 2,168,815		\$ 3,448,000	\$ 209,050	\$ 6,475,865	25%
Pedestrian & Bicycle Safety	\$ 1,710,000					\$ 1,710,000	7%
Planning & Administration	\$ 340,000					\$ 340,000	1%
Police Traffic Services	\$ 3,360,795					\$ 3,360,795	13%
Speed Management	\$ 548,450					\$ 548,450	2%
Teen Traffic Safety	\$ 499,386					\$ 499,386	2%
Traffic Safety Information	\$ 170,000		\$ 3,592,971			\$ 3,762,971	15%
Grand Total	\$ 9,682,325	\$ 4,047,315	\$ 3,592,971	\$ 8,405,171	\$ 209,050	\$ 25,936,832	100%



FY 2016 Highway Safety Plan Financial Summary

FDOT Program Area	Column Labels					Grand Total	% of Total	
	\$	402	405 (b)	405 (c)	405 (d)			405 (f)
Aging Road Users	\$	595,057				\$ 595,057	2%	
Community Traffic Safety Outreach	\$	360,000				\$ 360,000	1%	
Distracted Driving	\$	67,365				\$ 67,365	0%	
Impaired Driving	\$	121,000			\$ 3,367,204	\$ 3,488,204	13%	
Motorcycle Safety	\$	1,201,932				\$ 1,201,932	5%	
Occupant Protection & Child Passenger Safety	\$	58,340	\$ 1,423,500			\$ 1,481,840	6%	
Paid Media - Impaired Driving					\$ 3,198,000	\$ 3,198,000	12%	
Paid Media - Motorcycle Safety	\$	150,000			\$ 250,000	\$ 209,050	2%	
Paid Media - Occupant Protection and Child Passenger Safety			\$ 2,168,815			\$ 2,168,815	8%	
Paid Media - Pedestrian & Bicycle Safety	\$	400,000				\$ 400,000	2%	
Paid Media - Teen Driver Safety	\$	100,000				\$ 100,000	0%	
Pedestrian & Bicycle Safety	\$	1,710,000				\$ 1,710,000	7%	
Planning & Administration	\$	415,000				\$ 415,000	2%	
Police Traffic Services - Combined Areas	\$	200,000				\$ 200,000	1%	
Police Traffic Services - LEL	\$	2,570,000	\$ 455,000		\$ 1,000,000	\$ 4,025,000	16%	
Public Traffic Safety Professionals Training	\$	590,795			\$ 589,967	\$ 1,180,762	5%	
Speed/Aggressive Driving	\$	548,450				\$ 548,450	2%	
Teen Driver Safety	\$	499,386				\$ 499,386	2%	
Traffic Records	\$	95,000		\$ 3,592,971		\$ 3,687,971	14%	
Grand Total	\$	9,682,325	\$ 4,047,315	\$ 3,592,971	\$ 8,405,171	\$ 209,050	\$ 25,936,832	100%



**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Florida

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through 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 State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.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. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

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 Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
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 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 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 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.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 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 participant further agrees by submitting this proposal that it will include the clause titled "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.

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 this transaction for cause or default.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded 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 record, 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 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 Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

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 and/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, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. 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 "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. (See below)

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 and/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 participation in this transaction 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.

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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

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 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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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 (or 95 percent, as applicable) 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 the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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;
- 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;
- 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))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

06-12-15

Date

Jim Boxold

Printed name of Governor's Representative for Highway Safety

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

State: Florida

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For Approval

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Report Date: 06/23/2015

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-00-00-00		\$.00	\$340,000.00	\$.00	\$340,000.00	\$340,000.00	\$.00
	Planning and Administration Total		\$.00	\$340,000.00	\$.00	\$340,000.00	\$340,000.00	\$.00
Alcohol								
	AL-2016-00-00-00		\$.00	\$.00	\$.00	\$121,000.00	\$121,000.00	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$121,000.00	\$121,000.00	\$.00
Motorcycle Safety								
	MC-2016-00-00-00		\$.00	\$.00	\$.00	\$1,201,932.00	\$1,201,932.00	\$276,932.00
	Motorcycle Safety Total		\$.00	\$.00	\$.00	\$1,201,932.00	\$1,201,932.00	\$276,932.00
Occupant Protection								
	OP-2016-00-00-00		\$.00	\$.00	\$.00	\$58,340.00	\$58,340.00	\$.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$58,340.00	\$58,340.00	\$.00
Pedestrian/Bicycle Safety								
	PS-2016-00-00-00		\$.00	\$.00	\$.00	\$1,710,000.00	\$1,710,000.00	\$860,000.00
	Pedestrian/Bicycle Safety Total		\$.00	\$.00	\$.00	\$1,710,000.00	\$1,710,000.00	\$860,000.00
Police Traffic Services								
	PT-2016-00-00-00		\$.00	\$3,360,795.00	\$.00	\$3,360,795.00	\$3,360,795.00	\$2,185,795.00
	Police Traffic Services Total		\$.00	\$3,360,795.00	\$.00	\$3,360,795.00	\$3,360,795.00	\$2,185,795.00
Traffic Records								
	TR-2016-00-00-00		\$.00	\$.00	\$.00	\$170,000.00	\$170,000.00	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$170,000.00	\$170,000.00	\$.00
Community Traffic Safety Project								
	CP-2016-00-00-00		\$.00	\$.00	\$.00	\$955,057.00	\$955,057.00	\$872,422.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

