

FLORIDA ANNUAL GRANT APPLICATION

FEDERAL FISCAL YEAR **2026**



FDOT

August 1, 2025

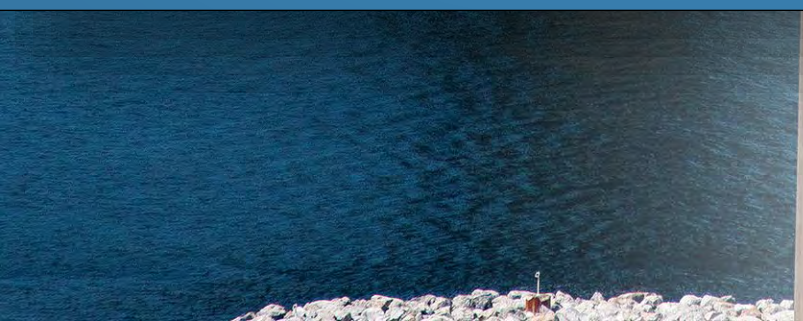
TARGET ZERO
FATALITIES & SERIOUS INJURIES

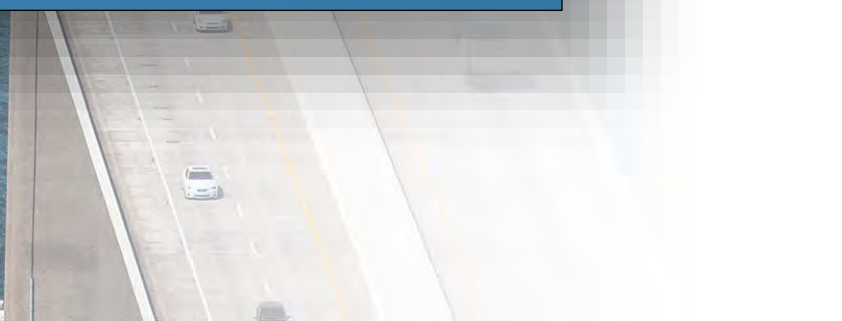


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PROJECT AND SUBRECIPIENT INFORMATION

Florida's FY 2026 projects are segmented into program areas by the FDOT State Safety Office to assist with the analyzing, directing, and monitoring of the highway safety countermeasure activities through the traffic safety subgrant programs. The program area categories are:

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

AGING ROAD USERS

Project Name: Safe Mobility for Life Coalition

Subrecipient: Florida State University - Pepper Institute on Aging and Public Policy

Project Number: OD-2026-00271

Federal Funding Source: 402

Local Benefit: $0

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Community Traffic Safety Programs

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

Location: Statewide

Agency Type: College/University

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

Federal Funds: **$395,000**

Project Name:	Aging Road User Information System
Subrecipient:	University of Florida - Institute for Mobility, Activity, and Participation
Project Number:	OD-2026-00433
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Community Traffic Safety Programs
Countermeasure Strategy:	Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation General Communications and Education: CTW Unproven
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of Florida's Institute for Mobility, Activity, and Participation will continue to house and maintain the Florida Aging Road User Information System as in previous subgrant years. This project will continue to reduce injuries and fatalities for aging road users by providing an easy to access resource with options for alternative methods of transportation once Florida's aging road user is challenged to continue to drive safely. This program supports the efforts of Florida's Safe Mobility for Life Coalition and the strategies of Florida's Aging Road User Strategic Safety Plan.
Budget:	**$237,000**

Project Name:	Aging Road User Initiative
Subrecipient:	Sunrise Police Department
Project Number:	OD-2026-00157
Federal Funding Source:	402
Local Benefit:	$10,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Community Traffic Safety Programs
Countermeasure Strategy:	Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation General Communications and Education: CTW Unproven
Location:	FDOT District 4
Agency Type:	Law Enforcement
Project Description:	The City of Sunrise Police Department will promote Aging Road User safety by hosting CARFIT events, a program developed and endorsed by the American Automobile Association (AAA), the AARP, and the American Occupational Therapy Association and is supported through other NHTSA sponsored programs including the Safe Mobility for Life Coalition. These events will help aging road users identify the correct vehicle for them and ensure they are educated on the best safety practices for their vehicle and driving circumstances. Educational materials will also be provided as a part of these events, and broad traffic safety information will also be provided not only to the aging road users themselves but to any caretakers who are also present.
Budget:	**$10,000**

Project Name:	Aging Road User Safety
Subrecipient:	Sumter County Sheriff's Office
Project Number:	OD-2026-00360
Federal Funding Source:	402
Local Benefit:	$4,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Community Traffic Safety Programs
Countermeasure Strategy:	Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation General Communications and Education: CTW Unproven
Location:	FDOT District 5
Agency Type:	Law Enforcement
Project Description:	The Sumter County Sheriff's Office will host four educational driver safety course sessions specifically for aging road users to provide them with information to safely operate their vehicles and navigate the roadways. These educational sessions will focus on topics such as safe driving at all ages, a particular focus on golf cart safety, and the CarFit educational program. These courses will also disseminate materials promoting the Safe Mobility for Life Coalition, thus cross promoting NHTSA subgrant projects.
Budget:	**$4,000**

COMMUNITY TRAFFIC SAFETY OUTREACH

Project Name: (See below)

Subrecipient: (See below)

Project Number: (See below)

Federal Funding Source: 402

Local Benefit: $0

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Community Traffic Safety Programs

Countermeasure Strategy:

- Seat Belts and Child Restraint Countermeasures:
  Other Strategies for Behavior Change
  Enforcement-based Communication Strategies for Low-Belt-Use Groups:
  CTW 4 Star Citation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Pedestrian Safety Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven

- Bicycle Safety Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Bicycle Safety Education for Adult Cyclists: CTW Unproven

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

- Young Driver Countermeasures: Other Strategies for Behavior Change
  Programs to Assist Parents/Guardians of Young Drivers:
  CTW 2 Star Citation

- Young Driver Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Pre-Licensure Driver Education: CTW Unproven

Location: (See below)

Agency Type: College/University

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

Budget: **$230,000**

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2026-00289	$0	$30,000
Florida Department of Transportation – District 2	Public Information and Education Program – District 2	CP-2026-00148	$0	$30,000
Florida Department of Transportation – District 3	Public Information and Education Program – District 3	CP-2026-00073	$0	$30,000
Florida Department of Transportation – District 4	Public Information and Education Program – District 4	CP-2026-00149	$0	$30,000
Florida Department of Transportation – District 5	Public Information and Education Program – District 5	CP-2026-00064	$0	$50,000
Florida Department of Transportation – District 6	Public Information and Education Program – District 6	CP-2026-00285	$0	$30,000
Florida Department of Transportation – District 7	Public Information and Education Program – District 7	CP-2026-00335	$0	$30,000

Project Name: Community Traffic Safety Support

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

Project Number: CP-2026-00059

Federal Funding Source: 402

Local Benefit: $0

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Community Traffic Safety Programs

Countermeasure Strategy:

- Seat Belts and Child Restraint Countermeasures:
  Other Strategies for Behavior Change
  Enforcement-based Communication Strategies for Low-Belt-Use Groups:
  CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures:
  Other Strategies for Behavior Change
  Programs for Older Children: CTW 3 Star Citation
- Pedestrian Safety Countermeasures:
  Other Strategies for Behavior Change
  Elementary-Age Child Pedestrian Training: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Promote Bicycle Helmet Use with Education: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Bicycle Safety Education for Children: CTW 2 Star Citation
- Older Drivers Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  General Communications and Education: CTW Unproven
- Distracted Driving Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Communications on Outreach and Distracted Driving: CTW Unproven

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

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

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

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

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

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

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

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

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

- Pedestrian Safety Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven

- Bicycle Safety Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Bicycle Safety Education for Adult Cyclists: CTW Unproven

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

- Young Driver Countermeasures: Other Strategies for Behavior Change
  Programs to Assist Parents/Guardians of Young Drivers: CTW 2 Star Citation

- Young Driver Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Pre-Licensure Driver Education: CTW Unproven

Location: Statewide

Agency Type: College/University

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

Budget: **$660,000**



Project Name:	Unattended Passenger Project
Subrecipient:	University of South Florida – Center for Urban Transportation Research
Project Number:	UNATTD-2026-00062
Federal Funding Source:	402
Local Benefit:	$10,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Heatstroke/Unattended Passenger Education
Countermeasure Strategy:	• Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Older Children: CTW 3 Star Citation • Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive funding to work with the Florida Department of Transportation (FDOT) State Safety Office to create, print, and ship educational materials across Florida to help spread the message to Florida's residents on how to prevent heatstroke fatalities in motor vehicles.
Budget:	**$10,000**

Project Name: Our Driving Concern (ODC) FL

Subrecipient: National Safety Council

Project Number: CP-2026-00117

Federal Funding Source: 402

Local Benefit: $165,000

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Community Traffic Safety Programs

Countermeasure Strategy:

- Seat Belt and Child Restraint Countermeasures:
  Other Strategies for Behavior Change
  Employer-based Programs: CTW 3 Star Citation
- Distracted Driving Countermeasures:
  Other Strategies for Behavior Change
  Employer Programs: CTW 2 Star Citation
- Drowsy Driving Countermeasures: Other Strategies for Behavior Change:
  Employer Programs: CTW 2 Star Citation

Location: Statewide

Agency Type: Non-Profit

Project Description: The National Safety Council will collaborate with employers, statewide organizations and associations to provide evidence-based traffic safety education to reduce crashes, injuries and fatalities. The program will work directly with employers to promote safe driving practices for employees by identifying risky driving behaviors, implementing interventions to curb these behaviors, and promoting safer driving through ongoing education and resources. Training and education will aim to address driver behaviors that

include impaired driving, occupant protection, distracted driving, fatigue, and speeding.

Budget: $165,000



Project Name:	Florida's Traffic Safety Resource Center
Subrecipient:	University of Florida
Project Number:	CP-2026-00167
Federal Funding Source:	402
Local Benefit:	$750,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Community Traffic Safety Programs

Countermeasure Strategy:

- Seat Belts and Child Restraint Countermeasures:
  Other Strategies for Behavior Change
  Enforcement-based Communication Strategies for Low-Belt-Use Groups:
  CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures:
  Other Strategies for Behavior Change
  Programs for Older Children: CTW 3 Star Citation
- Pedestrian Safety Countermeasures:
  Other Strategies for Behavior Change
  Elementary-Age Child Pedestrian Training: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Promote Bicycle Helmet Use with Education: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Bicycle Safety Education for Children: CTW 2 Star Citation
- Older Drivers Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  General Communications and Education: CTW Unproven
- Distracted Driving Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Communications on Outreach and Distracted Driving: CTW Unproven

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

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

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

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

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

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

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

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

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

- Pedestrian Safety Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven

- Bicycle Safety Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Bicycle Safety Education for Adult Cyclists: CTW Unproven

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

- Young Driver Countermeasures: Other Strategies for Behavior Change
  Programs to Assist Parents/Guardians of Young Drivers:
  CTW 2 Star Citation

- Young Driver Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Pre-Licensure Driver Education: CTW Unproven

Location: Statewide

Agency Type: College/University

Project Description: The University of Florida's Transportation Technology Transfer (T2) Center will run an online one-stop shop website for the newly developed Florida Traffic Safety Resource Center (FTSRC). The FTSRC will order, store, and distribute traffic safety-related public information and education materials including but not limited to: brochures, tip cards, magazines, posters, yard signs, etc., to support emphasis areas in Florida's Strategic Highway Safety Plan. The goal of the FTSRC is to put all of Florida's traffic safety materials in one location for our traffic safety partners to access and distribute as needed.

Budget: **$750,000**



DISTRACTED DRIVING

Project Name: (See below)

Subrecipient: (See below)

Project Number: (See below)

Federal Funding Source: 402

Local Benefit: $1,239,000

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Distracted Driving

Countermeasure Strategy:

- Distracted Driving—Laws and Enforcement
  High-Visibility Cell Phone and Text Messaging Enforcement: CTW 4 Star Citation
- Distracted Driving—Communications and Outreach
  Communications and Outreach on Distracted Driving: CTW 1 Star Citation

Location: (See below)

Agency Type: Law Enforcement

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

Budget: **$1,239,000**

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Alachua County Sheriff's Office	Distracted Driving	DD-2026-00347	$58,000	$58,000
Apopka Police Department	Enforcement of Distracted Driving in Apopka	DD-2026-00399	$25,000	$25,000
Broward Sheriff's Office	Pompano Beach Distracted Driving Program	DD-2026-00160	$39,000	$39,000
Cape Coral Police Department	Cape Coral Distracted Driving Enforcement	DD-2026-00147	$95,000	$95,000
Citrus County Sheriff's Office	Drive Safe Citrus	DD-2026-00008	$76,000	$76,000
Miami Beach Police Department	Distracted Driving Initiative	DD-2026-00230	$75,000	$75,000
Fort Walton Beach Police Department	Fort Walton Beach Distracted Driving Enforcement	DD-2026-00224	$20,000	$20,000
Gainesville Police Department	City of Gainesville Distracted Driving Program	DD-2026-00102	$10,000	$10,000
Hernando County Sheriff's Office	Distracted Driving Enforcement Program	DD-2026-00307	$98,000	$98,000
Jupiter Police Department	Distracted Driving	DD-2026-00302	$10,000	$10,000
Miami-Dade Sheriff's Office	Distracted Driving Safety Program	DD-2026-00409	$150,000	$150,000
Miramar Police Department	Distracted Driving	DD-2026-00268	$40,000	$40,000
Monroe County Sheriff's Office	Distracted Driving 2026	DD-2026-00121	$150,000	$150,000
Niceville Police Department	Distracted Driving	DD-2026-00324	$20,000	$20,000
Ocala Police Department	Distracted Driving	DD-2026-00170	$40,000	$40,000
Osceola County Sheriff's Office	Distracted Driving Enforcement	DD-2026-00215	$253,000	$253,000
Santa Rosa County Sheriff's Office	Santa Rosa Sheriff's Distracted Driving Enforcement	DD-2026-00383	$80,000	$80,000

IMPAIRED DRIVING

Project Name:	Traffic Safety Resource Prosecutor Program (TSRP)
Subrecipient:	Tallahassee State College
Project Number:	M5CS-2026-00392
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Court Support
Countermeasure Strategy:	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change DWI Courts: CTW 4 Star Citation
Location:	Statewide
Agency Type:	College/University
Project Description:	Tallahassee State College will use the received funding to provide training and technical support to prosecutors and law enforcement on impaired driving matters. Two Traffic Safety Resource Prosecutor (TSRP) positions will be funded to train prosecutors and law enforcement officers in the areas of Driving Under the Influence (DUI) investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRP Program will also train and teach officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. Speakers for the training sessions will come primarily from Florida organizations and include assistant state attorneys, Florida Department of Law Enforcement Alcohol Testing Program and laboratory analyst personnel, toxicologists, law enforcement officers, and traffic crash reconstructionists.
Budget:	**$680,000**

Project Name:	Mothers Against Drunk Driving (MADD) Florida Safe and Aware
Subrecipient:	Mothers Against Drunk Driving (MADD)
Project Number:	M5OT-2026-00115
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Other Based on Problem ID
Countermeasure Strategy:	Alcohol-Impaired-Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation Youth Programs: CTW Unproven
Location:	Statewide
Agency Type:	Non-Profit
Project Description:	Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the risks of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through recognized classroom settings, news media, and public service announcements, along with a wide variety of other communication channels such as posters, billboards, and web banners. MADD will use six (6) program specialists around the state to reach approximately 58,000 people.
Budget:	**$300,000**

Project Name:	Mothers Against Drunk Driving (MADD) Florida Court Monitoring Program
Subrecipient:	Mothers Against Drunk Driving (MADD)
Project Number:	M5CS-2026-00191
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Court Support
Countermeasure Strategy:	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change Court Monitoring: CTW 2 Star Citation
Location:	Statewide
Agency Type:	Non-Profit
Project Description:	Mothers Against Drunk Driving (MADD)'s Court Monitoring program will use funding to determine the reasons, then seek solutions around Driving Under the Influence (DUI) case dismissals, non-prosecution, withholding of adjudication, and stalled cases in the Hillsborough County court system.
Budget:	**$73,000**



Project Name:	Drug Recognition Expert (DRE) Call-Out
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number	M5OT-2026-00201
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Other Based on Problem ID
Countermeasure Strategy:	Drug-Impaired-Driving Countermeasures: Enforcement Enforcement of Drug-Impaired Driving: CTW 3 Star Citation
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida's Institute of Police Technology and Management will use the funding received for overtime callouts to allow Drug Recognition Experts (DREs) to increase the availability of their expertise when they would otherwise not be on duty. This will mirror successful call-out programs conducted in other states. As the number of drugged driving cases increase, and with recent legislation increasing the availability of medical marijuana, it is imperative that Florida has DREs available to evaluate drivers and assist in the successful prosecution of drugged driving cases.
Budget:	**$80,500**

Project Name:	Impaired Driving Media Awareness Survey
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	M5OT-2026-00094
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Other Based on Problem ID
Countermeasure Strategy:	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change Mass-Media Campaigns: CTW 2 Star Citation
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida's Institute of Police Technology and Management will conduct a Driving Under the Influence (DUI) media awareness study to help evaluate the effectiveness of Florida's *Drive Sober or Get Pulled Over* media efforts. The data collected will help improve Florida's future DUI media efforts by letting us know things like where the message is being heard and what types of media are most recognized.
Budget:	**$88,000**

Project Name:	Florida Impaired Driving Coalition
Subrecipient:	University of South Florida – Center for Urban Transportation Research
Project Number:	AL-2026-00283
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Impaired Driving
Countermeasure Strategy:	Alcohol-Impaired Driving Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will use the received funds to bring together technical stakeholders and subject matter experts (SME) from various disciplines to provide recommendations on critical impaired driving issues. The Coalition will address prevention, enforcement, prosecution, and community awareness of impaired driving in Florida, in addition to the treatment and rehabilitation of impaired drivers.
Budget:	**$348,000**



Project Name: (See below)

Subrecipient: (See below)

Project Number: (See below)

Federal Funding Source: 405(d)

Local Benefit: N/A

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: 405d Mid High Visibility Enforcement

Countermeasure Strategy:

- Alcohol-Impaired-Driving Countermeasures: Enforcement Publicized Sobriety Checkpoints: CTW 5 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement High-Visibility Saturation Patrols: CTW 4 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement Alcohol Measurement Devices: CTW 4 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement Integrated Enforcement: CTW 3 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement Zero-Tolerance Law Enforcement: CTW 3 Star Citation
- Drug-Impaired-Driving Countermeasures: Enforcement Enforcement of Drug-Impaired Driving: CTW 3 Star Citation

Location: (See below)

Agency Type: Law Enforcement

Project Description: The following law enforcement agencies have jurisdiction over communities with high fatalities and serious injuries due to impaired driving and currently rank in the top 40% of the FY 2026 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving enforcement efforts and will utilize Driving Under the Influence (DUI), low-manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies are encouraged to participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays that are usually associated with excessive drinking such as New Year's Day, NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, Halloween, and the end of the year holiday season.

Budget: **$2,825,000**

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Enforcement of Impaired Driving in Apopka	M5HVE-2026-00401	N/A	$12,000
Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2026-00339	N/A	$30,000
Boynton Beach Police Department	Boynton Beach Impaired Driving Initiative	M5HVE-2026-00386	N/A	$40,000
Bradenton Police Department	Sober Roads Initiative	M5HVE-2026-00352	N/A	$22,000
Bradford County Sheriff's Office	Impaired Driving Enforcement	M5HVE-2026-00370	N/A	$30,000
Broward Sheriff's Office	Impaired Driving Enforcement	M5HVE-2026-00391	N/A	$115,000
Cape Coral Police Department	Cape Coral Impaired Driving Enforcement	M5HVE-2026-00144	N/A	$95,000
Citrus County Sheriff's Office	Drive Sober Citrus	M5HVE-2026-00009	N/A	$105,000
City of Miami Police Department	Miami Driving Under the Influence Enforcement	M5HVE-2026-00385	N/A	$120,000
Gainesville Police Department	City of Gainesville SAFE Gator Program	M5HVE-2026-00101	N/A	$12,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Hardee County Sheriff's Office	Impaired Driving	M5HVE-2026-00465	N/A	$10,000
Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	M5HVE-2026-00085	N/A	$450,000
Hollywood Police Department	Impaired Driving Initiative	M5HVE-2026-00067	N/A	$60,000
Homestead Police Department	Homestead Operation Education and Enforcement Impaired Driving Safety Program	M5HVE-2026-00298	N/A	$120,000
Jacksonville Sheriff's Office	Jacksonville Sheriff's Office Impaired Driving Enforcement Project	M5HVE-2026-00316	N/A	$100,000
Jupiter Police Department	Impaired Driving	M5HVE-2026-00303	N/A	$15,000
Lake City Police Department	STEP- Impaired Driving	M5HVE-2026-00364	N/A	$15,000
Live Oak Police Department	Operation Sober Up Live Oak Impaired Driving 2026	M5HVE-2026-00410	N/A	$10,000
Miami Beach Police Department	Impaired Driving Initiative	M5HVE-2026-00108	N/A	$75,000
Niceville Police Department	Impaired Driving	M5HVE-2026-00252	N/A	$26,000
Okeechobee County Sheriff's Office	Be Smart Don't Drive Drunk Part 2	M5HVE-2026-00079	N/A	$40,000
Orlando Police Department	Impaired Driving Enforcement	M5HVE-2026-00051	N/A	$80,000
Palm Beach Gardens Police Department	Impaired Driving Initiative	M5HVE-2026-00275	N/A	$25,000
Palm Beach County Sheriff's Office	Palm Beach County Impaired Driving Strategy	M5HVE-2026-00107	N/A	$225,000
Pensacola Police Department	Drive Sober	M5HVE-2026-00084	N/A	$55,000
Perry Police Department	Impaired Driving Program	M5HVE-2026-00239	N/A	$28,000
Pinellas County Sheriff's Office	DUI Enhancement Project	M5HVE-2026-00081	N/A	$50,000
Port Richey Police Department	Impaired Driving	M5HVE-2026-00334	N/A	$15,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Sunrise Police Department	Impaired Driving Initiative	M5HVE-2026-00183	N/A	$50,000
Tallahassee Police Department	Enhanced Impaired Driving	M5HVE-2026-00220	N/A	$45,000
Tampa Police Department	Tampa Enhanced Impaired Driving Project, "Last Call"	M5HVE-2026-00368	N/A	$620,000
Tarpon Springs Police Department	Tarpon Springs Saturation Patrol and Impaired Driving Enforcement	M5HVE-2026-00083	N/A	$30,000
West Palm Beach Police Department	Impaired Driving	M5HVE-2026-00211	N/A	$100,000



MOTORCYCLE SAFETY

Project Name:	Florida's Comprehensive Motorcycle Safety Program
Subrecipient:	University of South Florida - Center for Urban Transportation Research
Project Number:	MC-2026-00222
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Motorcycle Safety
Countermeasure Strategy:	Motorcycle Safety Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive funding to continue coordinating and implementing Florida's Motorcycle Safety Strategic Plan as well as assisting in the facilitation of Florida's motorcycle safety coalition. They will identify critical issues, establish achievable performance measures, and evaluate the effectiveness of all the motorcycle safety program's emphasis areas. CUTR concentrates most of its efforts on the ten counties with the highest number of motorcycle crashes: Broward, Brevard, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, and Volusia. However, the goal is to support all motorcycle activities across the state to help reduce motorcycle crashes, serious injuries, and fatalities.
Budget:	**$553,000**



Project Name:	Motorcycle Program Evaluation and Data Collection
Subrecipient:	University of South Florida – Center for Urban Transportation Research
Project Number:	MC-2026-00221
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Motorcycle Safety
Countermeasure Strategy:	Motorcycle Safety Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive funding to continue to conduct behavioral and statistical studies of motorcyclists and crashes to determine how to be more effective in reducing motorcycle crashes, injuries, and fatalities. CUTR will survey seasoned riders to determine the effectiveness of the comprehensive motorcycle safety program and will survey newly endorsed riders to determine the effectiveness of Florida's rider training program.
Budget:	**$129,000**



Project Name:	Motorcycle Education and Injury Prevention Program in Trauma Centers
Subrecipient:	University of Miami
Project Number:	MC-2026-00396
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Motorcycle Safety
Countermeasure Strategy:	• Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Motorcycle Helmet Use Promotion Programs: CTW Unproven • Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation • Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of Miami will receive funding to continue conducting injury prevention and education programs in at least two Florida trauma centers. These programs will offer safety-related educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and other first responders who will assist in providing aid to motorcycle crash victims. Injury and prevention education for medical personnel will be concentrated in, but not limited to, the counties with the greatest number of motorcyclist fatalities. The program will also survey and educate motorcycle crash victims who are admitted into the hospital on risk mitigation, implement more effective crash trauma protocols for first responders and medical personnel, and will collect and analyze patient data to help assess and understand crash injuries.
Budget:	**$295,500**

Project Name:	Preventing Street Racing Through Legal Alternatives
Subrecipient:	Florida State University Police Department
Project Number:	MC-2026-00337
Federal Funding Source:	402
Local Benefit:	$90,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Motorcycle Safety
Countermeasure Strategy:	• Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Motorcycle Rider Training: CTW 2 Star Citation • Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Motorcycle Helmet Use Promotion Programs: CTW Unproven • Motorcycle Safety—Communications and Outreach Communications and Outreach: Conspicuity and Protective Clothing: CTW 1 Star Citation
Location:	Statewide
Agency Type:	Law Enforcement
Project Description:	The Florida State University Police Department will receive funding to continue to use its motorsports team to educate sport bike riders at amateur level sanctioned motorsports events in Florida on the dangers of street racing. Track Day training is also offered, and it is intended to increase the technical skills, confidence and respect in riders who would otherwise be engaging in risky street racing and stunting. This program allows experienced instructors to demonstrate and train on the dangers of exceeding the limitations of sport bikes on roadways, and the advantages of moving into a high-performance environment.
Budget:	**$90,000**

Project Name:	Motorcycle Awareness Survey
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	MC-2026-00095
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Motorcycle Safety
Countermeasure Strategy:	• Motorcycle Safety—Alcohol Impairment Alcohol-Impaired Motorcyclists: Communications and Outreach: CTW 1 Star Citation • Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation • Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven • Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida will receive funding to conduct a motorcycle awareness study to help evaluate the effectiveness of Florida's Motorcycle Safety Media efforts. The data collected will help improve Florida's future motorcycle safety media efforts by providing insight into motorcyclist safety messaging, such as where the message is being heard, what types of media are most recognized, and rider attitudes.
Budget:	**$88,000**

Project Name:	Statewide Implementation of Motorcycle Education Program for Every Rider (MEPER)
Subrecipient:	University of South Florida – Center for Urban Transportation Research
Project Number:	MC-2026-00348
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Motorcycle Safety
Countermeasure Strategy:	• Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven • Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Motorcycle Rider Training: CTW 2 Star Citation • Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation • Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Motorcycle Helmet Use Promotion Programs: CTW Unproven
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive subgrant funding for the Statewide Implementation of Motorcycle Education Program for Every Rider (MEPER) which is an online training tool used to encourage safe riding habits and helmet use. The curriculum will assist with Florida riders' educational needs based on annual Florida Motorcyclist Survey findings and behavioral risk factors identified through motorcycle crash data analysis.
Budget:	**$100,000**

Project Name:	(See below)
Subrecipient:	(See below)
Project Number:	(See below)
Federal Funding Source:	402
Local Benefit:	$820,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Motorcycle Safety
Countermeasure Strategy:	Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Motorcycle Rider Training: CTW 2 Star Citation
Location:	(See below)
Agency Type:	Law Enforcement
Project Description:	The following agencies will receive funding to conduct the Safe Motorcycle and Rider Techniques (SMART) training program, based on skill sets addressed in the Basic Police Motorcycle Operators Course. The agencies will tailor the course to address the needs of the students they are instructing. The course will be offered to all Florida motorcycle riders free of charge to help improve their riding skills. After completing this program, riders will be better equipped with tools to assist them in avoiding crashes, therefore reducing motorcycle fatalities and serious injuries on the roadways. Along with training, all agencies will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors throughout the project period.
Budget:	**$820,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Motorcycle Safety and Enforcement Project	MC-2026-00346	$150,000	$150,000
Citrus County Sheriff's Office	Ride Smart	MC-2026-00010	$65,000	$65,000
Collier County Sheriff's Office	Citizen Motorcycle Safety Class	MC-2026-00328	$65,000	$65,000
Gainesville Police Department	City of Gainesville Motorcycle and Scooter Education Program	MC-2026-00100	$25,000	$25,000
Jacksonville Sheriff's Office	Jacksonville Sheriff's Office Motorcycle Safety Education and Enforcement Project	MC-2026-00317	$53,000	$53,000
Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	MC-2026-00216	$112,000	$112,000
Palm Beach County Sheriff's Office	Palm Beach County Motorcycle Safety Strategy	MC-2026-00294	$180,000	$180,000
Tampa Police Department	Tampa SMART (Safe Motorcycle and Rider Techniques)	MC-2026-00305	$170,000	$170,000



Project Name:	(See below)
Subrecipient:	(See below)
Project Number:	(See below)
Federal Funding Source:	402
Local Benefit:	$780,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Motorcycle Safety
Countermeasure Strategy:	Motorcycle Safety Countermeasures: Enforcement Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions: CTW 3 Star Citation
Location:	(See below)
Agency Type:	Law Enforcement
Project Description:	The following agencies will receive funding to conduct a data-driven educational and high visibility enforcement program targeting unsafe motorcycle and scooter operation as well as unendorsed riders in areas vulnerable to motorcycle and scooter crashes, and currently rank in the top 40% of the FY2026 Highway Safety Matrix. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program and to make sure agencies are complying with federal guidelines that prohibit conducting any checkpoints that target motorcyclists for helmet use.
Budget:	**$780,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Flagler County Sheriff's Office	Motorcycle Safety	MC-2026-00292	$90,000	$90,000
Hialeah Police Department	Motorcycle Safety Enforcement Initiative	MC-2026-00173	$100,000	$100,000
Hillsborough County Sheriff's Office	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	MC-2026-00074	$200,000	$200,000
Key West Police Department	Motorcycle Safety Project	MC-2026-00136	$75,000	$75,000
Miami Beach Police Department	Motorcycle Safety Initiative	MC-2026-00109	$75,000	$75,000
Miami-Dade Sheriff's Office	Miami-Dade Motorcycle Safety Program	MC-2026-00141	$200,000	$200,000
Port Orange Police Department	Motorcycle Safety and Awareness High Visibility Enforcement Campaign	MC-2026-00189	$40,000	$40,000



OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

Project Name:	Florida Child Passenger Safety (CPS) Seat Fitting Station Database and Mapping System
Subrecipient:	University of Florida
Project Number:	M2CPS-2026-00430
Federal Funding Source:	405(b)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405b Low Community CPS Services
Countermeasure Strategy:	Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Child Restraint Inspection Stations: CTW 3 Star Citation
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Child Passenger Safety (CPS) Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state's youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child's car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida's Occupant Protection Strategic Plan.
Budget:	**$79,000**

Project Name:	Occupant Protection Assessment
Subrecipient:	University of Florida
Project Number:	OP-2026-00227
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Safety Belts
Countermeasure Strategy:	Seat Belts and Child Restraint Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of Florida's Transportation Technology Transfer Center will assist the FDOT State Safety Office in conducting an NHTSA program assessment with planning, preparing briefing materials, scheduling expert panel and participants, arranging travel, conducting the assessment, and providing administrative and technical support for the assessment.
Budget:	**$102,000**

Project Name:	Florida's Occupant Protection Coalition
Subrecipient:	University of Florida
Project Number:	OP-2026-00225
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Safety Belts
Countermeasure Strategy:	Seat Belts and Child Restraint Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of Florida's Transportation Technology Transfer (T2) Center will continue to provide support for the Florida Occupant Protection Coalition and the statewide Occupant Protection Strategic Plan by managing all the related administrative tasks such as preparing and reimbursing travel, planning for meetings, and maintaining and monitoring the strategic plan implementation.
Budget:	**$235,000**

Project Name:	Child Passenger Safety Resources and Support
Subrecipient:	University of Florida
Project Number:	M2CPS-2026-00181
Federal Funding Source:	405(b)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405b Low Community CPS Services
Countermeasure Strategy:	• Seat Belts and Child Restraints—Communications and Outreach Strategies for Child Restraint and Booster Seat Use: CTW 3 Star Citation • Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Older Children: CTW 3 Star Citation • Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation • Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Child Restraint Inspection Stations: CTW 3 Star Citation
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of Florida's Transportation Technology Transfer (T2) Center will ensure Florida has the occupant protection resources needed. This project's goals are to promote the use of child restraints, to support Florida's Child Passenger Safety technician and instructor infrastructure through scholarships and teaching stipends, and to provide appropriate training to occupant protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection laws.

	No more than a total of 5% of the FY 2026 405(b) allocation will be spent on the purchase of child safety seats to be distributed to the public.
Budget:	**$345,000**

Project Name:	Statewide Safety Belt and Child Passenger Safety Surveys
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	OP-2026-00096
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Safety Belts
Countermeasure Strategy:	Seat Belts and Child Restraint Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida's Institute of Police Technology and Management will oversee the comprehensive evaluation of Florida's occupant protection usage rates. A consultant will be hired to conduct a statewide observational safety belt usage survey and a child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion surveys about occupant protection. The surveys will be shared with partners across the state to assist with program development and educational opportunities.
Budget:	**$388,000**

Project Name:	Child Passenger Safety (CPS) Support
Subrecipient:	Florida Department of Highway Safety and Motor Vehicles (FLHSMV): Motorist Services
Project Number:	CR-2026-00047
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Child Restraints
Countermeasure Strategy:	Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation
Location:	Statewide
Agency Type:	State Agency
Project Description:	The Florida Department of Highway Safety and Motor Vehicles will train their Education and Outreach Coordinators (EOCs) as Child Passenger Safety Technician Instructors (CPST-I). These CPST-Is will plan, coordinate, and travel to areas in need of CPS Certification and Recertification courses. They will also provide opportunities for Child Passenger Safety Technicians (CPSTs) to meet the seat check activity sign off required to maintain certification, making it easier for CPSTs to recertify in areas where classes may not be frequently offered including, but not limited to, Florida's priority counties.
Budget:	**$25,000**

Project Name:	Child Passenger Safety Diversion Program
Subrecipient:	National Safety Council
Project Number:	OP-2026-00358
Federal Funding Source:	402
Local Benefit:	$181,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Safety Belts
Countermeasure Strategy:	Seat Belts and Child Restraints - CTW Not Rated
Location:	FDOT District 5
Agency Type:	Non-Profit
Project Description:	The National Safety Council (NSC) will continue its efforts to develop and demonstrate a statewide child restraint diversion program based on that developed in Orange County Florida. A program of this sort will provide an opportunity for the judicial system to promote child restraint usage for traffic safety violators in situations where financial penalties are not enforced. The NSC will contract with Preusser Research Group to assess the success of the program in increasing usage rates among program participants to further build upon the knowledge gained from the previous year's study results.
Budget:	**$181,000**

Project Name: (See below)

Subrecipient: (See below)

Project Number: (See below)

Federal Funding Source: 402

Local Benefit: $2,456,000

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Safety Belts

Countermeasure Strategy:

- Seat Belts and Child Restraint Countermeasures: Enforcement Short-Term, High-Visibility Seat Belt Law Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement Short-Term, High-Visibility Child Passenger Safety Law Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement Nighttime Visibility Seat Belt Enforcement: CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement Sustained Seat Belt Enforcement: CTW 3 Star Citation

Location: (See below)

Agency Type: Law Enforcement

Project Description: The following local enforcement agencies have jurisdiction over communities that have high numbers of fatalities and serious injuries due to lack of safety belt use and currently rank in the top 40% of the FY 2026 Highway Safety Matrix. These agencies will receive funding to conduct combined safety belt enforcement and education programs. Efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2026 *Click It or Ticket* national campaign and enforcement waves with

encouragement of nighttime enforcement. Subgrant funding supports overtime efforts, equipment, and costs associated with printing and distributing educational materials.

Budget: **$2,456,000**

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Bradford County Sheriff's Office	Occupant Safety	OP-2026-00440	$30,000	$30,000
Broward Sheriff's Office	Broward Click and Subscribe to Stay Alive	OP-2026-00455	$85,000	$85,000
Citrus County Sheriff's Office	Buckle Up Citrus	OP-2026-00013	$40,000	$40,000
Coconut Creek Police Department	Occupant Protection and Child Passenger Safety	OP-2026-00114	$40,000	$40,000
Delray Beach Police Department	Occupant Protection and Child Passenger Safety	OP-2026-00077	$70,000	$70,000
Defuniak Springs Police Department	Occupant Protection and Child Passenger Safety	OP-2026-00244	$20,000	$20,000
Fort Lauderdale Police Department	Occupant Protection Program	OP-2026-00466	$78,000	$78,000
Gainesville Police Department	City of Gainesville Occupant Protection Program	OP-2026-00104	$10,000	$10,000
Hardee County Sheriff's Office	Occupant Restraint	OP-2026-00469	$6,000	$6,000
Hialeah Police Department	Occupant Protection and Child Passenger Safety Initiative	OP-2026-00323	$108,000	$108,000
Hillsborough County Sheriff's Office	Occupant Protection Education and Enforcement Operation	OP-2026-00075	$200,000	$200,000
Hollywood Police Department	Occupant Protection Initiative	OP-2026-00068	$30,000	$30,000
Homestead Police Department	Occupant Protection and Child Passenger Safety Program	OP-2026-00381	$110,000	$110,000
Jacksonville Sheriff's Office	Occupant Protection and Child Passenger Safety	OP-2026-00315	$95,000	$95,000
Lake City Police Department	STEP - Occupant Protection	OP-2026-00365	$25,000	$25,000
Leon County Sheriff's Office	Leon County Sheriff's Office Occupant Protection and Child Passenger Safety Program	OP-2026-00193	$75,000	$75,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Live Oak Police Department	Occupant Protection and Child Passenger Safety	OP-2026-00413	$50,000	$50,000
Marianna Police Department	Operation Click It or Ticket	OP-2026-00376	$19,000	$19,000
Miami Beach Police Department	Occupant Protection and Child Passenger Safety Initiative	OP-2026-00110	$75,000	$75,000
Miami-Dade Sheriff's Office	Occupant Protection and Child Passenger Safety Program	OP-2026-00404	$200,000	$200,000
Miami Police Department	Miami Seatbelt Enforcement Project	OP-2026-00384	$90,000	$90,000
Okeechobee County Sheriff's Office	Okeechobee Roundup, Remember to Buckle Up Part 2	OP-2026-00078	$30,000	$30,000
Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Strategy	OP-2026-00288	$200,000	$200,000
Palm Beach Gardens Police Department	Occupant Protection and Child Passenger Safety Initiative	OP-2026-00145	$70,000	$70,000
Perry Police Department	Occupant Protection and Child Passenger Safety	OP-2026-00003	$20,000	$20,000
Sumter County Sheriff's Office	Occupant Protection and Child Passenger Safety	OP-2026-00362	$25,500	$25,500
Sunrise Police Department	Occupant Protection and Child Passenger Safety Initiative	OP-2026-00159	$75,000	$75,000
Tallahassee Police Department	Occupant Protection	OP-2026-00219	$50,000	$50,000
Tampa Police Department	Tampa Police Department "Sit Tight and Belt Right" Occupant Protection Program	OP-2026-00249	$450,000	$450,000
Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety	OP-2026-00290	$21,500	$21,500
West Palm Beach Police Department	Occupant Protection and Child Passenger Safety	OP-2026-00213	$58,000	$58,000



PAID MEDIA

Project Name:	Distracted Driving Media Campaign
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	B8APE-2026-00022
Federal Funding Source:	405(e)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405e Public Education
Countermeasure Strategy:	Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communications on Outreach and Distracted Driving: CTW Unproven
Location:	Statewide
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a distracted driving campaign. Distracted driving prevention messages will be promoted through mediums such as radio, internet displays and videos, social media, etc.
Budget:	**$1,550,000**

Project Name:	Florida *Click It or Ticket* Media Campaign
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	M2PE-2026-00016
Federal Funding Source:	405(b)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405b Low Public Education
Countermeasure Strategy:	Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Enforcement-based Communication Strategies for Low-Belt-Use Groups: CTW 4 Star Citation
Location:	Statewide
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will contract with a media vendor to purchase advertisements in all ten (10) Florida media markets to promote the *Click It or Ticket* awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
Budget:	**$1,900,000**



Project Name:	Impaired Driving Statewide Media Campaign
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	M5PEM-2026-00019
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Media/ID training/Enf Related exp.
Countermeasure Strategy:	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change Mass-Media Campaigns: CTW 2 Star Citation
Location:	Statewide
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will contract with a media vendor to purchase advertisements in all ten (10) Florida media markets to promote *Drive Sober or Get Pulled Over* awareness and enforcement efforts during the NHTSA crackdowns and waves and common drinking holidays. Impaired driving prevention messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
Budget:	**$3,400,000**



Project Name:	Impaired Driving Major College Sports Marketing
Subrecipient:	Tallahassee State College
Project Number:	M5PEM-2026-00423
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Media/ID training/Enf Related exp.
Countermeasure Strategy:	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change Mass-Media Campaigns: CTW 2 Star Citation
Location:	Statewide
Agency Type:	College/University
Project Description:	Tallahassee State College will purchase advertisements with Florida collegiate sports teams and venues to promote *Drive Sober or Get Pulled Over* to collegiate sports fans at the following schools: University of Florida, Florida State University, and University of Miami, along with the annual Florida vs Georgia football game. Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements on collegiate networks, on parking passes, public service announcements, and signs located in and around venues, and via game day activations. Marketing impaired driving prevention messages through collegiate sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.
Budget:	**$400,000**

Project Name:	Impaired Driving Professional Sports Marketing
Subrecipient:	Tallahassee State College
Project Number:	M5PEM-2026-00421
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Media/ID training/Enf Related exp.
Countermeasure Strategy:	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change Mass-Media Campaigns: CTW 2 Star Citation
Location:	Statewide
Agency Type:	College/University
Project Description:	Tallahassee State College will purchase advertisements with professional sports teams and venues to promote *Drive Sober or Get Pulled Over* to sports fans. The FY 2026 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.
Budget:	**$1,800,000**

Project Name:	Motorcycle Safety Media Campaign
Subrecipient:	University of South Florida – Center for Urban Transportation Research
Project Number:	PM-2026-00284
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Paid Advertising
Countermeasure Strategy:	• Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation • Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Motorcycle Helmet Use Promotion Programs: CTW Unproven
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase media to promote the *Ride Smart* concept as well as educating other road users to watch for motorcycles. This campaign educates motorcyclists on smart motorcycling habits which include not drinking and riding, the importance of conspicuity, the importance of wearing protective gear including a helmet, riding within personal and legal limits, and the importance of training. Focused on reaching the majority of Florida's motorcyclists, this campaign will be marketed in counties with a large number of motorcycle registrations and a significant history of crashes.
Budget:	**$414,000**

Project Name:	Impaired Motorcyclist Media Campaign
Subrecipient:	University of South Florida – Center for Urban Transportation Research
Project Number:	M5PEM-2026-00342
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Media/ID training/Enf Related exp.
Countermeasure Strategy:	Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven
Location:	Statewide
Agency Type:	College/University
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 ten (10) for impaired motorcycle crashes in Florida: Hillsborough, Duval, Orange, Volusia, Pasco, Lee, Pinellas, Polk, Miami-Dade, and Brevard counties.
Budget:	**$500,000**