State: Florida

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Community Traffic Safety Project Total		\$0.00	\$0.00	\$0.00	\$955,057.00	\$955,057.00	\$872,422.00
	Speed Management							
	SC-2016-00-00-00		\$0.00	\$0.00	\$0.00	\$548,450.00	\$548,450.00	\$548,450.00
	Speed Management Total		\$0.00	\$0.00	\$0.00	\$548,450.00	\$548,450.00	\$548,450.00
	Paid Advertising							
	PM-2016-00-00-00		\$0.00	\$0.00	\$0.00	\$650,000.00	\$650,000.00	\$0.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$650,000.00	\$650,000.00	\$0.00
	Distracted Driving							
	DD-2016-00-00-00		\$0.00	\$0.00	\$0.00	\$67,365.00	\$67,365.00	\$0.00
	Distracted Driving Total		\$0.00	\$0.00	\$0.00	\$67,365.00	\$67,365.00	\$0.00
	Teen Safety Program							
	TSP-2016-00-00-00		\$0.00	\$0.00	\$0.00	\$499,386.00	\$499,386.00	\$436,817.00
	Teen Safety Program Total		\$0.00	\$0.00	\$0.00	\$499,386.00	\$499,386.00	\$436,817.00
	NHTSA 402 Total		\$0.00	\$3,700,795.00	\$0.00	\$9,682,325.00	\$9,682,325.00	\$5,180,416.00
	MAP 21 405b OP Low							
	405b Low HVE							
	M2HVE-2016-00-00-00		\$0.00	\$0.00	\$0.00	\$94,500.00	\$94,500.00	\$0.00
	405b Low HVE Total		\$0.00	\$0.00	\$0.00	\$94,500.00	\$94,500.00	\$0.00
	405b Low Public Education							
	M2PE-2016-00-00-00		\$0.00	\$0.00	\$0.00	\$2,168,815.00	\$2,168,815.00	\$0.00
	405b Low Public Education Total		\$0.00	\$0.00	\$0.00	\$2,168,815.00	\$2,168,815.00	\$0.00
	405b OP Low							
	M2X-2016-00-00-00		\$0.00	\$0.00	\$0.00	\$1,784,000.00	\$1,784,000.00	\$0.00
	405b OP Low Total		\$0.00	\$0.00	\$0.00	\$1,784,000.00	\$1,784,000.00	\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Florida

Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
MAP 21 405b OP Low Total			\$.00	\$.00	\$.00	\$ 4,047,315.00	\$ 4,047,315.00	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2016-00-00-00		\$.00	\$.00	\$.00	\$ 3,592,971.00	\$ 3,592,971.00	\$.00
405c Data Program Total			\$.00	\$.00	\$.00	\$ 3,592,971.00	\$ 3,592,971.00	\$.00
MAP 21 405c Data Program Total			\$.00	\$.00	\$.00	\$ 3,592,971.00	\$ 3,592,971.00	\$.00
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2016-00-00-00		\$.00	\$.00	\$.00	\$ 1,767,885.00	\$ 1,767,885.00	\$.00
405d Mid HVE Total			\$.00	\$.00	\$.00	\$ 1,767,885.00	\$ 1,767,885.00	\$.00
405d Mid Court Support								
	M5CS-2016-00-00-00		\$.00	\$.00	\$.00	\$ 962,109.00	\$ 962,109.00	\$.00
405d Mid Court Support Total			\$.00	\$.00	\$.00	\$ 962,109.00	\$ 962,109.00	\$.00
405d Mid Paid/Earned Media								
	M5PEM-2016-00-00-00		\$.00	\$.00	\$.00	\$ 3,448,000.00	\$ 3,448,000.00	\$.00
405d Mid Paid/Earned Media Total			\$.00	\$.00	\$.00	\$ 3,448,000.00	\$ 3,448,000.00	\$.00
405d Mid Training								
	M5TR-2016-00-00-00		\$.00	\$.00	\$.00	\$ 644,967.00	\$ 644,967.00	\$.00
405d Mid Training Total			\$.00	\$.00	\$.00	\$ 644,967.00	\$ 644,967.00	\$.00
405d Impaired Driving Mid								
	M5X-2016-00-00-00		\$.00	\$.00	\$.00	\$ 1,582,210.00	\$ 1,582,210.00	\$.00
405d Impaired Driving Mid Total			\$.00	\$.00	\$.00	\$ 1,582,210.00	\$ 1,582,210.00	\$.00
MAP 21 405d Impaired Driving Mid Total			\$.00	\$.00	\$.00	\$ 8,405,171.00	\$ 8,405,171.00	\$.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2016-00-00-00		\$.00	\$.00	\$.00	\$ 209,050.00	\$ 209,050.00	\$.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

State: Florida

Page: 4

2016-HSP-1

Report Date: 06/23/2015

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	405f	Motorcyclist Awareness Total	\$0.00	\$0.00	\$0.00	\$209,050.00	\$209,050.00	\$0.00
	MAP 21	405f Motorcycle Programs Total	\$0.00	\$0.00	\$0.00	\$209,050.00	\$209,050.00	\$0.00
	NHTSA	Total	\$0.00	\$3,700,795.00	\$0.00	\$25,936,832.00	\$25,936,832.00	\$5,180,416.00
		Total	\$0.00	\$3,700,795.00	\$0.00	\$25,936,832.00	\$25,936,832.00	\$5,180,416.00

**APPENDIX C TO PART 1200—
CERTIFICATIONS AND ASSURANCES
FOR TEEN TRAFFIC SAFETY PROGRAM (23 U.S.C. CHAPTER 4)**

State: Florida

Fiscal Year: 2016

The State has elected to implement a Teen Traffic Safety Program—a statewide program to improve traffic safety for teen drivers—in accordance with 23 U.S.C. 402(m).

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

- The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 40 – 41.
- as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to—
 - o increase seat belt use;
 - o reduce speeding;
 - o reduce impaired and distracted driving;
 - o reduce underage drinking; and
 - o reduce other behaviors by teen drivers that lead to injuries and fatalities.


Signature Governor's Representative for Highway Safety

06-12-15
Date

Jim Boxold
Printed name of Governor's Representative for Highway Safety



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

August 28, 2015

Region 4
Alabama, Florida, Georgia,
South Carolina, Tennessee

Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17T30
Atlanta, GA 30303-3104
Phone: 404-562-3739
Fax: 404-562-3763

Honorable Rick Scott
Governor of Florida
State Capitol
Tallahassee, Florida 32399

Dear Governor Scott:

We have reviewed Florida's fiscal year 2016 Highway Safety Plan (HSP), as received on June 29, 2015. Based on this submission and subsequent revisions, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Secretary Jim Boxold.

We look forward to working closely with the Traffic Safety Section of the Department of Transportation and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on Florida's roads.

If you would like any additional information on the State's Highway Safety Plan review, please feel free to contact me at 404 562-3766 or carmen.hayes@dot.gov.

Sincerely,

Carmen N. Hayes,
Regional Administrator

cc:

Jim Boxold, Secretary, FDOT
Lora Hollingsworth, Chief Safety Officer, FDOT
James Christian, Division Administrator, FHWA
Maggi Gunnels, Associate Administrator, NHTSA



U.S. Department
of Transportation

**National Highway
Traffic Safety
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South Carolina, Tennessee

Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17T30
Atlanta, GA 30303-3104
Phone: 404-562-3739
Fax: 404-562-3763

August 28, 2015

Jim Boxold, Secretary
Department of Transportation
605 Suwanee Street, MS-57
Tallahassee, Florida 32399-0450

Dear Secretary Boxold:

We have reviewed Florida's fiscal year 2016 Highway Safety Plan, as received on June 29, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we identified the proposed purchase of equipment with an acquisition cost of \$5,000 or more. Approval is provided for the purchase of the equipment with Federal funds as noted in the attachment. This approval is contingent upon the State following equipment and monitoring related regulations as noted in 49 CFR §18.32 and 18.40, and CFR §1200.31.

The efforts of the personnel of the Traffic Safety Section of the Florida Department of Transportation in the development of the FY2016 highway safety program are very much appreciated. We look forward to working with the Florida Traffic Safety Section of the Department of Transportation and its partners on the successful implementation of this plan.

We appreciate Florida's efforts to reduce traffic deaths, injuries and economic costs by implementing Click It or Ticket and by participating in the national Drive Sober or Get Pulled Over campaign.



Further, we congratulate Florida on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Florida's roads.

If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carmen N. Hayes', written in a cursive style.