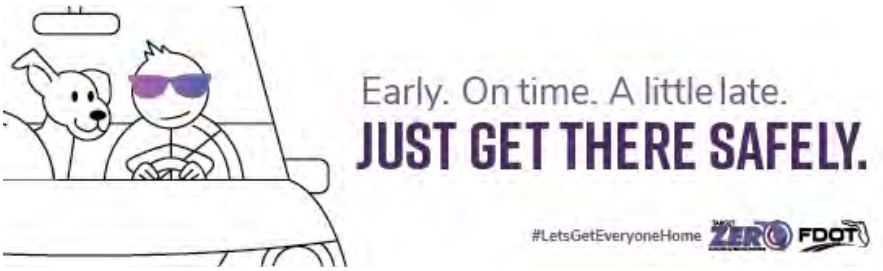
Project Name:	*Share the Road* Media Campaign
Subrecipient:	University of South Florida – Center for Urban Transportation Research
Project Number:	M11MA-2026-00349
Federal Funding Source:	405(f)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405f Motorcyclist Awareness
Countermeasure Strategy:	Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the *Share the Road* campaign. The media buys will be concentrated in the top ten (10) motorcycle multi-vehicle crash counties in Florida: Miami-Dade, Broward, Hillsborough, Orange, Pinellas, Volusia, Duval, Palm Beach, Brevard, and Lee 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 ten (10) counties.
Budget:	**$325,000**

Project Name:	Pedestrian and Bicycle Safety Public Education Program – Billboard and Transit Advertising
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	BGPE-2026-00093
Federal Funding Source:	405(g)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405g Public Education
Countermeasure Strategy:	Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Share the Road Awareness Campaigns: CTW Unproven
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida's Institute of Police Technology and Management will purchase billboard and transit advertising to increase awareness of traffic laws pertaining to pedestrians and bicyclists. This program will focus on areas with the highest representation of serious and fatal crashes in an effort to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
Budget:	**$250,000**

Project Name:	Statewide Pedestrian and Bicycle Safety Media Campaign
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	BGPE-2026-00018
Federal Funding Source:	405(g)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405g Public Education
Countermeasure Strategy:	Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Share the Road Awareness Campaigns: CTW Unproven
Location:	Statewide
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will purchase media to broadcast Florida's *Alert Today, Alive Tomorrow* pedestrian safety campaign. This program will focus on areas with the highest representation of serious and fatal crashes to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
Budget:	**$1,350,000**



Project Name:	Stop Speeding Safety Campaign
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	PM-2026-00025
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Paid Advertising
Countermeasure Strategy:	Speeding and Speed Management Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a stop speeding campaign. Educational messages will be promoted through mediums such as radio, videos, social media, etc.
Budget:	**$1,500,000**



Project Name:	Work Zone Safety Media Campaign
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	PM-2026-00477
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Paid Advertising
Countermeasure Strategy:	Speeding and Speed Management Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will contract with a media vendor to purchase media advertisements in multiple media markets to promote the Work Zone Safety Message. The ads will be developed to target Florida citizens and visitors to encourage them to drive safely in work zones.
Budget:	**$1,000,000**



Project Name:	Preventing Roadside Fatalities Safety Media Campaign
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	M12BPE-2026-00015
Federal Funding Source:	405(h)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405h Public Education
Countermeasure Strategy:	• Speeding and Speed Management Countermeasures: CTW Not Rated • Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communications on Outreach and Distracted Driving: CTW Unproven
Location:	Statewide
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a preventing roadside deaths safety campaign. Educational messages will be promoted through mediums such as radio, videos, social media, billboards, etc.
Budget:	**$300,000**

PEDESTRIAN AND BICYCLE SAFETY

Project Name: Pedestrian and Bicycle Safety Outreach and Support

Subrecipient: University of Florida

Project Number: PS-2026-00184

Federal Funding Source: 402

Local Benefit: $0

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Pedestrian/Bicycle Safety

Countermeasure Strategy:

- Pedestrian Safety Countermeasures:
  Other Strategies for Behavior Change
  Elementary-Age Child Pedestrian Training: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Promote Bicycle Helmet Use with Education: CTW 3 Star Citation
- Pedestrian Safety Countermeasures:
  Other Strategies for Behavior Change
  Conspicuity Enhancement: CTW 2 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Bicycle Safety Education for Children: CTW 2 Star Citation
- Bicycle Safety Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Bicycle Safety Education for Adult Cyclists: CTW Unproven

Location: Statewide

Agency Type: College/University

Project Description: The University of Florida Transportation Technology Transfer (T2) Center will provide state and community-level education, outreach, and resources to promote pedestrian and bicyclist safety and reduce fatalities. T2 will administer a bicycle helmet fitter certification program and distribute helmets to regional trainers, approved community partners, and at community outreach events. Law enforcement and trained individuals who have completed the bicycle helmet fitter training will receive access to safety equipment (helmets, reflective gear, lights) through the PedBike Resource Center to distribute throughout Florida.

Budget: **$543,000**



Project Name:	Florida's Comprehensive Pedestrian and Bicycle Safety Program
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	PS-2026-00089
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Pedestrian/Bicycle Safety
Countermeasure Strategy:	Pedestrian Safety Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida's Institute of Police Technology and Management (IPTM) will oversee the implementation of Florida's Pedestrian Strategic Safety Plan and coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition. Coalition members include partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data-driven priorities and best practices. This project relies on empirical evidence with clear goals to support reducing traffic crashes resulting in pedestrian and bicyclists' serious injuries and fatalities on Florida's roadways. IPTM will manage Florida's Pedestrian and Bicycle Focused Initiative High Visibility and Enforcement program. Contracts awarded to law enforcement agencies will reimburse overtime for officers to conduct details directed towards reducing serious injuries and fatalities to pedestrians and bicyclists.
Budget:	**$435,500**

Project Name:	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	PS-2026-00090
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Pedestrian/Bicycle Safety
Countermeasure Strategy:	• Pedestrian Safety Countermeasures: Enforcement High-Visibility Enforcement at Pedestrian Crossings: CTW 3 Star Citation • Pedestrian Safety Countermeasures: CTW Not Rated • Bicycle Safety Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida's Institute of Police Technology and Management (IPTM) will implement measures to maintain enthusiastic engagement with law enforcement and highlight innovative programs and best practices. IPTM will contract with law enforcement agencies to implement high visibility enforcement in the twenty-five (25) counties with the highest representation of traffic crashes resulting in serious injuries and fatalities to pedestrians and bicyclists. The project will be data-driven and include clear goals for education-based enforcement operations geared towards reducing overall serious injuries and fatalities through increased awareness and compliance with traffic laws.
Budget:	**$89,000**

Project Name:	Pedestrian and Bicycle Program Evaluation and Data Collection
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	PS-2026-00092
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Pedestrian/Bicycle Safety
Countermeasure Strategy:	• Pedestrian Safety Countermeasures: CTW Not Rated • Bicycle Safety Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida's Institute of Police Technology and Management (IPTM) will conduct formative, process, outcome, and impact evaluations of Florida's Pedestrian and Bicycle Safety Program. Collection and analysis of data includes behaviors of bicyclists and pedestrians at or near high crash locations, public awareness of relevant laws, frequency and severity of pedestrian and bicyclist traffic crashes, and education and enforcement activities. The formative and process evaluations will be an ongoing evaluation process to determine if revisions need to be made to increase the effectiveness of the program.
Budget:	**$201,000**

Project Name:	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program
Subrecipient:	University of South Florida – Center for Urban Transportation Research
Project Number:	PS-2026-00061
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Pedestrian/Bicycle Safety
Countermeasure Strategy:	Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation University Educational Campaigns: CTW Unproven
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will select five state universities and/or colleges in identified priority counties. CUTR will develop an educational program that includes peer-to-peer educational training and an educational campaign. Quantitative analysis and measurement activities will be done to ensure the effectiveness of the program, including historical trends and growth, communication, presentations, and surveys. Knowledge of safe behavior when walking and biking will be increased and greater compliance with traffic laws put into place to protect the safety of pedestrians and bicyclists will be supported.
Budget:	**$56,000**

Project Name: Project Safe Step

Subrecipient: Children's Safety Village of Central Florida

Project Number: PS-2026-00223

Federal Funding Source: 402

Local Benefit: $10,000

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Pedestrian/Bicycle Safety

Countermeasure Strategy:

- Pedestrian Safety Countermeasures:
  Other Strategies for Behavior Change
  Elementary-Age Child Pedestrian Training: CTW 3 Star Citation
- Pedestrian Safety Countermeasures:
  Approaches That Are Unproven or Need Further Evaluation
  Children's Safety Clubs: CTW Unproven
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Bicycle Safety Education for Children: CTW 2 Star Citation

Location: FDOT District 5

Agency Type: Non-Profit

Project Description: The Children's Safety Village will offer elementary school-aged pedestrian training through partnerships with schools and other partners. Children will watch videos and slide shows and then be asked questions to support education and learning. Funding will be used to support expanding outreach to schools, parents, and programs in Central Florida to use the Safety Village

facility to learn about pedestrian safety from staff visits. The Safety Village uses hands-on training exercises and a miniature city with realistic traffic lights, signs, and crossings that simulate real-life situations so that children can learn how to correctly use traffic and crosswalk signals to safely cross the street alone or with an adult.

Budget: **$10,000**

Project Name: BikeSafetyQuiz Online Lesson for Schools

Subrecipient: Florida Bicycle Association

Project Number: PS-2026-00186

Federal Funding Source: 402

Local Benefit: $17,000

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Pedestrian/Bicycle Safety

Countermeasure Strategy:

- Pedestrian Safety Countermeasures:
  Other Strategies for Behavior Change
  Elementary-Age Child Pedestrian Training: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Bicycle Safety Education for Children: CTW 2 Star Citation

Location: Statewide

Agency Type: Non-Profit

Project Description: The Florida Bicycle Association (FBA) will provide online lessons in elementary and high schools. Students will gain an understanding of bicycle safety and laws. Through interactive, quiz-based lessons for child bicyclists, high school bicyclists and high school motorists, FBA's safety quiz fills education gaps on motorist-bicycle interactions, the content and nuances of relevant laws, and avoidance of the most common crash types. The project encourages participation and focuses on target areas in high crash and/or urban areas within Florida located in Florida's top twenty-five (25) priority counties.

Budget: $17,000



Project Name:	Pedestrian and Bicycle Safety Initiative
Subrecipient:	Martin County Sheriff's Office
Project Number:	PS-2026-00267
Federal Funding Source:	402
Local Benefit:	$17,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Pedestrian/Bicycle Safety
Countermeasure Strategy:	• Pedestrian Safety Countermeasures: Enforcement High-Visibility Enforcement at Pedestrian Crossings: CTW 3 Star Citation • Bicycle Safety Countermeasures: CTW Not Rated
Location:	FDOT District 4
Agency Type:	Law Enforcement
Project Description:	Martin County Sheriff's Office will work to expand and improve the services provided to the community and to reduce serious injuries and fatalities. Activities include enforcement, public awareness campaigns, media, and utilizing message boards to educate the community. Pedestrian and bicyclist data will be continuously reviewed to monitor the results of the program.
Budget:	**$17,000**

PLANNING AND ADMINISTRATION

Project Name:	Operation of the Highway Traffic Safety Grants Section
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	PA-2026-00007
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	Yes
Used for § 1300.41(b):	No
Eligible Use of Funds:	Planning and Administration
Countermeasure Strategy:	Planning and Administration Countermeasures: CTW Not Rated
Location:	Central Office
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will receive reimbursement for 50 percent of salary and benefit costs for up to twelve full-time state employees. The staff includes a Traffic Safety Administrator, one Deputy Traffic Safety Administrator, six Traffic Safety Program Managers, and four Traffic Safety Financial Analysts. The FDOT State Safety Office, Highway Traffic Safety Grant Section staff is responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs. The goal of the project is to develop and implement an effective Highway Safety Plan that provides the best formula for investing in making a difference in reaching our target of zero fatalities and serious injuries. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.
Budget:	**$600,000**

Project Name:	Highway Safety Travel and Training
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	PA-2026-00004
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	Yes
Used for § 1300.41(b):	No
Eligible Use of Funds:	Planning and Administration
Countermeasure Strategy:	Planning and Administration Countermeasures: CTW Not Rated
Location:	Central Office
Agency Type:	State Agency
Project Description:	FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct federally required on-site monitoring of subgrant funded programs and to attend federally required professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also allows for the reimbursement of travel costs for other traffic safety professionals to promote or address traffic safety issues in Florida. The goal of this project is to enable adequate and required project monitoring, provide training opportunities, and ensure FDOT State Safety Office staff and other traffic safety professionals attend relevant traffic safety meetings, conferences, and workshops.
Budget:	**$60,000**

Project Name:	Florida Highway Traffic Safety Grant System Support
Subrecipient:	Florida Department of Transportation – State Safety Office
Project Number:	PA-2026-00027
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	Yes
Used for § 1300.41(b):	No
Eligible Use of Funds:	Planning and Administration
Countermeasure Strategy:	Planning and Administration Countermeasures: CTW Not Rated
Location:	Central Office
Agency Type:	State Agency
Project Description:	The FDOT State Safety Office will purchase a grant management solution software package upgrade that can be technically supported in the coming years. Costs for the system upgrade, configuration, training, and documentation will be billed in the first year along with the annual maintenance support and hosting fee.
Budget:	**$250,000**

Project Name:	Traffic Safety Support
Subrecipient:	Tallahassee State College
Project Number:	PA-2026-00380
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	Yes
Used for § 1300.41(b):	No
Eligible Use of Funds:	Planning and Administration
Countermeasure Strategy:	Planning and Administration Countermeasures: CTW Not Rated
Location:	Central Office
Agency Type:	College/University
Project Description:	Tallahassee State College will support three Traffic Safety Program Managers, two Traffic Safety Fiscal Assistants, and one Traffic Safety Communications Specialist position that will work in the FDOT State Safety Office to supplement and support the state staff. The positions will be responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs, communications management, and document management for invoice processing. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.
Budget:	**$550,000**

NHTSA Programs



Chris Craig
Traffic Safety Administrator
- ➢ *LEL Programs*
- ➢ *Paid Media*

Last updated May 2025

PLANNING & OPERATIONS



Vacant
Deputy Traffic Safety Administrator
- ❑ *Subrecipient Training*
- ❑ *Electronic Grants Management*
- ❑ *Annual Plans and Reports*
- ➢ *Planning and Administration*



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



Vacant
Communications Specialist
- ❑ Communications and Outreach Support



Vacant
Traffic Safety Fiscal Assistant
- ❑ Subgrant and Invoice Tracking
- ❑ File Management
- ❑ Administrative Duties

FINANCIAL



Adriane Liedy
Traffic Safety Financial Analyst
- ❑ Invoice Auditing and Processing



Amanda Chipman
Traffic Safety Financial Analyst
- ❑ Invoice Auditing and Processing



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



Sharayton Kalkai
Traffic Safety Financial Analyst
- ❑ Invoice Auditing and Processing

PROGRAM MANAGEMENT



Lakeisha White
Traffic Safety Program Manager
- ➢ *Impaired Driving*



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



Brandy French
Traffic Safety Program Manager
- ➢ *Motorcycle Safety*
- ➢ *Work Zone Safety*



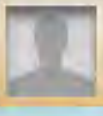
Rebecca Aragon
Traffic Safety Program Manager
- ➢ *Teen Driver Safety*
- ➢ *Public Traffic Safety Prof. Training*



Charlton Bradley
Traffic Safety Program Manager
- ➢ *Traffic Records*
- ➢ *Distracted Driving*



Alicia Galloway
Traffic Safety Program Manager
- ➢ *Pedestrian and Bicycle Safety*
- ➢ *Community Traffic Safety Teams*



Vacant
Traffic Safety Program Manager
- ➢ *Speeding and Aggressive Driving*



Vacant
Traffic Safety Program Manager
- ➢ *Speeding and Aggressive Driving*
- ❑ Property Monitoring



Vacant
Traffic Safety Program Manager
- ➢ *Mini Enforcement Subgrants*

FDOT Position | **Grant Funded Position**

- ➢ *Italics indicates subgrants managed*
- ❑ Indicates major duties outside of subgrant management

POLICE TRAFFIC SERVICES - LEL

Project Name:	Florida Law Enforcement Liaison (LEL) Program
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	PT-2026-00150
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Traffic Enforcement Services
Countermeasure Strategy:	Law Enforcement Liaison Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of North Florida's Institute of Police Technology and Management will receive funding to support the Law Enforcement Liaison (LEL) Program, which promotes statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, will partner with law enforcement agencies to promote and increase participation in the three (3) NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts. Funding will reimburse salaries and benefits of personnel assigned to the LEL program, their travel, vehicles and maintenance, storage, and office supplies. The program has set a goal of maintaining a minimum of 85 percent participation by Florida law enforcement agencies reporting on highway traffic safety initiatives. The LEL initiative will support the goal of encouraging statewide enforcement of traffic safety laws to reduce traffic fatalities.
Budget:	**$1,070,000**

Project Name:	Florida Law Enforcement Liaison Impaired Driving Awareness Program
Subrecipient:	University of North Florida - Institute of Police Technology and Management
Project Number:	M5OT-2025-00206
Federal Funding Source:	405(d)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405d Mid Other Based on Problem ID
Countermeasure Strategy:	Law Enforcement Liaison Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from impaired driving. Combining the *Drive Sober or Get Pulled Over* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing impaired driving in their respective communities and participate in the two NHTSA national enforcement waves.
Budget:	**$50,000**



Project Name:	Florida Law Enforcement Liaison Occupant Protection Awareness Program
Subrecipient:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Number:	M2HVE-2025-00152
Federal Funding Source:	405(b)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405b Low HVE
Countermeasure Strategy:	Law Enforcement Liaison Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from lack of safety belt usage. Combining the *Click it or Ticket* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing safety belt use in their respective communities and participate in the yearly NHTSA national enforcement wave.
Budget:	**$50,000**



Project Name:	Florida Law Enforcement Liaison Traffic Safety Challenge Recognition and Training Event
Subrecipient:	University of North Florida - Institute of Police Technology and Management
Project Number:	PT-2026-00153
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Traffic Enforcement Services
Countermeasure Strategy:	Law Enforcement Liaison Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The Florida Law Enforcement Liaison Traffic Safety Challenge recognizes the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce traffic safety laws and educate the public about distracted and impaired driving, motorcycle safety, occupant protection and child passenger safety, pedestrian and bicycle safety, speed/aggressive driving, and other traffic safety issues that impact the safety of Florida's roadway users. Law enforcement agencies submit an application that documents their agency's efforts and effectiveness in these areas, along with their participation in the three (3) NHTSA national enforcement waves. Funds will be used to purchase recognition items in the form of coins and plaques to recognize outstanding traffic enforcement agencies and officers along with hosting a training and formal awards ceremony to present the recognition. This challenge supports the goal of encouraging increased statewide enforcement of traffic safety laws to reduce traffic crashes, serious injuries, and fatalities.
Budget:	**$200,000**

PUBLIC TRAFFIC SAFETY PROFFESSIONALS TRAINING

Project Name: (See below)

Subrecipient: (See below)

Project Name: (See below)

Project Number: (See below)

Federal Funding Source: (See below)

Local Benefit: $1,207,000

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds:

- Traffic Enforcement Services
- Impaired Driving
- Pedestrian/Bicycle Safety
- 405(d) Mid Training
- 405(d) Mid Court Support

Countermeasure Strategy: Training: CTW Not Rated

Location: Statewide

Agency Type: College/University – Law Enforcement Training

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

Budget: **$2,856,500**

Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	Legal Training for DUI Administrative Hearings	M5CS-2026-00132	405(d)	N/A	$45,000
Florida Department of Law Enforcement	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	M5TR-2026-00330	405(d)	N/A	$85,000
Institute of Police Technology and Management (IPTM)	Digital Photography for Traffic Crash Investigators	PT-2026-00258	402	$25,000	$25,000
Institute of Police Technology and Management (IPTM)	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	PT-2026-00257	402	$12,000	$12,000
Institute of Police Technology and Management (IPTM)	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	PT-2026-00254	402	$30,000	$30,000
Institute of Police Technology and Management (IPTM)	Human Factors in Traffic Crash Reconstruction	PT-2026-00277	402	$20,000	$20,000
Institute of Police Technology and Management (IPTM)	Investigation of Motorcycle Crashes - Level I	PT-2026-00278	402	$20,000	$20,000

Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
Institute of Police Technology and Management (IPTM)	Pedestrian/Bicycle Crash Investigation - Level I	PT-2026-00280	402	$20,000	$20,000
Institute of Police Technology and Management (IPTM)	Police Motorcycle Instructor	PT-2026-00274	402	$75,000	$75,000
Institute of Police Technology and Management (IPTM)	Traffic Crash Reconstruction - Level II	PT-2026-00281	402	$15,000	$15,000
Institute of Police Technology and Management (IPTM)	Advanced Marijuana Impaired Driving Detection for Law Enforcement	M5TR-2026-00197	405(d)	N/A	$30,000
Institute of Police Technology and Management (IPTM)	Advanced Roadside Impaired Driving Enforcement (ARIDE)	AL-2026-00198	402	$125,000	$125,000
Institute of Police Technology and Management (IPTM)	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	AL-2026-00199	402	$200,000	$200,000
Institute of Police Technology and Management (IPTM)	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	M5TR -2026-00200	405(d)	N/A	$40,000
Institute of Police Technology and Management (IPTM)	Drug Evaluation and Classification Program	M5TR-2026-00207	405(d)	N/A	$778,000
Institute of Police Technology and Management (IPTM)	Drug Recognition Expert (DRE) Preparatory Class (Online)	M5TR-2026-00202	405(d)	N/A	$20,000
Institute of Police Technology and Management (IPTM)	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	M5TR-2026-00203	405(d)	N/A	$35,000
Institute of Police Technology and Management (IPTM)	Medical Foundations of Visual Systems Testing	M5TR -2026-00204	405(d)	N/A	$30,000

Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
Institute of Police Technology and Management (IPTM)	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures and Best Practices	PS-2026-00091	402	$0	$284,000
Institute of Police Technology and Management (IPTM)	Sobriety Checkpoint Operations (Online)	M5TR-2026-00205	405(d)	N/A	$15,000
Institute of Police Technology and Management (IPTM)	Winning the Florida Drivers License Hearing: What You Need To Know (Online)	M5TR -2026-00206	405(d)	N/A	$25,000
Tallahassee State College	Advanced Traffic Homicide Investigation	PT-2026-00017	402	$105,000	$105,000
Tallahassee State College	Basic Traffic Homicide Investigation	PT-2026-00020	402	$185,000	$185,000
Tallahassee State College	Speed Measurement Course	PT-2026-00023	402	$175,000	$175,000
Tallahassee State College	Speed Measurement Instructor Course	PT-2026-00024	402	$35,000	$35,000
Tallahassee State College	Speed Measurement Instructor Renewal Course	PT-2026-00171	402	$40,000	$40,000
Tallahassee State College	Traffic Crash Reconstruction Course	PT-2026-00021	402	$75,000	$75,000
Tallahassee State College	Breath Test Operator Course	M5TR -2026-00026	405(d)	N/A	$50,000
Tallahassee State College	Breath Test Operator Renewal Course	M5TR-2026-00029	405(d)	N/A	$52,500
Tallahassee State College	Digital Forensics Course (Laser Tech, FARO, TRIMBLE, REGAL)	PT-2026-00028	402	$50,000	$50,000
Tallahassee State College	Agency Inspector Course	M5TR-2026-00032	405(d)	N/A	$100,000
Tallahassee State College	Agency Inspector Renewal Course	M5TR-2026-00033	405(d)	N/A	$60,000

SPEEDING AND AGGRESSIVE DRIVING

Project Name: (See below)

Subrecipient: (See below)

Project Number: (See below)

Federal Funding Source: 402

Local Benefit: $6,182,000

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Speed Management

Countermeasure Strategy:

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

Location: (See below)

Agency Type: Law Enforcement

Project Description: The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to reported speeding and aggressive driving and currently rank in the top 40% of the FY 2026 Highway Safety Matrix for having speeding and aggressive driving issues. They will receive funding to conduct speeding and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

Budget: **$6,812,000**

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Alachua County Sheriff's Office	Speeding and Aggressive Driving High Visibility Enforcement	SC-2026-00356	$70,000	$70,000
Apopka Police Department	Enforcement of Speeding and Aggressive Driving in Apopka	SC-2026-00379	$45,000	$45,000
Bay County Sheriff's Office	Speeding and Aggressive Driving	SC-2026-00338	$134,000	$134,000
Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving Initiative	SC-2026-00417	$50,000	$50,000
Brevard County Sheriff's Office	County Speed Prevention Project	SC-2026-00176	$121,000	$121,000
Broward Sheriff's Office	Broward Aggressive Safety and Enforcement Project	SC-2026-00185	$200,000	$200,000
Cape Coral Police Department	Cape Coral Speeding and Aggressive Driving Enforcement	SC-2026-00146	$95,000	$95,000
City of Miami Police Department	Speeding and Aggressive Driving Enforcement Saturation Patrol Project	SC-2026-00378	$268,000	$268,000
City of Sanford Police Department	Sanford Speeding and Aggressive Driving Program	SC-2026-00345	$30,000	$30,000
City of Sunrise Police Department	Speeding and Aggressive Driving Initiative	SC-2026-00004	$75,000	$75,000
Clearwater Police Department	Speeding and Aggressive Driving 2026	SC-2026-00460	$75,000	$75,000
Clermont Police Department	Slow Down Clermont	SC-2026-00242	$20,000	$20,000
Coconut Creek Police Department	City of Coconut Creek Speeding and Aggressive Driving	SC-2026-00139	$45,000	$45,000
Delray Beach Police Department	Delray Beach Police Speeding and Aggressive Driving Enforcement Program	SC-2026-00076	$200,000	$200,000
Eustis Police Department	Operation Safer Roads	SC-2026-00395	$39,000	$39,000
Florida City Police Department	Florida City Speeding and Aggressive Driving Program	SC-2026-00128	$40,000	$40,000
Florida Highway Patrol	Speeding and Aggressive Driving	SC-2026-00135	$0	$630,000
Fort Lauderdale Police Department	Operation Fast and Furious	SC-2026-00471	$51,000	$51,000
Fort Myers Police Department	Speeding and Aggressive Driving Initiative	SC-2026-00448	$90,000	$90,000
Gainesville Police Department	City of Gainesville Speeding and Aggressive Driving Program	SC-2026-00105	$20,000	$20,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Haines City Police Department	Haines City Police Speeding and Aggressive Driving Reduction Strategies	SC-2026-00209	$25,000	$25,000
Hardee County Sheriff's Office	Speeding and Aggressive Driving	SC-2026-00457	$42,000	$42,000
Hialeah Police Department	Speeding and Aggressive Driving Enforcement Initiative	SC-2026-00299	$189,000	$189,000
Hillsborough County Sheriff's Office	Speed: Know Your Limits	SC-2026-00071	$400,000	$400,000
Holly Hill Police Department	Speeding and Aggressive Driving Project	SC-2026-00320	$60,000	$60,000
Indian River County Sheriff's Office	Indian River County Speeding and Aggressive Driving Program	SC-2026-00266	$61,000	$61,000
Jackson County Sheriff's Office	Jackson County Sheriff's Office Speeding and Aggressive Driving	SC-2026-00434	$50,000	$50,000
Jacksonville Sheriff's Office	Speeding and Aggressive Driving Project	SC-2026-00319	$205,000	$205,000
Jupiter Police Department	Speeding and Aggressive Driving	SC-2026-00329	$29,000	$29,000
Lake City Police Department	Speeding and Aggressive Driving	SC-2026-00366	$35,000	$35,000
Lauderhill Police Department	Reducing Speed and Aggressive Driving Through Community Education, Engagement, and Enforcement	SC-2026-00397	$112,000	$112,000
Leon County Sheriff's Office	Leon County Sheriff's Office Speeding and Aggressive Driving Program	SC-2026-00194	$110,000	$110,000
Lighthouse Point Police Department	Lighthouse Point Speeding and Aggressive Driving Enforcement	SC-2026-00286	$33,000	$33,000
Live Oak Police Department	Speeding and Aggressive Driving Enforcement	SC-2026-00411	$20,000	$20,000
Madison County Sheriff's Office	Speeding and Aggressive Driving	SC-2026-00118	$40,000	$40,000
Martin County Sheriff's Office	Speeding and Aggressive Driving Initiative	SC-2026-00072	$150,000	$150,000
Miami Beach Police Department	Speeding and Aggressive Driving Initiative	SC-2026-00111	$75,000	$75,000
Miami-Dade Sheriff's Office	Speeding and Aggressive Driving Program	SC-2026-00407	$300,000	$300,000
Monticello Police Department	Speeding and Aggressive Driving	SC-2026-00373	$37,000	$37,000

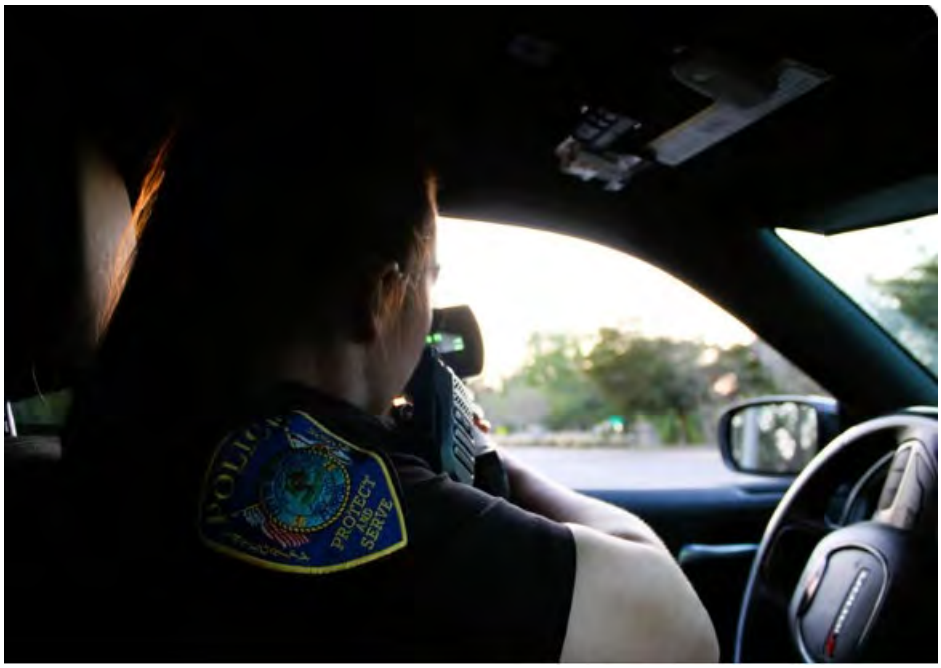
Subrecipient	Project Name	Project Number	Local Benefit	Budget
Ocala Police Department	Speeding and Aggressive Driving Program	SC-2026-00169	$65,000	$65,000
Ocoee Police Department	Operation Safe Streets	SC-2026-00250	$70,000	$70,000
Okaloosa County Sheriff's Office	Okaloosa County Speeding and Aggressive Driving Program	SC-2026-00282	$120,000	$120,000
Okeechobee County Sheriff's Office	Okeechobee Slow Down and Drive Safe Part 2	SC-2026-00080	$100,000	$100,000
Orange County Sheriff's Office	Speeding and Aggressive Driving	SC-2026-00296	$396,000	$396,000
Orlando Police Department	Speeding and Aggressive Driving Enforcement	SC-2026-00050	$80,000	$80,000
Palm Bay Police Department	"Know Your Limits" Speeding and Aggressive Driving Initiative	SC-2026-00251	$45,000	$45,000
Palm Beach County Sheriff's Office	Palm Beach County Speeding and Aggressive Driving Strategy	SC-2026-00295	$200,000	$200,000
Palm Beach Gardens Police Department	Speeding and Aggressive Driving Initiative	SC-2026-00143	$65,000	$65,000
Panama City Police Department	Speeding and Aggressive Driving	SC-2026-00174	$34,000	$34,000
Panama City Beach Police Department	Targeting Speeding and Aggressive Driving	SC-2026-00321	$50,000	$50,000
Pensacola Police Department	Speeding and Aggressive Driving Enforcement	SC-2026-00162	$65,000	$65,000
Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers (SPEED)	SC-2026-00088	$125,000	$125,000
Pinellas Park Police Department	Speeding and Aggressive Driving Enforcement	SC-2026-00172	$100,000	$100,000
Plantation Police Department	Speeding and Aggressive Driving	SC-2026-00214	$70,000	$70,000
Port Orange Police Department	Speeding and Aggressive Driving	SC-2026-00408	$30,000	$30,000
Port Richey Police Department	Speeding and Aggressive Driving	SC-2026-00322	$50,000	$50,000
Sarasota Police Department	Speeding and Aggressive Driving	SC-2026-00142	$142,000	$142,000
South Miami Police Department	Speeding and Aggressive Driving	SC-2026-00340	$40,000	$40,000
St. Petersburgh Police Department	St. Petersburgh Safe Streets Ahead	SC-2026-00196	$31,000	$31,000
Tallahassee Police Department	Speed and Aggressive Driving	SC-2026-00218	$80,000	$80,000
Tampa International Airport Police Department	Speeding and Aggressive Driving	SC-2026-00054	$91,000	$91,000
Tampa Police Department	Tampa Safe Travels 2026	SC-2026-00306	$350,000	$350,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Town of Davie Police Department	Vision Zero Davie	SC-2026-00452	$35,000	$35,000
Walton County Sheriff's Office	Freeport in the Fast Lane: Driving Change for Safer Streets	SC-2026-00426	$42,000	$42,000
West Palm Beach Police Department	Speeding and Aggressive Driving	SC-2026-00293	$65,000	$65,000



Project Name:	Interstate Speed Prevention Project
Subrecipient:	(See below)
Project Number:	(See below)
Federal Funding Source:	402
Local Benefit:	$410,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Speed Management
Countermeasure Strategy:	Speeding and Speed Management Countermeasures: Enforcement High-Visibility Enforcement: CTW 4 Star Citation
Location:	(See below)
Agency Type:	Law Enforcement
Project Description:	The following enforcement agencies work in communities that have portions of Florida's interstate system running within their jurisdiction and will be collaborating with the Florida Highway Patrol to enforce speeding and aggressive driving on Florida's interstates. They will receive funding to conduct speeding and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches
Budget:	**$470,000**

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Charlotte County Sheriff's Office	Interstate Speed Prevention Project	SC-2026-00265	$100,000	$100,000
Collier County Sheriff's Office	Interstate Speed Prevention Project	SC-2026-00318	$150,000	$150,000
Florida Department of Agriculture and Consumer Services (FDACS)	Interstate Speed Prevention Project	SC-2026-00475	$0	$60,000
Sarasota County Sheriff's Office	Interstate Speed Prevention Project	SC-2026-00388	$160,000	$160,000



TEEN DRIVER SAFETY

Project Name:	(See below)
Subrecipient:	(See below)
Project Number:	(See below)
Federal Funding Source:	402
Local Benefit:	$558,800
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Teen Safety Program
Countermeasure Strategy:	Young Driver Countermeasures: Enforcement: Enforcement of GDL: CTW 2 Star Citation
Location:	(See below)
Agency Type:	Law Enforcement
Project Description:	The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to teen driving and currently rank in the top 40% of the FY 2026 Highway Safety Matrix. They will receive funding to conduct teen driver-related countermeasures, such as education, Graduated Driver's License (GDL) enforcement, distracted driving, speeding in school zones, and zero-tolerance laws that include overtime salaries and benefits necessary for successful enforcement. The goal of each project is to reduce teen driver-related fatalities and injuries by using data-driven approaches.
Budget:	**$558,800**

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Baker County Sheriff's Office	Teen Drivers 2025-2026	TSP-2026-00164	$25,000	$25,000
Cape Coral Police Department	Cape Coral Teen Driving Safety Program	TSP-2026-00178	$40,000	$40,000
City of Niceville	Teen Driver Safety	TSP-2026-00312	$22,500	$22,500
Fruitland Park Police Department	Teen Driver Education and Enforcement Operation	TSP-2026-00240	$56,000	$56,000
Fort Myers Police Department	Teen Highway Safety Initiative	TSP-2026-00443	$80,000	$80,000
Hialeah Police Department	Teen Driver Safety	TSP-2026-00446	$80,300	$80,300
Hillsborough County Sheriff's Office	Teen Driver Education and Enforcement Operation	TSP-2026-00086	$175,000	$175,000
Plantation Police Department	Teen Driver Safety	TSP-2026-00226	$80,000	$80,000



Project Name:	(See below)
Subrecipient:	(See below)
Project Number:	(See below)
Federal Funding Source:	402
Local Benefit:	$250,000
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Teen Safety Program
Countermeasure Strategy:	• Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation Pre-Licensure Driver Education: CTW Unproven • Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation Advanced Driver Training Course: CTW Unproven
Location:	(See below)
Agency Type:	Law Enforcement
Project Description:	The following law enforcement agencies will educate and train teenage drivers through the Teen Driver Challenge (TDC) program created by the Florida Sheriffs Association in 2007. Licensed teens ages 16-19 within their respective counties will have the opportunity to take a post-licensure or second tier driver education program, as described in The Countermeasures the Works, Eleventh Edition, Chapter 7 free of charge. Funding will be used to pay law enforcement overtime, print needed paperwork, traffic cones and enclosed trailer to meet the goal of the program, which is to educate the teens within their respective counties and help reduce the rate of crashes, serious injuries, and fatalities amongst teen drivers in the area.
Budget:	**$250,000**

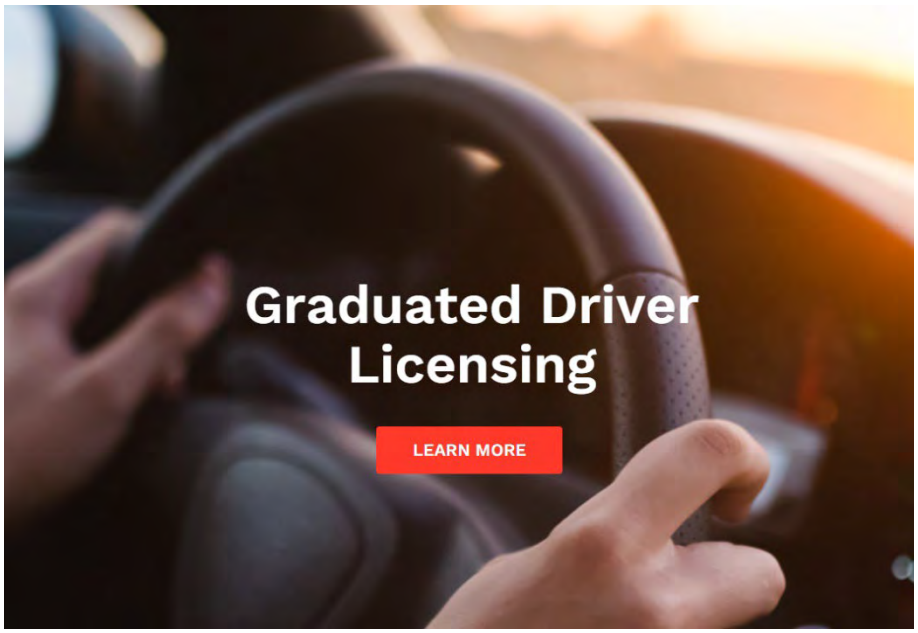
Subrecipient	Project Name	Project Number	Local Benefit	Budget
Citrus County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2026-00012	$76,000	$76,000
Flagler County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2026-00291	$53,000	$53,000
Hardee County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2026-00461	$7,000	$7,000
Lake County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2026-00382	$28,000	$28,000
Manatee County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2026-00415	$25,000	$25,000
North Port Police Department	North Port Police Department Teen Driver Education Program	TSP-2026-00456	$16,000	$16,000
Sarasota County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2026-00389	$35,000	$35,000
Sumter County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2026-00359	$10,000	$10,000



Project Name:	Drive with CARE
Subrecipient:	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
Project Name:	Drive with CARE
Project Number:	TSP-2026-00046
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Teen Safety Program
Countermeasure Strategy:	• Young Driver Countermeasures: Other Strategies for Behavior Change Programs to Assist Parents/Guardians of Young Drivers: CTW 2 Star Citation • Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation Pre-Licensure Driver Education: CTW Unproven • Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation Advanced Driver Training Course: CTW Unproven
Location:	Statewide
Agency Type:	State Agency
Project Description:	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, GDL restrictions, violation penalties, courteous vs. aggressive driving, alert vs. distracted driving, impaired driving,

and safety belt usage. In addition, outreach events will also occur at outdoor safety fairs, webinars, workshops and other community events. The goal of the program is to reach teens during the graduated licensing stage to impart an understanding of safe driving skills and behaviors as well as the consequences of making risky, unsafe driving decisions. This will be accomplished by providing various educational materials, digitally creative files to partnered organizations, presentations, and conducting outreach events.

Budget: $55,000



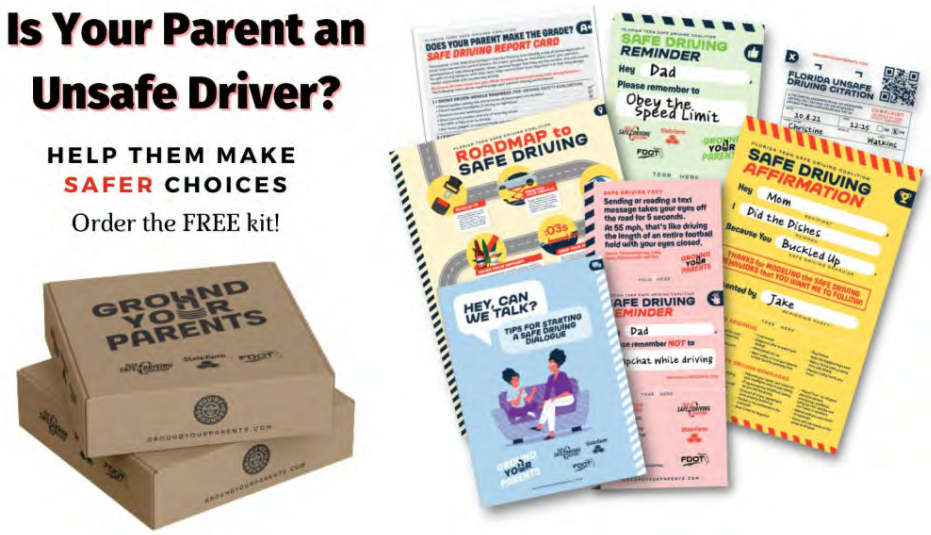
Project Name:	Florida Teen Traffic Safety
Subrecipient:	Tallahassee State College
Project Number:	TSP-2026-00402
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Teen Safety Program
Countermeasure Strategy:	

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

Location:	Statewide
Agency Type:	College/University

Project Description: Tallahassee State College will continue to support a full-time program coordinator, specialist, and other personnel services (OPS) assistant to administer and oversee teen traffic safety-related activities and the statewide Florida Teen Safe Driving Coalition (FTSDC). The coordinator will continue to plan and execute the coalition's quarterly meetings, during which time members with specific knowledge, expertise, and commitment to teen traffic safety generate and support strategically developed initiatives driven by data and community needs. Community outreach and education will also be facilitated through "Weeks of Awareness" during which time a traffic safety presentation will be presented to students at approximately thirty (30) high schools across Florida.

Budget: $1,670,000



TRAFFIC RECORDS

Project Name:	Field Data Collection for National Emergency Medical Services Information Systems (NEMSIS)
Subrecipient:	Florida Department of Health
Project Number:	M3DA-2026-00188
Federal Funding Source:	405(c)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405c Data Program
Countermeasure Strategy:	Traffic Records Countermeasures: CTW Not Rated
Location:	Central Office
Agency Type:	State Agency
Project Description:	The Health Information and Policy Analysis Section operates the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Currently, that program and data repository is administered using an existing commercial off-the-shelf solution known as EMSTARS-CDX. The NEMSIS program is the foundation for national EMS data collection and reporting standards and creates an environment for data sharing between local, state, and national databases. This system collects EMS incident level data in compliance with the NEMSIS Version 3 (V3) standard and the Florida Data Dictionaries Version 3.4 (V3.4) and Version 3.5 (V3.5) standards. The implementation of the NEMSIS V3 data standard improves the compatibility and interoperability of data between state and local systems and the national data system. The NEMSIS V3 standard is inclusive of NEMSIS Version 3.4 and NEMSIS Version 3.5. The NEMSIS V3 standard creates an environment where data can be easily shared or moved between agencies, states, and national data repositories with the implementation of standard methods for transporting data between systems. The NEMSIS V3 standard and its framework is necessary to enable greater integration between related databases at the local, state, and national level, as well as

enable NEMSIS to achieve a Health Level Seven(HL7) certification. Florida adopted the national standards from NEMSIS, is in compliance with NEMSIS V3.4, and is transitioning all participating state EMS agencies to the NEMSIS V3.5 data standards. The NEMSIS V3.5 standard now has a minor release, V3.5.1, which is being implemented in 2025-2026, and all states are expected to transition to that version in 2026.

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

Budget: **$691,000**



Project Name:	Crash and Uniform Traffic Citation (UTC) Data Improvement
Subrecipient:	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
Project Number:	TR-2026-00122
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Traffic Records
Countermeasure Strategy:	Traffic Records Countermeasures: CTW Not Rated
Location:	Central Office
Agency Type:	State Agency
Project Description:	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is the official custodian of Florida's driver, motor vehicle, crash, and citation/adjudication data, four of the six core traffic records systems. The National Highway Traffic Safety Administration (NHTSA) has identified these systems as essential to enhancing traffic safety and reducing fatalities and serious injuries on Florida's roads. Improving the quality of crash and citation data aligns with FLHSMV's Strategic Plan to strengthen traffic records information systems. Advancing these strategic goals supports Florida's data-driven efforts in developing effective traffic safety initiatives and law enforcement strategies. This project specifically targets the citation/adjudication and crash data systems by applying established performance measures to drive improvements in data accuracy, completeness, and consistency, which are two critical components of the State's Traffic Records Information System. Accurate, accessible, and consistent data is essential for identifying traffic safety issues and ensuring the effectiveness of countermeasures and evaluations used by federal, state, and local stakeholders. Without high-quality data, efforts to improve traffic safety are significantly hindered. Key users of crash data include: the Florida Department of Transportation (FDOT), which maps crash locations on the roadway network to identify infrastructure issues and implement preventive measures; the Florida Department of Health, which analyzes Emergency Medical Services (EMS) responses to

enhance outcomes for crash victims; the National Highway Traffic Safety Administration (NHTSA), which assesses vehicle safety features such as restraint system usage and effectiveness; and the Florida Department of Education, which uses the data to evaluate and improve school bus safety.

To support the timely identification and resolution of potential duplicate records, both during implementation and in ongoing operations, additional personnel are needed to focus specifically on these cases. FLHSMV will use the insights gained from resolving duplicate records to enhance the citation dataset by identifying common causes of duplication and implementing targeted training and process improvements to help prevent future occurrences. These efforts not only benefit Florida but also contribute to broader national traffic safety and data quality goals.

Four Other Personnel Services (OPS) Record Technicians and one consultant will assist in evaluating current driver history data to identify and resolve potential duplicates and other data quality issues, such as records for deceased drivers, that may impact effective system participation. These resources will also address data quality issues related to the go-live phase of State to State (S2S) implementation, as additional states join. By resolving duplicates early, Florida can avoid unnecessary record migration and the associated per-record fees, while improving the accessibility, accuracy, and consistency of the driver history record system.

This project will continue to support FLHSMV's Strategic Plan by providing a data-driven approach to increase accurate, timely, complete and uniform record reporting used in developing traffic safety initiatives and law enforcement countermeasures.

Budget: **$471,000**

Project Name:	Driver and Vehicle Data Quality Improvement
Subrecipient:	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
Project Number:	M3DA-2026-00131
Federal Funding Source:	405(c)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Traffic Records
Countermeasure Strategy:	Traffic Records Countermeasures: CTW Not Rated
Location:	Central Office
Agency Type:	State Agency
Project Description:	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is the official custodian of four of the six key traffic records systems in Florida: driver, motor vehicle, crash, and citation/adjudication data. The National Highway Traffic Safety Administration (NHTSA) has identified these systems as essential for enhancing traffic safety and reducing fatalities and serious injuries on Florida's roadways. In November 2020, NHTSA completed a Traffic Records Assessment, offering recommendations to strengthen all six systems. These recommendations aim to improve the data quality of the driver and vehicle datasets and align with FLHSMV's Strategic Plan to enhance the Traffic Records Information System (TRIS). Advancing these strategic objectives supports Florida's data-driven efforts to develop more effective traffic safety initiatives and law enforcement strategies. With over 97 million records in the FLHSMV's driver and vehicle systems, maintaining accurate, complete, and high-quality data is essential for effective decision-making. The vast volume of records, coupled with the fact that data is frequently added by external sources, including FLHSMV offices, third-party vendors, and county tax collectors, makes the system particularly vulnerable to data quality issues. In 2022–2023 alone, more than 36 million transactions involved data integration from external sources into these systems.

As the third most populous state in the nation, Florida's driver and vehicle records are heavily relied upon. In 2024, the Bureau of Records Public Records Unit responded to 44,000 public records requests and managed over 1,200 data-sharing agreements. This project directly targets Florida's driver and vehicle data systems, aiming to enhance the Traffic Records Information System (TRIS) by developing and applying performance measures to improve data accessibility, accuracy, completeness, integration, timeliness, and uniformity. FLHSMV will also strengthen its data quality control program and performance monitoring efforts to ensure reliable and consistent records across the system.

To enhance the quality of Florida's driver and vehicle data systems, the 2020 NHTSA Traffic Records Assessment recommended strengthening the state's data quality control and performance monitoring efforts. Specifically, the assessment advised capturing baseline data and establishing measurable goals to ensure internal and external stakeholders have access to reliable data for research and decision-making. At the time of the assessment, Florida's driver data system met 78% of national compliance criteria, while the vehicle data system met 67%.

To support these improvements, a Project Analyst will be hired with expertise in process improvement, project management, data analysis and reporting, data security, and systems evaluation. This position will be responsible for developing, managing, and updating an implementation plan for project activities; engaging with data managers and users to gather input; and documenting the current state, rationale, and methodology used. The analyst will also monitor progress, recommend strategies for ongoing data quality management, and evaluate the overall impact of the project. Additional responsibilities include maintaining performance metrics and reporting, providing data-driven recommendations to stakeholders, creating and delivering presentations, and managing administrative tasks related to subgrant reporting.

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

Budget: **$148,000**

Project Name:	DUI Centralized Repository Database
Subrecipient:	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
Project Number:	TR-2026-00049
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	Traffic Records
Countermeasure Strategy:	Traffic Records Countermeasures: CTW Not Rated
Location:	Central Office
Agency Type:	State Agency
Project Description:	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) will contract with a vendor to initiate the development of a DUI Centralized Repository Database (DCR), a statewide, real-time, electronic system that will be designed to track impaired driving offenders from arrest through disposition, treatment, and beyond. This initiative is aimed at supporting data-driven efforts to reduce DUI-related crashes, fatalities, and serious injuries across the state. To support this critical project, FLHSMV is engaging a specialized consultant to lead and advise on key aspects of system design, stakeholder coordination, and implementation strategy. Steps include: Collaborating with FLHSMV and key stakeholders, including state and national agencies, law enforcement, judicial circuits, and licensed DUI programs to define system requirements and ensure that the platform meets diverse data needs and functional expectations; coordinating with entities such as the National Highway Traffic Safety Administration (NHTSA), Florida state agencies, local law enforcement, courts, and DUI treatment providers to align data inputs, reporting standards, and access protocols across jurisdictions; advising on the development of a secure, scalable system architecture that facilitates real-time data collection and retrieval, while ensuring compliance with state and federal data privacy laws; and identifying existing data silos and integration points to enable seamless data sharing across agencies. The consultant will also help establish standards for data accuracy, consistency, and validation to support actionable insights, supporting FLHSMV in the creation of a robust, centralized DUI tracking system that enhances Florida's ability to monitor and reduce impaired driving.
Budget:	**$200,000**

Project Name:	Electronic License and Vehicle Information System (ELVIS)
Subrecipient:	Florida State University
Project Number:	M3DA-2026-00261
Federal Funding Source:	405(c)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405c Data Program
Countermeasure Strategy:	Traffic Records Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	Florida State University's ELVIS (Electronic License Vehicle Information System) team will continue maintaining and enhancing a web-based data tool that provides access to Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data. This no-cost service is available to local law enforcement agencies and is currently used by approximately 39,000 users across 289 government agencies statewide. The ELVIS system enables Florida law enforcement officers to conduct essential queries, such as driver license and vehicle tag checks, which are frequently repeated across crash reports, citations, and other traffic and criminal justice forms—sometimes multiple times within the same form. Automating these responses has improved the accuracy of crash reports and citations, expedited crash clearance, aided in the apprehension of fugitives, and overall enhanced officer safety and efficiency while assisting the public. The primary goal of this project is to improve the accuracy, consistency, and timeliness of traffic records data collected by local agencies and submitted to the state. This will be achieved by providing software that facilitates FCIC/NCIC queries and integrates the returned data directly into an agency's existing traffic records systems.
Budget:	**$561,000**

Project Name:	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training
Subrecipient:	Florida State University
Project Number:	TR-2026-00331
Federal Funding Source:	402
Local Benefit:	$0
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405c Data Program
Countermeasure Strategy:	Traffic Records Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The Florida State University TraCS team will continue developing and enhancing the TraCS National Model software to ensure compliance with state and federal guidelines. Currently, TraCS Florida serves approximately 30,000 users across 353 law enforcement agencies (LEAs) and accounts for about 60% of the state's electronic crash report submissions. The TraCS team provides ongoing technical support and training to current and future users, including officers and IT staff at user agencies. Key development efforts include rewriting external interfaces for case and form management, integrating Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data imports via various vendors, and enhancing compatibility with Signal 4 Analytics' geolocation tool for both physical and web-based platforms. TraCS significantly reduces the time required for accurate crash and citation data to be transmitted from the scene to the state repository, boasting a 99.99% error-free load rate. Accuracy is enhanced through built-in validation checks, integration of the electronic location tool, and supervisory review and approval processes before crash reports are submitted. Currently, 220 agencies use the TraCS crash reporting system and are required to utilize the Signal 4 GeoLocation tool for crash submissions. During FY 2026, TraCS will collaborate with Signal 4 to further improve location data accuracy and the accessibility of the location tool website.

Pilot testing is underway to mandate the location tool for citation submissions, with 21 agencies and 3,528 users currently required to use the tool when submitting citations to local clerks. TraCS also offers the location tool for citation reporting on a voluntary basis, with 126 agencies employing the Signal 4 Diagram Tool to ensure roadway diagrams accurately reflect crash scenes, thereby improving data quality.

Additionally, TraCS is participating in an electronic citation pilot that transmits citation data directly to the statewide repository rather than individual clerks' offices. Currently, 29 agencies across 21 counties participate in this effort. Throughout FY 2026, TraCS aims to support the state's five-year goal of achieving 100% citation submission to the statewide repository.

Budget: **$1,101,000**

Project Name: Traffic Records Coordinating Committee Support

Subrecipient: Tallahassee State College

Project Number: TR-2025-00424

Federal Funding Source: 402

Local Benefit: $0

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Traffic Records

Countermeasure Strategy: Traffic Records Countermeasures: CTW Not Rated

Location: Central Office

Agency Type: College/University

Project Description: Tallahassee State College will contract with a consulting agency to offer technical guidance and support to the Florida Traffic Records Coordinating Committee (TRCC) Executive Board and its subcommittees. The agency will help facilitate meetings, prepare summary reports, manage and maintain the Florida TRCC website, and provide additional assistance for meetings and special projects.

Budget: **$74,000**

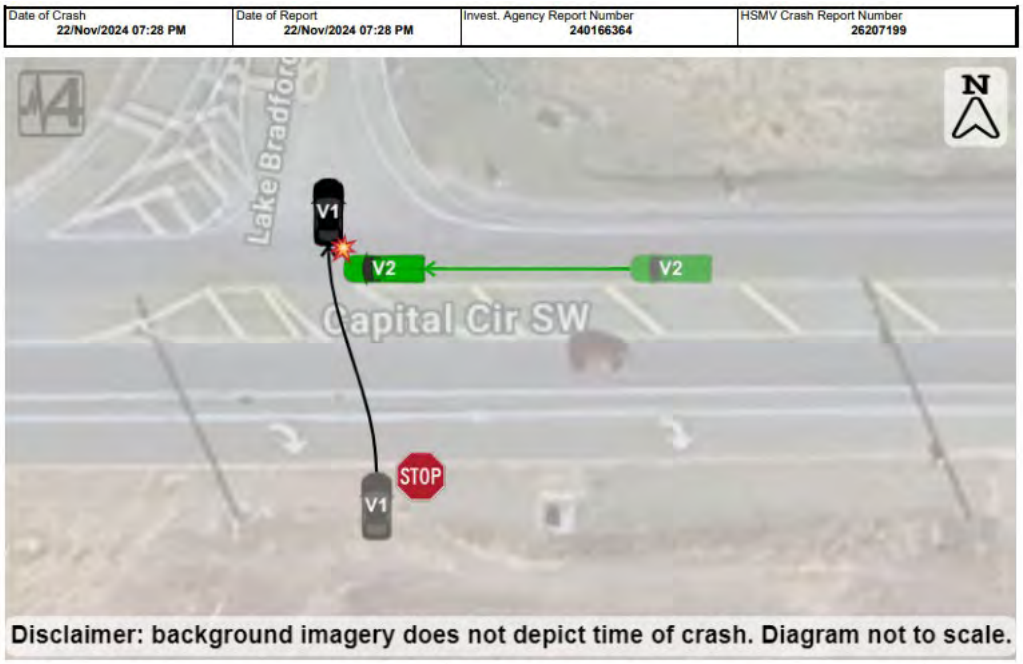
Project Name:	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
Subrecipient:	University of Florida
Project Number:	M3DA-2026-00398
Federal Funding Source:	405(c)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405c Data Program
Countermeasure Strategy:	Traffic Records Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	The University of Florida's Signal Four Analytics team will continue providing a statewide crash and citation analysis system used by approximately 6,000 users across 1,100 agencies and vendors. Signal Four Analytics enables local, regional, and state agencies to consistently and efficiently analyze, map, and generate statistical reports from crash and citation data. This operational system supports four of the five goals outlined in Florida's Traffic Information Systems strategy. Over 6,000 end users from law enforcement, transportation planning, traffic engineering, and research institutions at various government levels rely on Signal Four Analytics for timely access to approximately 7 million crash records and more than 30 million citations. These resources help drive efforts to improve traffic safety statewide. From February 1, 2024, to January 31, 2025, the platform recorded over 102,000 dashboard views, 220,000 data queries, and 1.3 million crash reports accessed for viewing or download. Given its extensive user base, any disruption to this service would significantly hinder productivity and limit critical access to crash and citation data, impacting numerous government agencies' ability to prevent traffic injuries and fatalities. Funding will support personnel to maintain and enhance Signal Four Analytics, cover travel expenses for marketing and training, and provide necessary server and network support.
Budget:	**$856,000**

Project Name:	Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality
Subrecipient:	University of Florida
Project Number:	M3DA-2026-00405
Federal Funding Source:	405(c)
Local Benefit:	N/A
Planning and Administration:	No
Used for § 1300.41(b):	No
Eligible Use of Funds:	405c Data Program
Countermeasure Strategy:	Traffic Records Countermeasures: CTW Not Rated
Location:	Statewide
Agency Type:	College/University
Project Description:	Florida's long form crash report contains approximately 110 unique data elements (with over 330 on a typical report). Of those data elements, location fields exhibit the highest error rate – over 58% for crash reports and more than 80% for citations. A contributing factor for these errors is that many Florida law enforcement agencies complete crash diagrams independently of geolocation data, leading to discrepancies between the crash address, diagram depiction, and narrative description. These discrepancies mean that agencies, including the Florida Department of Transportation, must manually geolocate crash data. This process results in recurring costs, duplicated efforts, delayed availability, and compromised accuracy and reliability of crash data due to inconsistent geolocation methodologies. To address the challenges of geolocation inaccuracies and inefficiencies in crash and citation reporting, the University of Florida proposes three key solutions. First, a statewide geolocation tool accessible online to all electronic and crash citation data collection systems which will lead to improved accuracy, real-time availability, enhanced data integration, and elimination of redundant efforts. Second, enhancements to the FDOT geolocation tool, which will result in standardized geolocation for all agencies, faster crash data availability, and greater accuracy and consistency. Third, an enhanced

crash diagramming tool to ensure a seamless integration with geolocation, a reduction in diagramming time, and enhanced usability for stakeholders.

These solutions will transform crash and citation data accuracy, timeliness, and usability statewide. By eliminating redundant processes, improving data reliability, and enhancing accessibility, agencies can shift focus from correcting data to proactively addressing safety issues – ultimately saving lives and improving roadway conditions.

Budget: $683,000



WORK ZONE SAFETY

Project Name: (See below)

Subrecipient: (See below)

Project Number: (See below)

Federal Funding Source: 402

Local Benefit: $1,035,000

Planning and Administration: No

Used for § 1300.41(b): No

Eligible Use of Funds: Roadway Safety

Countermeasure Strategy:

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

Location: (See below)

Agency Type: Law Enforcement

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

Budget: **$1,035,000**

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Work Zone Safety and Enforcement Project	RS-2026-00355	$125,000	$125,000
Clay County Sheriff's Office	Work Zone Traffic Safety Program	RS-2026-00138	$30,000	$30,000
Coral Springs Police Department	Work Zone Safety	RS-2026-00350	$80,000	$80,000
Hillsborough County Sheriff's Office	Work Zone Education and Enforcement Operation	RS-2026-00070	$200,000	$200,000
Hollywood Police Department	Work Zone Safety Initiative	RS-2026-00069	$20,000	$20,000
Manatee County Sheriff's Office	Manatee County Sheriff's Office Smart Work Zone (SMZ) Traffic Safety Project	RS-2026-00371	$20,000	$20,000
Miramar Police Department	Work Zone Safety Subgrant	RS-2026-00272	$35,000	$35,000
Santa Rosa County Sheriff's Office	Santa Rosa Sheriff's Work Zone Safety Enforcement	RS-2026-00313	$75,000	$75,000
Sarasota County Sheriff's Office	Watch Out Sarasota 2026	RS-2026-00387	$160,000	$160,000
Sumter County Sheriff's Office	Sumter County Work Zone Safety Enforcement	RS-2026-00361	$10,000	$10,000
Tampa Police Department	Safer Drivers Make for Safe Work Zones	RS-2026-00099	$200,000	$200,000
Washington County Sheriff's Office	Washington County Work Zone Safety Enforcement	RS-2026-00190	$80,000	$80,000