Carmen N. Hayes,
Regional Administrator

Enclosure

cc:

Maggi Gunnels, Associate Administrator, NHTSA
James Christian, Division Administrator, FHWA
Lora Hollingsworth, Chief Safety Officer, FDOT
Chris Craig, Traffic Safety Administrator, FDOT

Florida FY 2016 HSP - \$5,000 Equipment List

NHTSA Program Category					
Project Number	Funding Source	Agency & Project Name	Item	Units	Unit Cost
Community Traffic Safety Outreach					
CP-16-04-13	402	Lady Lake Police Department – Lady lake Police Department Seniors Taking a Responsible Step for Safety (S.T.A.R.S.)	Trailer Message Board	1	\$20,000
Impaired Driving					
M5CS-16-06-02	405 (d)	TCC-Florida Public Safety Institute – Traffic Safety Resource Prosecutor Program	Vehicle	1	\$40,000
M5HVE-16-06-11	405 (d)	Tallahassee Police Department – DUI Enforcement	In-Car Video System	2	\$5,500
M5HVE-16-06-13	405 (d)	Pensacola Police Department – Two Portable Intoxilyzer Breath Machines Plus Overtime	Intoxilyzer	2	\$8,000
M5HVE-16-06-18	405 (d)	Tampa Police Department – Tampa Enhanced DUI Enforcement Project, BAC to Basics	SIDNE Complete Package (with trailer)	1	\$22,190
M5X-16-06-05	405 (d)	Florida Department of Highway Safety & Motor Vehicles – Enhanced DUI Enforcement Mobile Equipment	Intoxilyzer & Printer In-Car Video System	10 10	\$7,300 \$2,690
M5X-16-06-06	405 (d)	UNF-Institute of Police Technology & Management – Florida DUI Challenge (DUI)	Challenge Enforcement Vehicle Emergency Equipment for Vehicle Intoxilyzer & Printer Arrow Board Laser Mapping System In-Car Video System Police Traffic Video System Light Tower	1 1 10 5 5 10 10 7	\$35,000 \$15,000 \$8,000 \$8,300 \$11,000 \$8,000 \$10,000 \$12,500
Motorcycle Safety					
MC-16-10-04	402	Osceola County Sheriff's Office – Safe Motorcycle and Rider Techniques (SMART)	Enclosed Trailer	1	\$8,000
Occupant Protection					
M2X-16-20-04	405 (b)	UNF-Institute of Police Technology & Management – Florida Click It or Ticket Challenge (CIOT)	Challenge Enforcement Vehicle Emergency Equipment for Vehicle Police Traffic Video System In-Car Video System Light Tower	1 1 10 10 7	\$33,000 \$15,000 \$10,000 \$8,000 \$8,000
Paid Media					

Florida FY 2016 HSP - \$5,000 Equipment List

NA					
Pedestrian & Bicycle Safety					
NA					
Planning & Administration					
NA					
Police Traffic Services					
PT-16-12-06	402	UNF-Institute of Police Technology & Management – Florida Law Enforcement Challenge (FLEC)	Challenge Enforcement Vehicle Emergency Equipment for Vehicle Intoxilyzer & Printer Arrow Board Laser Mapping System Speed Trailer In-Car Video System Police Traffic Video System Radar Speed Sign Speed Sign & Data Collector Traffic Analyzer Speed Awareness Monitor Trailer Light Tower	1 1 6 5 3 12 10 10 10 7 3 10 5	\$35,000 \$15,000 \$8,000 \$8,300 \$11,000 \$20,000 \$8,000 \$10,000 \$6,000 \$7,000 \$7,000 \$10,000 \$12,500
PT-16-12-07	402	UNF-Institute of Police Technology & Management – Florida Motor Unit Challenge (MUC)	Challenge Enforcement Motorcycle Emergency Equipment of Motorcycle Video System Laser Mapping System Arrow Board Speed Trailer In-Car Video System Police Traffic Video System Radar Speed Sign Speed Sign & Data Collector Traffic Data Analyzer Speed Awareness Monitor Trailer Light Tower	1 1 1 3 5 12 10 10 7 5 3 6 5	\$20,000 \$10,000 \$6,000 \$11,000 \$8,300 \$20,000 \$8,000 \$10,000 \$6,000 \$7,000 \$7,000 \$10,000 \$8,000
Speed Management					
SC-16-13-08	402	Calhoun County Sheriff's Office – Speed and Aggressive Driving Calhoun County	Speed Trailer	1	\$7,750
Teen Traffic Safety					
TSP-16-04-04	402	Florida Department of Highway Safety & Motor Vehicles – Engaging Older Teen Drivers	Portable Distracted Driving Simulator Kit	1	\$13,000
Traffic Safety Information					
NA					