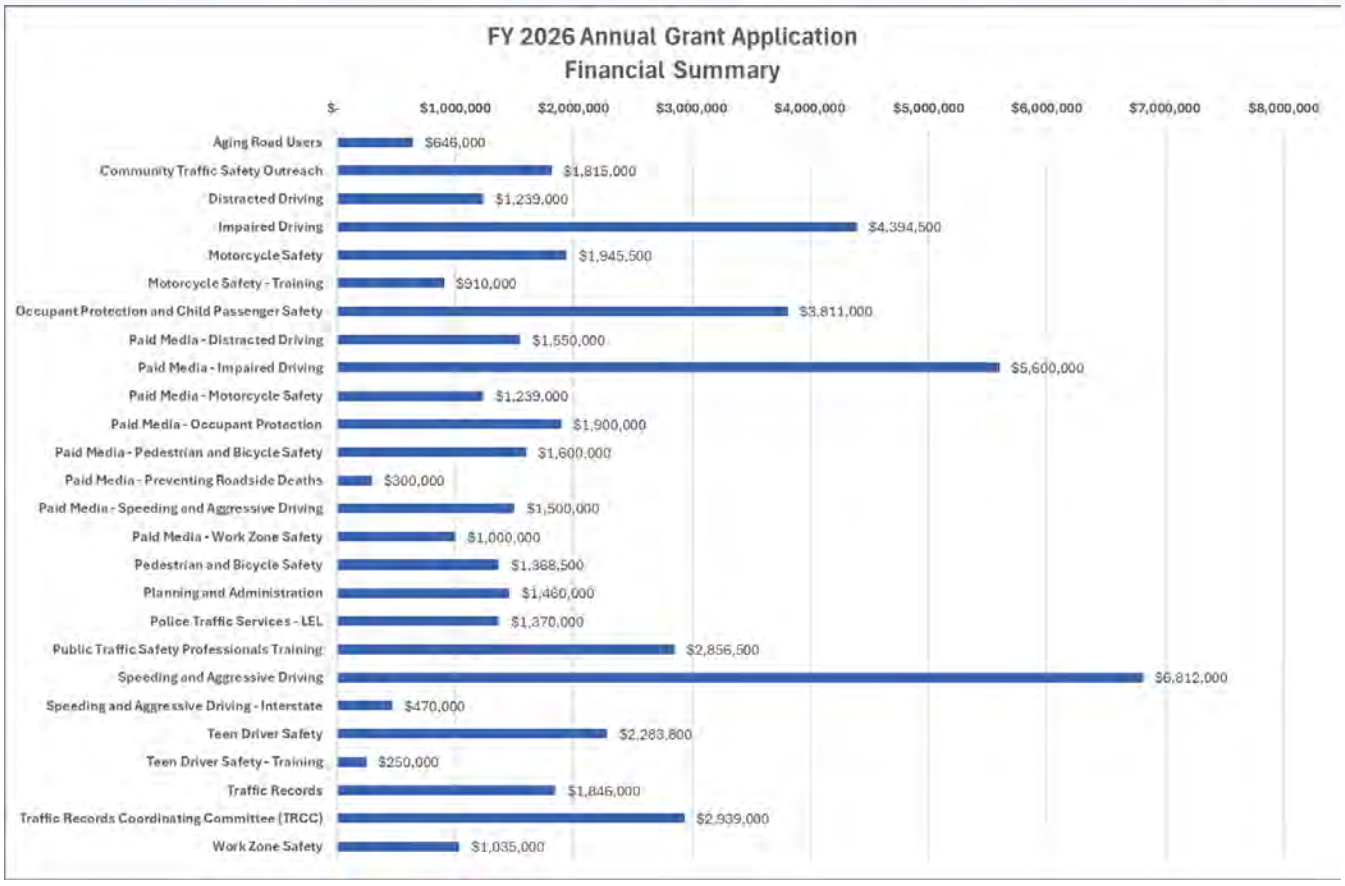


FINANCIAL SUMMARY CHARTS

FY 2026 Annual Grant Application
Financial Summary

Sum of Final Funding Amount	Funding Type							
FDOT Program Areas	402 (Grants)	405b (Occupant Protection)	405c (Traffic Records)	405d (Impaired Driving)	405e (Distracted Driving)	405f (Motorcyclist Safety)	405g (Non-Motorized Safety)	405h (Preventing Roadside Deaths)	Grand Total
Aging Road Users	$ 646,000								$ 646,000
Community Traffic Safety Outreach	$ 1,815,000								$ 1,815,000
Distracted Driving	$ 1,239,000								$ 1,239,000
Impaired Driving	$ 348,000			$ 4,046,500					$ 4,394,500
Motorcycle Safety	$ 1,945,500								$ 1,945,500
Motorcycle Safety - Training	$ 910,000								$ 910,000
Occupant Protection and Child Passenger Safety	$ 3,387,000	$ 424,000							$ 3,811,000
Paid Media - Distracted Driving					$ 1,550,000				$ 1,550,000
Paid Media - Impaired Driving				$ 5,600,000					$ 5,600,000
Paid Media - Motorcycle Safety	$ 414,000			$ 500,000		$ 325,000			$ 1,239,000
Paid Media - Occupant Protection		$ 1,900,000							$ 1,900,000
Paid Media - Pedestrian and Bicycle Safety							$ 1,600,000		$ 1,600,000
Paid Media - Preventing Roadside Deaths								$ 300,000	$ 300,000
Paid Media - Speeding and Aggressive Driving	$ 1,500,000								$ 1,500,000
Paid Media - Work Zone Safety	$ 1,000,000								$ 1,000,000
Pedestrian and Bicycle Safety	$ 1,368,500								$ 1,368,500
Planning and Administration	$ 1,460,000								$ 1,460,000
Police Traffic Services - LEL	$ 1,270,000	$ 50,000		$ 50,000					$ 1,370,000
Public Traffic Safety Professionals Training	$ 1,491,000			$ 1,365,500					$ 2,856,500
Speeding and Aggressive Driving	$ 6,812,000								$ 6,812,000
Speeding and Aggressive Driving - Interstate	$ 470,000								$ 470,000
Teen Driver Safety	$ 2,283,800								$ 2,283,800
Teen Driver Safety - Training	$ 250,000								$ 250,000
Traffic Records	$ 1,846,000								$ 1,846,000
Traffic Records Coordinating Committee (TRCC)			$ 2,939,000						$ 2,939,000
Work Zone Safety	$ 1,035,000								$ 1,035,000
Grand Total	**$ 31,490,800**	**$ 2,374,000**	**$ 2,939,000**	**$ 11,562,000**	**$ 1,550,000**	**$ 325,000**	**$ 1,600,000**	**$ 300,000**	**$ 52,140,800**

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



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

FY 2026 Annual Grant Application
Local Benefit

Type of Funding	402 (Grants)

Row Labels	Sum of Final Funding Amount	Sum of Local Benefit	Percentage
Aging Road Users	$646,000	$14,000	2%
Community Traffic Safety Outreach	$1,815,000	$925,000	51%
Distracted Driving	$1,239,000	$1,239,000	100%
Impaired Driving	$348,000	$0	0%
Motorcycle Safety	$1,945,500	$780,000	40%
Motorcycle Safety - Training	$910,000	$910,000	100%
Occupant Protection and Child Passenger Safety	$3,387,000	$2,637,000	78%
Paid Media - Motorcycle Safety	$414,000	$0	0%
Paid Media - Speeding and Aggressive Driving	$1,500,000	$0	0%
Paid Media - Work Zone Safety	$1,000,000	$0	0%
Pedestrian and Bicycle Safety	$1,368,500	$44,000	3%
Planning and Administration	$1,460,000	$0	0%
Police Traffic Services - LEL	$1,270,000	$0	0%
Public Traffic Safety Professionals Training	$1,491,000	$1,207,000	81%
Speeding and Aggressive Driving	$6,812,000	$6,182,000	91%
Speeding and Aggressive Driving - Interstate	$470,000	$410,000	87%
Teen Driver Safety	$2,283,800	$558,800	24%
Teen Driver Safety - Training	$250,000	$250,000	100%
Traffic Records	$1,846,000	$0	0%
Work Zone Safety	$1,035,000	$1,035,000	100%
Grand Total	**$31,490,800**	**$16,191,800**	**51%**

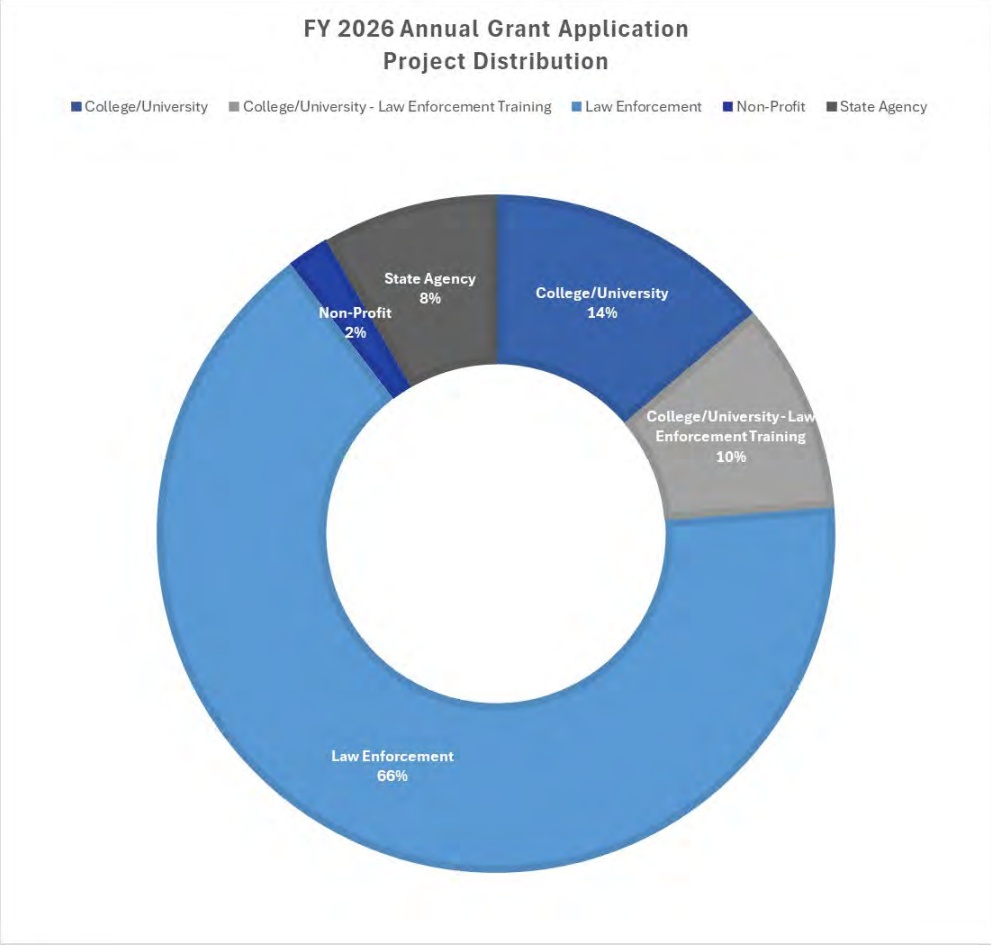
The above chart represents the total 402 funded projects and the planned local benefit.

PROJECT DISTRIBUTION CHARTS

FY 2026 Annual Grant Application
Project Distribution

Agency Type	Projects Awarded	Sum of Final Funding Amount
College/University	41	$17,441,500
College/University - Law Enforcement Training	30	$2,726,500
Law Enforcement	197	$17,366,800
Non-Profit	6	$746,000
State Agency	25	$13,860,000
Grand Total	**299**	**$52,140,800**

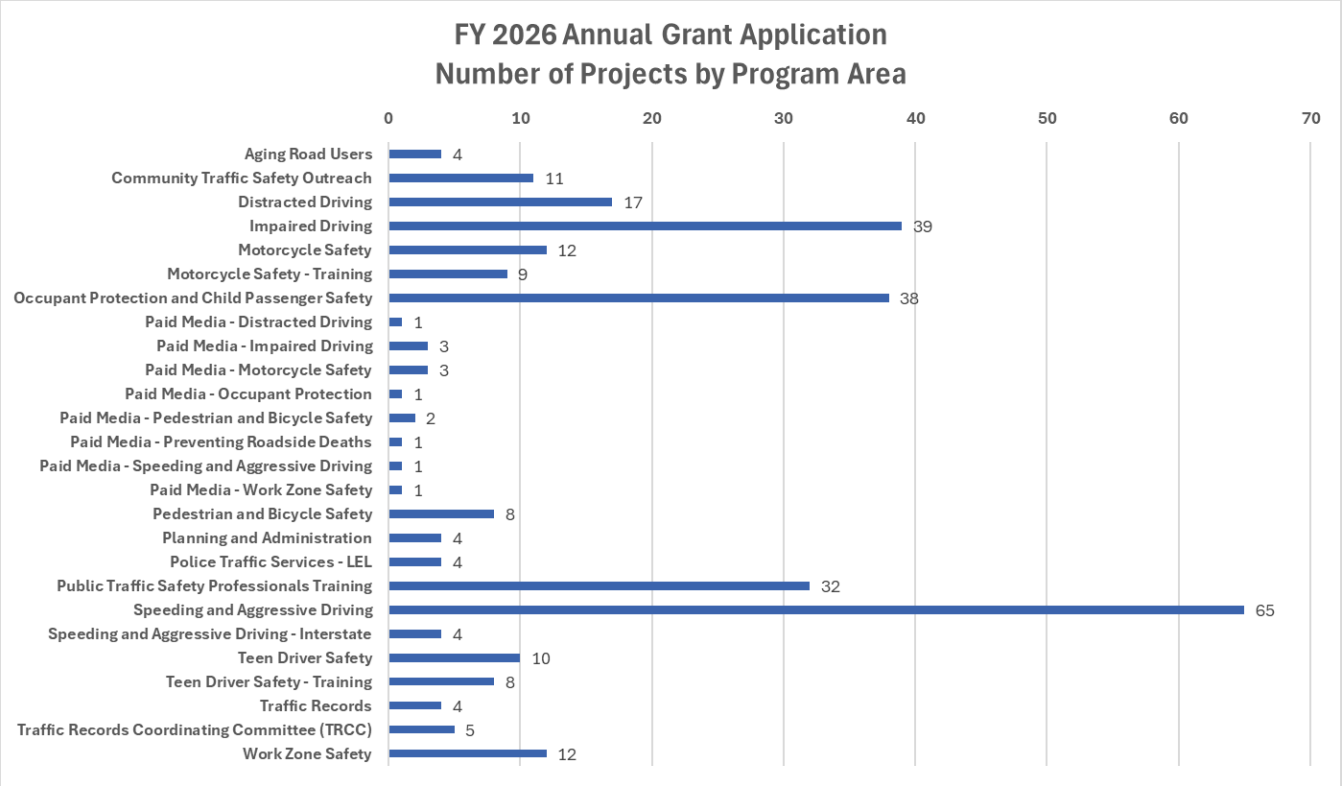
The above chart represents the planned FY 2026 subrecipients divided into five main categories.



FY 2026 Annual Grant Application
Number of Projects by Program Area

FDOT Program Areas	Total Projects	Total Funding Amount
Aging Road Users	4	$646,000
Community Traffic Safety Outreach	11	$1,815,000
Distracted Driving	17	$1,239,000
Impaired Driving	39	$4,394,500
Motorcycle Safety	12	$1,945,500
Motorcycle Safety - Training	9	$910,000
Occupant Protection and Child Passenger Safety	38	$3,811,000
Paid Media - Distracted Driving	1	$1,550,000
Paid Media - Impaired Driving	3	$5,600,000
Paid Media - Motorcycle Safety	3	$1,239,000
Paid Media - Occupant Protection	1	$1,900,000
Paid Media - Pedestrian and Bicycle Safety	2	$1,600,000
Paid Media - Preventing Roadside Deaths	1	$300,000
Paid Media - Speeding and Aggressive Driving	1	$1,500,000
Paid Media - Work Zone Safety	1	$1,000,000
Pedestrian and Bicycle Safety	8	$1,368,500
Planning and Administration	4	$1,460,000
Police Traffic Services - LEL	4	$1,370,000
Public Traffic Safety Professionals Training	32	$2,856,500
Speeding and Aggressive Driving	65	$6,812,000
Speeding and Aggressive Driving - Interstate	4	$470,000
Teen Driver Safety	10	$2,283,800
Teen Driver Safety - Training	8	$250,000
Traffic Records	4	$1,846,000
Traffic Records Coordinating Committee (TRCC)	5	$2,939,000
Work Zone Safety	12	$1,035,000
Grand Total	**299**	**$52,140,800**

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



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

$10,000 EQUIPMENT LIST

Florida FY 2026 Annual Grant Application
$10,000 Equipment List

FDOT Program Area						
Implementing Agency / Project Name	**Project Number**	**Funding Source**	**Item**	**Max Units**	**Max Unit Cost**	**Subgrant Line-Item Total**
Aging Road Users						
N/A						
Community Traffic Safety Outreach						
N/A						
Distracted Driving						
Hernando County Sheriff's Office / Distracted Driving Enforcement Program	DD-2026-00307	402	Message Board Trailer	1	$18,000	$18,000
Impaired Driving						
Hollywood Police Department / Impaired Driving Initiative	M5HVE-2026-00067	405 (d)	Message Board Trailer	1	$22,000	$22,000
Homestead Police Department / Homestead Operation Education and Enforcement Impaired Driving Safety Program	M5HVE-2026-00298	405 (d)	Message Board Trailer	1	$21,000	$21,000
Motorcycle Safety						
N/A						
Occupant Protection						
Fort Lauderdale Police Department / Occupant Protection Program	OP-2026-00486	402	Message Board Trailer	1	$18,000	$18,000
Hialeah Police Department / Occupant Protection and Child Passenger Safety Initiative	OP-2026-00323	402	Message Board Trailer	1	$25,000	$25,000
Hillsborough County Sheriff's Office / Occupant Protection Education and Enforcement Operation	OP-2026-00075	402	Message Board Trailer	1	$25,000	$25,000
Homestead Police Department / Occupant Protection and Child Passenger Safety Program	OP-2026-00381	402	Message Board Trailer	1	$20,000	$20,000
Leon County Sheriff's Office / Leon County Sheriff's Office Occupant Protection and Child Passenger Safety Program	OP-2026-00193	402	Message Board Trailer	1	$25,000	$25,000

Florida FY 2026 Annual Grant Application
$10,000 Equipment List

Live Oak Police Department / Occupant Protection and Child Passenger Initiative	OP-2026-00413	402	Seat Belt Convincer	1	$30,000	$30,000
Paid Media						
N/A						
Pedestrian and Bicycle Safety						
N/A						
Planning and Administration						
N/A						
Police Traffic Services – LEL						
N/A						
Public Traffic Safety Professionals Training						
N/A						
Speeding and Aggressive Driving						
Bay County Sheriff's Office / Speeding and Aggressive Driving	SC-2026-00338	402	Speed Measurement Trailer	1	$15,000	$15,000
			Message Board Trailer	1	$21,000	$21,000
Brevard County Sheriff's Office / County Speed Prevention Project	SC-2026-00178	402	Speed Measurement Trailer	1	$21,000	$21,000
Eustis Police Department / Operation Safer Roads	SC-2026-00395	402	Speed Measurement Trailer	1	$15,000	$13,000
Fort Lauderdale Police Department / Operation Fast and Furious	SC-2026-00471	402	Speed Measurement Trailer	1	$11,000	$11,000
Sarasota Police Department / Speeding and Aggressive Driving	SC-2026-00142	402	Message Board Trailer	2	$16,000	$32,000
Teen Driver Safety						
N/A						
Traffic Records						
Florida State University / Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	TR-2026-00331	402	Data Server - DL380 Gen12 8SFF	4	$30,000	$120,000
			Data Server - DL320 Gen11 4LFF CTO	2	$11,000	$22,000

Florida FY 2026 Annual Grant Application
$10,000 Equipment List

Work Zone Safety						
N/A						

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

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

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

State: __Florida_____ Fiscal Year: 2026

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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

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

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

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

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

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

a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
b. the period during which the Recipient retains ownership or possession of the property.

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

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

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

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

The State will provide a drug-free workplace by:

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

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

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

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

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

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

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

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

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

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

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

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

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

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

10

BUY AMERICA
(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

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

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

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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

7/17/25

Signature Governor's Representative for Highway Safety — Date

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

Printed name of Governor's Representative for Highway Safety

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

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

State: Florida Fiscal Year: 2026

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

☑ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

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

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at page 42 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at page 49 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Attachment FL_FY26_405b_CPS Fitting Stations (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Attachment FL_FY26_405b_Application Summary (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

1

LOWER SEAT BELT USE STATES ONLY

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

☑ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 7/1/86 (date) and last amended on 3/19/15 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  Florida Statues 316.614

☑ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on 6/30/09 (date) and last amended on 6/30/09 (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
    Florida Statute 316.613
  - Coverage of all passenger motor vehicles;
    Florida Statute 316.614(5)
  - Minimum fine of at least $25;
    Florida Statute 316.614(8) and Florida Statute 318.18(2)
  - Exemptions from restraint requirements.
    Florida Statute 316.614(6)

☑ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at
page 49 (location).

☑ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at
Attachment FL_FY26_405b_Application Summary (location).

☑ The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 5/17/21 (date);
- Multi-year strategic plan: annual grant application or triennial HSP at
  Attachment FL_FY26_405b_FOPC Strategic Plan (location);
- The name and title of the State's designated occupant protection coordinator is
  Willem de Greef, Traffic Safety Program Manager.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at
  Attachment FL_FY26_405b_FOPC Membership List (location).

☑ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 5/17/21 (date) (within 5 years of the application due date);

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

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

ALL STATES

☑ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

☑ The State has designated a TRCC coordinator.

☑ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

☑ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at FL_FY25_406c_Quantitative Progress (location).

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

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

ALL STATES

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

MID-RANGE STATES ONLY

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

☑ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 5/15/25 (date). Specifically:

- Annual grant application at
  Attachment FL_FY26_405d_Florida Impaired Driving Coalition Charter (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at
  Attachment FL_FY26_405d_Florida Impaired Driving Coalition Membership (location)
  contains the list of names, titles, and organizations of all task force members;
- Annual grant application at
  Attachment FL_FY26_Florida Statewide Impaired Driving Strategic Plan - Update May 2025 (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

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

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

- Annual grant application at
  _____ (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at
  _____ (location)
  contains the list of names, titles, and organizations of all task force members;
- Annual grant application at
  _____ (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at
  _____ (location)
  addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at
  _____ (location)
  contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

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

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

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

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days; _____
  - Identify all alcohol-ignition interlock use exceptions. _____

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

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Identify all alcohol-ignition interlock use exceptions.

    _____

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

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

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

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

    _____

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

    _____

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

  _____

- Identify all alcohol-ignition interlock use exceptions.

  _____

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

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

[Fill in all blanks.]

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

- *Legal citation(s):*

  _____

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

☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

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

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

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

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

DISTRACTED DRIVING AWARENESS GRANT

☑ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at
Attachment FL_FY26_405e_Official Distracted Driving Test Questions (location).

DISTRACTED DRIVING LAW GRANTS

☐ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on texting while driving; _____
  - Definition of covered wireless communication devices; _____
  - Fine for an offense; _____
  - Exemptions from texting ban. _____

☐ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on handheld phone use; _____
  - Definition of covered wireless communication devices; _____
  - Fine for an offense; _____
  - Exemptions from handheld phone use ban. _____

☐ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;
    _____
  - Definition of covered wireless communication devices;
    _____
  - Fine for an offense;
    _____
  - Exemptions from youth cell phone use ban
    _____

☐ **Prohibition on Viewing Devices While Driving**
The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

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

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

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

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

☑ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Florida Department of Highway Safety and Motor Vehicles
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
  [*Check at least one of the following boxes below and fill in any blanks.*]
  - ☑ Motorcycle Safety Foundation Basic Rider Course;
  - ☐ TEAM OREGON Basic Rider Training;
  - ☐ Idaho STAR Basic I;
  - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
  - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at FL_FY26_405f_Florida Motorcycle Training Calendar and Locations (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

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

☑ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Florida Department of Highway Safety and Motor Vehicles.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Attachment FL_FY26_405f_Application Summary (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Attachment FL_FY26_405f_Application Summary (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☑ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 7/1/01 (date) and last amended on 7/1/01 (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*
    Florida Statute 316.211

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

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

☐ **Impaired Motorcycle Driving Program**

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

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

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

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

☐ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
  Legal citation(s):
  _____.

  AND

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

☐ Applying as a Data State—

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

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

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

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
pages 60-61 (location(s)).

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

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

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
Attachment FL_FY26_405h_Application Summary (location(s)).

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

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

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

☐ **Driver Education and Driving Safety Courses**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

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

☐ Applying as a documentation State—

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

☐ **Peace Officer Training Programs**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

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

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

- *Legal citation(s):*

_____.

☐ Applying as a documentation State—

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

_____ (location).

☐ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

_____ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

_____ (location).

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

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

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

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

_____ (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

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

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

Click here to validate form fields and permit signature

7/17/25

Signature Governor's Representative for Highway Safety — Date

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

Printed name of Governor's Representative for Highway Safety

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FDOT

TARGET ZERO

FATALITIES & SERIOUS INJURIES



Florida's FY 2025 405(b) Occupant Protection Grants

Occupant Protection Plan

Florida's Occupant Protection Coalition (FOPC) was established in March of 2017, as a result of the NHTSA technical assessment of Florida's occupant protection countermeasures program in March of 2016, and included members from national, state, and local agencies, organizations, and the private sector representing the occupant protection community; law enforcement; education; public health; and program evaluation and data. The FOPC met four times in 2017 to develop its inaugural strategic plan (2018-2020) and associated action plan. Florida's Occupant Protection Strategic Plan was adopted in December 2017 to guide the Florida Occupant Protection Coalition's (FOPC) efforts to implement the State's 2016 Strategic Highway Safety Plan (SHSP). The plan outlines Florida's occupant protection challenges and specific strategies and actions to reduce the number of unrestrained and improperly restrained occupant fatalities and serious injuries with a vision of zero.

In FY 2021, the state conducted a National Highway Traffic Safety Administration (NHTSA) occupant protection assessment. With guidance from the updated SHSP and NHTSA occupant protection assessment, the FOPC updated the Occupant Protection Strategic Plan in FY 2022 to guide efforts in 2022–2026. A copy of the current FOPC Strategic Plan is attached to this application as attachment **FL_FY26_405b_FOPC Strategic Plan**.

Florida's Occupant Protection projects that will be implemented during the fiscal year to carry out the plan are provided on page 42 of the FY 2026 Annual Grant Application.

Click It or Ticket Mobilization Participation

Each year Florida's Law Enforcement Liaisons (LELs) are responsible for soliciting and coordinating the participation of Law Enforcement Agencies (LEAs) taking part in the *Click It or Ticket* campaign wave. The LELs encourage active LEAs participation in the campaign and individual agencies and officers are recognized for their outstanding efforts and accomplishments. Saturation patrols and checkpoints are used during each enforcement period to impact desired results and goals. The agencies must agree to aggressively enforce Florida's primary safety belt and child restraint laws during the enforcement periods. Historically, an average of 200 LEAs participate in each wave. The Florida Highway Patrol (FHP) also participates in every wave to ensure at least 70 percent of the state is covered. Special enforcement is concentrated in areas identified as having low safety belt use, child restraint use, and high crash/injury rates. Statewide dates of participation in the wave coincide with the NHTSA Memorial Day CIOT campaign wave.

The campaign wave will include the following elements:

- Public Information and Education
- Paid Media
- Digital and Social Media
- Law Enforcement Training
- Enforcement Efforts
- Program Evaluation

A list of the agencies at minimum that will be participating in the *Click-it-or-*Ticket national mobilization is provided as attachment **FL_FY26_405b_CIOT Participation.**

PUBLIC INFORMATION AND EDUCATION

A public information and education program (PI&E) will be conducted in each region prior to enforcement activities. Public Information and Education shall be accomplished by disseminating materials and information to the media and community as provided by the FDOT State Safety Office, the Florida Occupant Protection Resource Center, and/or the LELs.

PAID MEDIA

The FDOT State Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the *Click It or Ticket* awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.

DIGITAL AND SOCIAL MEDIA

The FDOT State Safety Office CIOT website, www.clickitfla.com, will be updated with campaign materials. Social Media sites will reflect campaign hashtags #CIOT, #BuckleUpFL, etc. Analytics measuring digital and social media to be provided following the campaign.

LAW ENFORCEMENT TRAINING

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the *Click It or Ticket* campaign wave. This training will include topics such as:

- The importance of safety belt use
- The specifics of Florida's safety belt and child restraint laws
- The importance of strong and consistent enforcement in increasing usage rates
- The goals, activities, and enforcement waves of this program
- Attendance at state and national workshops and conferences concerning occupant protection

ENFORCEMENT EFFORTS

The efforts of participating law enforcement agencies will focus on the following:

- Increasing enforcement of Florida's safety belt and child passenger safety laws
- Increasing safety belt and child restraint usage rates
- Reducing crashes, fatalities, and serious injuries

In addition to statewide enforcement periods, each region may conduct local or regionalized enforcement waves. These waves may coincide with events, programs, or other activities specific to the location. LELs and the participating LEAs will set the dates of the local or regional enforcement waves.

ENFORCEMENT REPORTING

Each LEA that participates in the 2026 campaign wave will be required to report all activities conducted during the enforcement periods to the LEL program via an online reporting system. All applicable forms will be completed and returned in the specified time frame.

PROGRAM EVALUATION

The overall success of the program will be measured through the following:

- Florida Department of Highway Safety and Motor Vehicles (FLHSMV) Traffic Crash Facts
- Florida Department of Transportation's Safety Belt and Child Restraint Use in Florida Final Report
- FY 2026 CIOT Public Opinion/Attitude Survey
- The number of LEAs participating in the *Click It or Ticket* campaign wave
- The number of safety belt citations written during the *Click It or Ticket* campaign wave
- The number of child restraint citations written during the *Click It or Ticket* campaign wave
- Analytics measuring digital and social media following the *Click It or Ticket* campaign wave

County	Population 2025 Estimate	Number of Stations	Rural/Urban County	FY26 Match Yes 402 (AL-Red)
Alachua County	289,900	3	Urban	Yes
Baker County	29,532	0	Rural	No
Bay County	201,887	0	Urban	Yes
Bradford County	28,982	1	Rural	Yes
Brevard County	670,523	4	Urban	No
Broward County	1,993,815	28	Urban	Yes
Calhoun County	13,480	0	Rural	No
Charlotte County	213,238	2	Urban	No
Citrus County	175,072	1	Urban	Yes
Clay County	244,049	1	Urban	No
Collier County	417,898	2	Urban	No
Columbia County	75,449	1	Rural	Yes
DeSoto County	37,297	1	Rural	Yes
Dixie County	18,155	0	Rural	No
Duval County	1,058,444	2	Urban	Yes
Escambia County	333,064	2	Urban	No
Flagler County	140,801	0	Urban	No
Franklin County	12,798	1	Rural	No
Gadsden County	44,713	0	Rural	Yes
Gilchrist County	20,757	0	Rural	No
Glades County	13,432	0	Rural	No
Gulf County	16,481	3	Rural	No
Hamilton County	14,025	0	Rural	Yes
Hardee County	25,978	0	Rural	Yes
Hendry County	47,217	0	Rural	Yes
Hernando County	224,551	2	Urban	Yes
Highlands County	111,544	0	Rural	No
Hillsborough County	1,579,746	9	Urban	Yes
Holmes County	20,526	1	Rural	No
Indian River County	174,851	0	Urban	No
Jackson County	49,356	1	Rural	Yes
Jefferson County	16,212	1	Rural	No
Lafayette County	8,680	0	Rural	No
Lake County	453,206	3	Urban	No
Lee County	858,937	6	Urban	Yes
Leon County	296,175	4	Urban	No
Levy County	49,129	1	Rural	Yes
Liberty County	7,892	1	Rural	No
Madison County	19,097	1	Rural	No
Manatee County	464,947	3	Urban	No
Marion County	437,003	1	Urban	Yes
Martin County	165,971	1	Urban	No
Miami-Dade County	2,714,489	2	Urban	Yes
Monroe County	78,606	3	Rural	No
Nassau County	108,851	1	Urban	No
Okaloosa County	222,464	3	Urban	Yes
Okeechobee County	43,535	2	Rural	Yes
Orange County	1,510,726	6	Urban	Yes
Osceola County	468,266	3	Urban	No
Palm Beach County	1,561,669	10	Urban	Yes
Pasco County	680,706	2	Urban	No
Pinellas County	961,204	5	Urban	Yes
Polk County	878,226	3	Urban	Yes
Putnam County	78,393	0	Urban	Yes
Santa Rosa County	213,088	4	Urban	No
Sarasota County	481,935	4	Urban	No
Seminole County	495,567	8	Urban	No
St. Johns County	346,186	3	Urban	No
St. Lucie County	402,986	4	Urban	No
Sumter County	165,161	2	Urban	Yes
Suwannee County	47,580	0	Rural	Yes
Taylor County	22,120	0	Rural	Yes
Union County	15,568	0	Rural	No
Volusia County	611,741	1	Urban	No
Wakulla County	39,009	1	Rural	No
Walton County	92,254	1	Rural	No
Washington County	25,996	1	Rural	No
Totals:	23,341,136	156		

Active Child Restraint Inspection Stations

Florida has an active network of CPS inspection stations located in areas that service the majority of the State's population. Florida currently has 156 CPS Inspection Stations that service 97% of the state, which includes service for 97 percent of Florida's urban counties, 59% of Florida's rural counties, and 97% of At-Risk counties. Each station is staffed with at least one CPST, as certified by the Florida Governor's representative of Highway Safety, Will N. Watts, Jr., P.E. Population estimates from the Florida Legislature, Office of Economic and Demographic Research, and the locations of Florida's inspection stations were used to determine the population covered. A list of Florida's active CPS Inspection Station locations is provided as an attachment **FL_FY26_405b_CPS Fitting Stations.**

County Category	Number of Counties Covered	Number of Stations	Population Served	% Category Served
All Counties	49	156	22,312,423	97%
Rural Counties	16	21	612,619	59.00%
Urban Counties	33	135	21,699,804	97.00%
At-Risk Counties	29	90	14,915,155	97.00%

In addition, the FDOT State Safety Office awarded subgrant funding beginning in FY 2021, through FY 2026 for the development of a CPS Fitting Station Database and Mapping website that will allow users to easily locate fitting stations nearby. The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida CPS Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state's youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child's car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida's Occupant Protection Strategic Plan.

Child Passenger Safety Technical and Instructor Plan

Florida plans to recruit, train, and maintain a sufficient number of certified child passenger safety (CPS) technicians to have a least one CPS technician (CPST) per CPS inspection station and a rate of 5 CPSTs per 100,000 population in each of Florida's 67 counties.

- Florida has 92 certified CPS Instructors (CPST-I)
- Florida has 1,465 certified CPS Technicians (CPST)

RECRUITMENT AND TRAINING

Based on the total number of classes held and technicians trained during FY 2024 and FY 2025 (partial—through the end of April 2025), we estimate to conduct a total of 55 courses and certify a total of 450 technicians during FY 2026.

FY 2024 TOTALS		FY 2025 TOTALS*	
Certification Courses:	47	Certification Courses:	23
Renewal Courses:	4	Renewal Courses:	2
Students Certified / Recertified:	439	Students Certified / Recertified:	208

*As of April 30, 2025

For those in need of assistance with certification fees, the Florida Occupant Protection Resource Center (FOPRC) offers scholarships to pay for the Safe Kids Worldwide fee to certify/recertify CPS technicians and/or instructors. As additional encouragement, the FOPRC also offers stipends of up to $1,500 per course, to CPST-I to teach additional CPS technician certification and certification renewal courses, especially in areas in need of CPSTs.

The following table indicates those priority counties for CPS certification training during the FY 2026 year:

FY26 CPST-I Certification Course Priority Counties					
County	**Population**	**Population Age 0-9**	**Number of Technicians**	**Number of Instructions**	**Additional CPST-I Needed per 2,000 Ages 0-9**
Brevard	658,254	63,796	26	1	5
Clay	238,491	28,865	4	0	11
Duval	1,083,167	135,451	23	1	44
Gadsden	44,490	5,143	1	1	1
Gilchrist	19,593	2,059	0	0	2
Glades	12,689	1,064	0	0	1
Highlands	105,698	9,587	2	0	3
Hillsborough	1,593,916	198,639	75	5	20
Indian River	173,091	15,491	2	0	6
Lafayette	8,191	908	0	0	1
Lake	434,881	45,318	20	2	1
Martin	165,734	13,224	4	0	3
Miami-Dade	2,813,964	291,480	122	5	19
Nassau	105,725	11,071	4	0	2
Okaloosa	224,924	27,895	6	1	7
Orange	1,547,210	186,256	74	7	13
Osceola	469,033	56,836	22	1	6
Pasco	636,578	67,356	16	4	14
Polk	832,384	98,797	21	0	29
St. Johns	337,375	36,948	12	1	6
Suwannee	46,167	5,085	2	0	1
Union	16,428	1,589	0	0	1

*Rate of CPS Techs, Instructors, and Priorities per 2,000 children based on population ages 0-9

RETENTION

In order to maintain a CPST or CPST-I certification, every two years an individual must meet the Safe Kids Worldwide recertification requirements. To encourage recertification, the FOPRC maintains a monthly calendar of events that includes additional opportunities to earn Continuing Education Units (CEUs). In addition, FDOT has partnered with the Florida Department of Health, the agency that oversees Safe Kids Florida, to provide certificates of appreciation to all CPSTs and CPST-Is who recertify each quarter.

In order to identify the reasons why individuals chose whether or not to recertify and to identify mechanisms to improve Florida's recertification rate, a survey of current and former instructors and technicians was conducted. It was noted that many CPSTs and CPST-Is were not recertifying because the agencies where they work couldn't afford to pay for their recertifications or because they changed careers or job responsibilities.

The FOPRC has increased promotion of the certification/recertification scholarships and use of the instructor stipends. CPST-Is have also been encouraged to conduct additional CPST Certification Courses within counties with lower rates of CPSTs per 2,000 children based on population ages 0-9. For the 2026 Fiscal year, CPST instructor stipends will only be issued for classes taught in priority counties.

The Child Passenger Safety Emphasis Area of the Florida Occupant Protection Coalition has also been developing additional activities to encourage the retention of CPSTs and CPST-Is throughout the state. These activities include a monthly Orientation virtual session held for new technicians and the development of an e-newsletter for Child Passenger interested parties including all technicians and instructors.

CPS RESOURCES

In addition to the measures taken to recruit and train Florida's CPSTs and CPST-Is provided above, the State continues to actively improve the resources and services provided to meet the needs of CPSTs and CPST-Is.

The lack of CPS resources available and retaining CPSTs and CPST-Is have been major hurdles for Florida. Safety countermeasures are more effective when proper equipment, tools, skills, and information are provided. Families and the traveling public must be able to receive educational materials about occupant protection safety to decrease the fatalities that occur due to the lack of child restraint and safety belt use.

Florida will continue to support our current infrastructure of nationally certified CPS instructors and technicians with the State's subgrant-funded Florida Occupant

Protection Resource Center (FOPRC). The FOPRC was established during FY 2012 to serve as a web-based one-stop shop for occupant protection and CPS resources and materials for CPS professionals, caregivers, and children.

The FOPRC provides equipment, training, and educational materials on motor vehicle occupant safety elements identified by FDOT. These include child passenger safety, safety belt use, and airbag information.

The FOPRC provides the following:

- Scholarships for Florida residents to certify/recertify as a CPST
- Scholarships for Florida residents to certify/recertify as a CPST-I
- Stipends for CPST-I to conduct CPS Technician Certification and Certification Renewal Courses
- CPS educational materials (including the latest version of the LATCH Manual)
- CPS National and State updates
- Monthly calendar of events/training opportunities
- Frequently Asked Questions (FAQ) page for CPS

Lower Seat Belt Use Criteria

Florida is applying for 405(b) occupant protection funds as a Low Use State based on the following criteria:

1. Primary enforcement seat belt use statute
2. Occupant protection statute
3. Seat belt enforcement
4. High-risk population countermeasure program
5. Comprehensive occupant protection program
6. Occupant protection program assessment

PRIMARY SEAT BELT USE STATUTE

Florida's Safety Belt Law (F.S. 316.614) requires the use of safety belts by the operator of motor vehicles and all passengers under the age of 18. F.S. 316.614(8). This law was enacted on July 1, 1986, and last amended on March 19, 2015, is in effect and will be enforced during the fiscal year of the grant. A copy of F.S. 316.614 is provided as an attachment **FL_FY26_405b_State Law for Primary Safety Belt Use.**

OCCUPANT PROTECTION STATUTE

Florida's Statute 316.613 requires that occupants must be secured in a safety belt or age-appropriate child restraint while in a passenger motor vehicle and that any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in F.S. 318, see attachment **FL_FY26_405b_State Law Penalty for Nonmoving Violation,** which meets the primary enforcement criterion of this law. This law was enacted on June 30, 2009, and was never amended, is in effect and will be enforced during the fiscal year of the grant. A copy of F.S. 316.613 is provided as an attachment **FL_FY26_405b_State Law for Child Restraint Requirements.**

- The requirement for all occupants to be secured in an age-appropriate restraint can be found in F.S. 316.613;

- Coverage for all occupants 18 years or older to be secured in a safety belt is included in section F.S. 316.614(5)
- F.S. 316.614(8), states that any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in F.S. 318. F.S.318(2) advises the penalty for all nonmoving traffic violations is thirty dollars, which is in accordance with the minimum fine requirement of twenty-five dollars. A copy of F.S. 318 is provided as an attachment **FL_FY26_405b_State Law Penalty for Nonmoving Violation**
- Exemptions from restraint requirements can be found in F.S. 316.614(6).

SEAT BELT ENFORCEMENT

Florida's Seat Belt Enforcement Plan includes provisions for the State's participation in the *Click It or Ticket* national mobilization along with sustained seat belt enforcement which covers at least 89% of the locations of the State's unrestrained passenger fatalities and serious injuries. A list of the agencies that participated in 2024 and are presumed to participate in 2026, representing 92% participation is included as attachment **FL_FY26_405b_CIOT Participation**.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application starting on page 49.

HIGH-RISK POPULATION COUNTERMEASURE PROGRAM

Florida will implement data-driven programs to improve safety belt and child restraint use for the following at-risk populations:

1. 18-34-year-old male drivers, as identified by the Florida Occupant Protection Plan
2. Pick-up truck drivers, as identified by the Florida Occupant Protection Plan

Florida's Occupant Protection Plan identifies two high-risk populations: 18–34-year-old male drivers and pick-up truck drivers. The focus of the high-risk population program is to improve Statewide safety belt use and reduce the number of unbelted fatalities and serious injury crashes among 18–34-year-old male drivers and pickup truck drivers.

Every year, thousands of people die in motor vehicle crashes. According to the National Center for Injury Prevention and Control, motor vehicle crashes are the leading cause of death for people ages 1 to 54 in the United States. The majority of crash-related fatalities can be prevented by using safety belts.

Based on NHTSA, lap/shoulder belts, when used properly, reduce the risk of fatal injury to front-seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50%. For light truck occupants, safety belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.

Efforts to reduce the number of traffic-related fatalities and serious injuries involving unrestrained vehicle occupants in Florida continue to be a challenge in the state's target to reach zero fatalities. The number of passenger occupant fatalities (where restraint use was known) decreased by nearly 8 percent from 2008 to 2019 (from 1,686 to 1,557) and the unrestrained percent of these fatalities declined by 16 percentage points, from 58 percent in 2008 to 42 percent in 2019. This decline proved to be temporary as unrestrained fatalities have continued to increase since 2019. As such, reducing unrestrained vehicle fatalities and injuries continues to be a safety priority for the State.

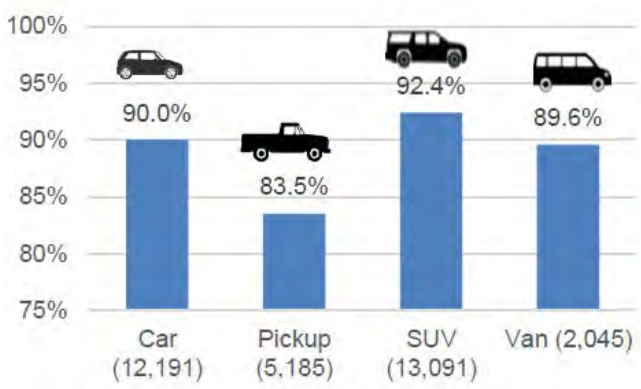
Restraint Use Among Passenger Vehicle Occupant Fatalities in Florida: 2008–2022

Year	Restraint Used		Not Used		Use Unknown		Totals		% of Known Use	
	#	%	#	%	#	%	All Fatalities	Known Use	Use	Non-Use
2008	686	40%	1,000	58%	42	2%	1,728	1,686	41%	59%
2009	626	41%	846	56%	44	3%	1,516	1,472	43%	57%
2010	660	47%	706	50%	37	3%	1,403	1,366	48%	52%
2011	568	46%	609	49%	65	5%	1,242	1,177	48%	52%
2012	610	48%	580	46%	69	5%	1,259	1,190	51%	49%
2013	600	49%	553	45%	64	5%	1,217	1,153	52%	48%
2014	640	53%	511	42%	56	5%	1,207	1,151	56%	44%
2015	780	53%	602	41%	80	5%	1,462	1,382	56%	44%
2016	889	53%	740	44%	65	4%	1,694	1,629	55%	45%
2017	923	56%	673	41%	49	3%	1,645	1,596	58%	42%
2018	847	54%	693	44%	36	2%	1,581	1,540	55%	45%
2019	899	57%	658	42%	28	2%	1,585	1,557	58%	42%
2020	895	51%	817	47%	34	2%	1,746	1,712	52%	48%
2021	1013	52%	884	46%	33	2%	1,930	1,897	53%	47%
2022	930	53%	777	40%	41	2%	1,748	1,707	54%	46%

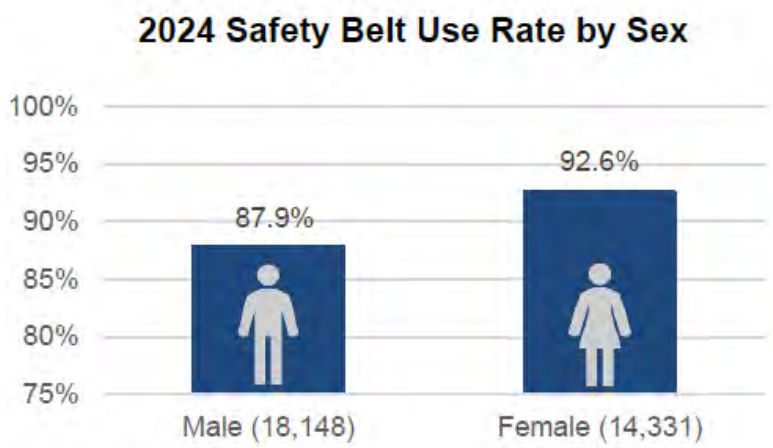
Source of data in this table and all tables that follow: Fatality Analysis Reporting System (FARS) 2008–2022 Final File.

Annually, FDOT conducts a statewide observational safety belt survey. The 2024 survey identified several high-risk populations/groups with low safety belt use. Occupants in pickup trucks wore belts less often (83.5%) compared to occupants in other vehicle types. Occupants in pickup trucks have exhibited lower usage than those in other vehicle types every year of the survey, and still maintain a large usage gap behind occupants in the next lowest vehicle type (6.1 percentage points led than vans in 2023).

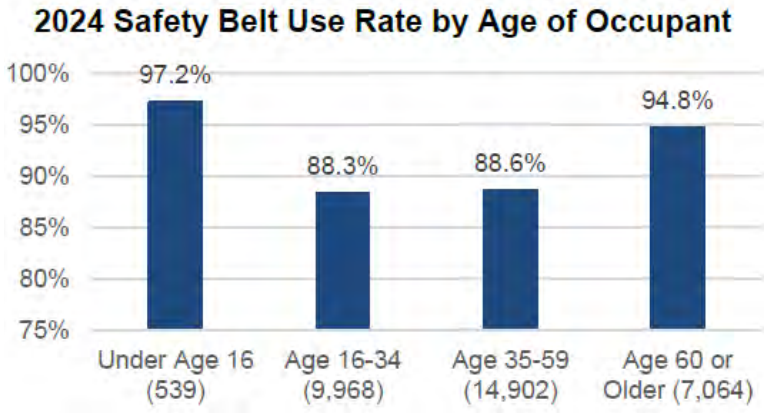
2024 Observed Safety Belt Use Rate by Vehicle Type



Male occupants wore safety belts less often compared to female occupants. This has been the case historically and the gap has remained consistent.



Age has been a factor in safety belt usage, as the image below shows, Occupants ages 16-34 wore safety belts less often compared to the other age range.



Projects demonstrating the State's high-risk population countermeasure program are provided in the annual grant application starting on page 49.

EDUCATION COMPONENT

Florida CIOT Media Campaign Subgrant. This subgrant will implement an intensive paid media campaign to increase safety belt and child restraint use, focusing on males age 18–34 and pickup truck drivers. Special emphasis also will be directed at the geographical areas with the lowest usage rates. The plan will consist of media development, TV buys, radio buys, and social/digital media.

Florida Occupant Protection Resource Center. The Occupant Protection Resource Center serves the entire state as a one-stop-shop for occupant protection-related public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. The Resource Center will provide occupant protection information and materials geared at Florida's low use populations: 18–34-year-old males and pickup truck drivers.

Florida's Occupant Protection Coalition. Working in concert with the FDOT State Safety Office, the Occupant Protection Coalition will oversee development of materials and programs to encourage the use of safety belts among Florida's high-risk groups. Information and resources will be made available on the Florida Occupant Protection Coalition and Florida Occupant Protection Resource Center websites.

Occupant Protection Marketing and Communication Plan. The plan identifies one main target audience and several sub-target audiences based on fatality and serious injury data provided by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and annual observational safety belt usage surveys. The main target audience is the public with a focus on young males, age 18 to 34. This audience will be reached through the annual *Click It or Ticket* campaign. Sub-target audiences include low use populations. For each target audience, a secondary target audience or influencer was identified.

Currently Florida concentrates its marketing efforts on encouraging the public, primarily 18 to 34-year-old males, to buckle up through the *Click It or Ticket* national

campaign. The National Highway Traffic Safety Administration (NHTSA) requires all states, to conduct this high visibility enforcement and media efforts each year.

Enforcement Component

Florida's LEL Occupant Protection Awareness Program Subgrant. IPTM will receive funding to continue the statewide incentive program to encourage Florida law enforcement officers to raise awareness through high-visibility enforcement of the primary safety belt law. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing safety belt use in their respective communities and participate in the yearly NHTSA national enforcement wave.

Individual agencies and officers will be recognized for their outstanding efforts and accomplishments throughout the program. Saturation patrols will be used extensively during each enforcement period to impact desired results and goals. The agencies must agree to aggressively enforce Florida's primary seat belt and child restraint laws during the enforcement periods. Historically, Florida averages 200 LEAs that participate in each wave.

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the 2026 Florida Law Enforcement Traffic Safety Challenge. This training may include:

- The importance of seat belt use
- The specifics of Florida's seat belt and child restraint laws
- The importance of strong and consistent enforcement in increasing usage rates
- The goals, activities, and enforcement waves of this program
- Attendance at state and national workshops and conferences concerning occupant protection

COMPREHENSIVE OCCUPANT PROTECTION PROGRAM

Florida's Occupant Protection Coalition is a comprehensive occupant protection program.

- The last NHTSA-facilitated program assessment was conducted within 5 years prior to the application date on May 17-21, 2021.
- The three-year occupant protection strategic Plan is provided as **FL_FY26_405b_FOPC Strategic Plan**.
- The name and title of the State's designated occupant protection coordinator is Willem de Greef, Traffic Safety Program Manager.
- The list of names, titles, and organizations of the Florida Occupant Protection Coalition is provided as **FL_FY26_405b_FOPC Membership List.**

OCCUPANT PROTECTION PROGRAM ASSESSMENT

Florida's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on May 17-21, 2021 (within 5 years of the application due date) and is provided as attachment **FL_FY26_405b_Occupant Protection Program Assessment.**

Florida Law Enforcement Agencies Anticipated to Participate in FY2026 *Click It or Ticket* Enforcement Mobilization

Alachua County Sheriff's Office
Alachua Police Department
Altamonte Springs Police Department
Apopka Police Department
Arcadia Police Department
Atlantic Beach Police Department
Atlantis Police Department
Aventura Police Department
Baker County Sheriff's Office
Bal Harbour Village Police Department
Bartow Police Department
Bay Harbor Island Police Department
Biscayne Park Police Department
Blountstown Police Department
Blountstown Police Department
Boca Raton Police Department
Bowling Green Police Department
Boynton Beach Police Department
Bradenton Police Department
Bradford County Sheriff's Office
Broward County Sheriff's Office
Bunnell Police Department
Cape Coral Police Department
Casselberry Police Department
Charlotte County Sheriff's Office
Citrus County Sheriff's Office
Clay County Sheriff's Office
Clearwater Police Department
Clermont Police Department
Clewiston Police Department
Cocoa Police Department
Coconut Creek Police Department
Collier County Sheriff's Office
Coral Gables Police Department
Coral Springs Police Department
Cottondale Police Department
Cross City Police Department
Davie Police Department

CLICK IT OR TICKET FLORIDA

Daytona Beach Police Department
Daytona Beach Shores Police Department
DeFuniak Springs Police Department
Delray Beach Police Department
Desoto County Sheriff's Office
Edgewater Police Department
Edgewood Police Department
El Portal Police Department
Escambia County Sheriff's Office
Eustis Police Department
FAMU Police Department
Fellsmere Police Department
Fernandina Beach Police Department
FHP Troop A
FHP Troop B
FHP Troop C
FHP Troop D
FHP Troop E
FHP Troop F
FHP Troop G
FHP Troop H
FHP Troop K
FHP Troop L
Flagler Beach Police Department
Flagler County Sheriff's Office
Florida Atlantic University Police Department
Florida City Police Department
Florida International University Police Department
Florida Polytech University
Florida State University Police Department
Fort Pierce Police Department
Fort Walton Beach Police Department
Fruitland Park Police Department
Gainesville Police Department
Golden Beach Police Department
Green Cove Springs Police Department
Gretna Police Department
Groveland Police Department
Gulf Breeze Police Department
Gulf County Sheriff's Office
Gulfstream Police Department
Haines City Police Department
Hamilton County Sheriff's Office

CLICK IT OR TICKET FLORIDA

Hardee County Sheriff's Office
Havana Police Department
Hernando County Sheriff's Office
Hialeah Gardens Police Department
Hialeah Police Department
Highland Beach Police Department
Highlands County Sheriff's Office
Hillsboro Beach Police Department
Hillsborough County Sheriff's Office
Hollywood Police Department
Homestead Police Department
Howey-in-the-Hills Police Department
Indialantic Police Department
Indian Creek Village Police Department
Indian River Shores Police Department
Jackson County Sheriff's Office
Jacksonville Beach Police Police Department
Jacksonville Sheriff's Office
Juno Beach Police Department
Jupiter Island Police Department
Key Biscayne Police Department
Key Colony Beach Police Department
Key West Police Department
Lake Alfred Police Department
Lake City Police Department
Lake County Sheriff's Office
Lake Hamilton Police Department
Lake Mary Police Department
Lake Placid Police Department
Lake Wales Police Department
Lakeland Police Department
Largo Police Department
Lauderhill Police Department
Lawtey Police Department
Lee County Sheriff's Office
Lee Port Authority Police Department
Leesburg Police Department
Leon County Sheriff's Office
Lighthouse Point Police Department
Live Oak Police Department
Longwood Police Department
Lynn Haven Police Department
Madison County Sheriff's Office
Madison Police Department
Maitland Police Department

CLICK IT OR TICKET FLORIDA

Manalapan Police Department
Manatee County Sheriff's Office
Marco Island Police Department
Marianna Police Department
Marion County Sheriff's Office
Mascotte Police Department
Medley Police Department
Melbourne Beach Police Department
Miami Beach Police Department
Miami Gardens Police Department
Miami Police Department
Miami Shores Police Department
Miami Springs Police Department
Miami-Dade County Police Department
Miami-Dade Schools Police Department
Miccosukee Tribal Police Department
Miramar Police Department
Monroe County Sheriff's Office
Monticello Police Department
Naples Police Department
Nassau County Sheriff's Office
Neptune Beach Police Department
New College of Florida Police Department
New Port Richey Police Department
New Smyrna Beach Police Department
Niceville Police Department
North Bay Village Police Department
North Miami Beach Police Department
North Miami Police Department
North Palm Beach Police Department
North Port Police Department
Northwest Florida State College PD
NSA Panama City PD
Oakland Police Department
Ocala Police Department
Ocean Ridge Police Department
Ocoee Police Department
Okaloosa County Sheriff's Office
Okeechobee County Sheriff's Office
Opa-Locka Police Department
Orange City Police Department
Orange County Sheriff's Office
Orange Park Police Department
Ormond Beach Police Department
Osceola County Sheriff's Office

CLICK IT OR TICKET FLORIDA

Palm Bay Police Department
Palm Beach County Sheriff's Office
Palm Beach Gardens Police Department
Palm Beach Police Department
Palm Springs Police Department
Panama City Police Department
Pasco County Sheriff's Office
Pembroke Park Police Department
Pembroke Pines Police Department
Pensacola Police Department
Perry Police Department
Pinecrest Police Department
Pinellas County Sheriff's Office
Pinellas Park Police Department
Plant City Police Department
Plantation Police Department
Polk County Sheriff's Office
Ponce Inlet Police Department
Port Richey Police Department
Port Saint Joe Police Department
Punta Gorda Police Department
Riviera Beach Police Department
Saint Augustine Beach Police Department
Saint Augustine Police Department
Saint John's County Sheriff's Office
Saint Lucie County Sheriff's Office
Saint Petersburg Police Department
Sanford Police Department
Santa Rosa County Sheriff's Office
Sarasota County Sheriff's Office
Sarasota Police Department
Satellite Beach Police Department
Sea Ranch Lakes Police Department
Sebastian Police Department
Seminole County Sheriff's Office
Seminole Police Department
Sewall's Point Police Department
Shalimar Police Department
Sneads Police Department
South Daytona Police Department
South Miami Police Deaprtment
Springfield Police Department
Stuart Police Department
Sumter County Sheriff's Office
Sunny Isles Beach Police Department

CLICK IT OR TICKET FLORIDA

Sunrise Police Department
Surfside Police Department
Suwannee County Sheriff's Office
Sweetwater Police Department
Tallahassee Police Department
Tampa Intl Airport Police Department
Tampa Police Department
Tarpon Springs Police Department
Tavares Police Department
Temple Terrace Police Department
Tequesta Police Department
Titusville Police Department
Treasure Island Police Department
University of Florida Police Department
University of Miami Police Department
University of North Florida Police Department
University of South Florida Police Department
University of West Florida PD
Valparaiso Police Department
Venice Police Department
Vero Beach Police Department
Virginia Gardens Police Department
Volusia County Sheriff's Office
Walton County Sheriff's Office
Washington County Sheriff's Office
Wauchula Police Department
West Melbourne Police Department
West Miami Police Department
West Palm Beach Police Department
Winter Garden Police Department
Winter Haven Police Department
Winter Park Police Department
Winter Springs Police Department
Zephyrhills Police Department

CLICK IT OR TICKET FLORIDA

County	Population 2025 Estimate	Number of Stations	Rural/Urban County	FY26 Matrix Top 40% (At-Risk)
Alachua County	289,900	3	Urban	Yes
Baker County	29,532	0	Rural	No
Bay County	201,887	0	Urban	Yes
Bradford County	28,982	1	Rural	Yes
Brevard County	670,523	4	Urban	No
Broward County	1,993,815	28	Urban	Yes
Calhoun County	13,480	0	Rural	No
Charlotte County	213,238	2	Urban	No
Citrus County	175,072	1	Urban	Yes
Clay County	244,049	1	Urban	No
Collier County	417,898	2	Urban	No
Columbia County	75,449	1	Rural	Yes
DeSoto County	37,297	1	Rural	Yes
Dixie County	18,155	0	Rural	No
Duval County	1,058,444	2	Urban	Yes
Escambia County	333,064	2	Urban	No
Flagler County	140,801	0	Urban	No
Franklin County	12,798	1	Rural	No
Gadsden County	44,713	0	Rural	Yes
Gilchrist County	20,757	0	Rural	No
Glades County	13,432	0	Rural	No
Gulf County	16,481	3	Rural	No
Hamilton County	14,025	0	Rural	Yes
Hardee County	25,978	0	Rural	Yes
Hendry County	47,217	0	Rural	Yes
Hernando County	224,551	2	Urban	Yes
Highlands County	111,544	0	Rural	No
Hillsborough County	1,579,746	9	Urban	Yes
Holmes County	20,526	1	Rural	No
Indian River County	174,851	0	Urban	No
Jackson County	49,356	1	Rural	Yes
Jefferson County	16,212	1	Rural	No
Lafayette County	8,680	0	Rural	No
Lake County	453,206	3	Urban	No
Lee County	858,937	6	Urban	Yes
Leon County	296,175	4	Urban	No
Levy County	49,129	1	Rural	Yes
Liberty County	7,892	1	Rural	No
Madison County	19,097	1	Rural	No
Manatee County	464,947	3	Urban	No
Marion County	437,003	1	Urban	Yes
Martin County	165,971	1	Urban	No
Miami-Dade County	2,714,489	2	Urban	Yes
Monroe County	78,606	3	Rural	No
Nassau County	108,851	1	Urban	No
Okaloosa County	222,464	3	Urban	Yes
Okeechobee County	43,535	2	Rural	Yes
Orange County	1,510,726	6	Urban	Yes
Osceola County	468,266	3	Urban	No
Palm Beach County	1,561,669	10	Urban	Yes
Pasco County	680,706	2	Urban	No
Pinellas County	961,204	5	Urban	Yes
Polk County	878,226	3	Urban	Yes
Putnam County	78,393	0	Urban	Yes
Santa Rosa County	213,088	4	Urban	No
Sarasota County	481,935	4	Urban	No
Seminole County	495,567	8	Urban	No
St. Johns County	346,186	3	Urban	No
St. Lucie County	402,986	4	Urban	No
Sumter County	165,161	2	Urban	Yes
Suwannee County	47,580	0	Rural	Yes
Taylor County	22,120	0	Rural	Yes
Union County	15,568	0	Rural	No
Volusia County	611,741	1	Urban	No
Wakulla County	39,009	1	Rural	No
Walton County	92,254	1	Rural	No
Washington County	25,996	1	Rural	No
Totals:	**23,341,136**	**156**		

County Category	Number of Counties Covered	Number of Stations	Population Served	% Category Served
All Counties	49	156	22,312,423	97%
Rural Counties	16	21	612,619	59.00%
Urban Counties	33	135	21,699,804	97.00%
At-Risk Counties	29	90	14,915,155	97.00%

First	Last	Title	Organization
Alan	Amidon	Transportation Analyst	Cambridge Systematics
Amy	Artuso	Sr. Program Manager, Occupant Protection	National Safety Council
Andrea	Atran	Community Traffic Safety Specialist	Florida Department of Transportation—District 2
Michael	Binder	Associate Professor	Public Opinion Research Lab at the University of North Florida
Brennan	Blanchard	Crash Records and Research Technician	FDOT
Keith	Bourgault	Fire Chief	Okeechobee Fire Rescue
Melanie	Brocato	Life Safety Educator	Broward County Sheriff's Office Department of Fire Rescue & Emergency Services
Danielle	Campbell	Traffic Safety Supervisor	Orlando Police Department
Megan	Case	Statewide CarFit Coordinator	Safe Mobility for Life Coalition
Ronda	Cerulli	Safe Kids Treasure Coast Program Director	Florida Department of Health
Robert	Chaffe	Sr. Research Associate	Preusser Research Group
Chris	Craig	Traffic Safety Administrator	Florida Department of Transportation
Willem	de Greef	FDOT OP Program Manager	Florida Department of Transportation
Bradley	Franko	Research Coordinator	University of Florida, Florida OPRC
Kirk	Geweniger	Sergeant	Brevard County Sheriff's Office
Jacob	Gonzalez	Traffic Homicide Detective	Tampa Police Department
Leilani	Gruener	Program Manager, Office of Driver Safety	Florida Department of Highway Safety Motor Vehicles
Sarah	Haverstick	Safety Advocate	Goodbaby International
Ginny	Hinton	UF/IFAS Extension Faculty, CPS Instructor	University of Florida
Andrew	Hopkins	Assistant Director	Public Opinion Research Lab, University of North Florida
Carrisa	Johns	Occupant Protection Specialist	Orange County Sheriff's Office
Alexis	Kagiliery	Program Manager, Mobility Safety CPS	National Safety Council
Danielle	Kessenger	CPSTI	Silver Linings Safety, LLC
Doreen	Kobelo	Associate Professor	FAMU
Margaret Susie	Kolb	CPSTI	DeMond Kolb and Associates
Jasper	Masciocchi	Program Manager	University of Florida, Florida OPRC
Gerald	McCabe	Safety & Health Specialist	Florida Department of Transportation District 7
Crystal	Mercedes	Senior Planner	Cambridge Systematics
Julie	Noble	Safe Kids SWFL Coordinator	Golisano Children's Hospital - Safe Kids SWFL
Christopher	Norwood	Sergeant #508	Hendry County Sheriff's Office
Zakkiyyah (Zee)	Osuigwe	Transportation Planner	Santa Rosa County
Krista	Ott	Fire and Life Safety Educator	Gainesville Fire Rescue
Andrew	Pidgeon	Corporal	Palm Bay Police Department
Tonya	Randolph	Child Passenger Safety Instructor	St. Joseph's Children's Wellness and Safety Center
Tim	Roberts	Law Enforcement Liaison	Florida Law Enforcement Liaison Program
Jason	Rogers	IT Analyst And Driving Simulator Lab Manager	UF Department of Occupational Therapy
Miranda	Sargent	Grants Manager	Santa Rosa County BOCC
Danny	Shopf	Transportation Analyst	Cambridge Systematics, Inc.
Mark	Solomon	Sr. Research Associate	Preusser Research Group
Rachele	Solomon	Injury Prevention/Safe Kids Coordinator	Memorial Healthcare System
Amy	Stafford	Chief	Hendry County Public Safety
Morgan	Stirling	Traffic Unit/Traffic Homicide Investigator	Fort Walton Beach Police Department
Tony	Threatts	Planning Consultant (Education Outreach)	Florida Department of Highway Safety Motor Vehicles
Wanda	Tison	Program Coordinator	University of Florida, Florida OPRC
Patricia	Turner	Program Manager	University of Florida, Florida OPRC
Stacy	Tyrell	Safety & Health Specialist	Florida Department of Transportation District 7
Melissa	Valido	Florida SADD State Coordinator	Florida SADD
Petra	Vybiralova-Stanton	Safe Kids Supervisor	Johns Hopkins All Children's Hospital

Kathryn	Wall	Safe Kids Program Director	Safe Kids Palm Beach County
Jasmine	Webb	FDOH	Adult Injury Prevention Coordinator
Hannah	Wells	South Walton Fire District	EMS Logistics Coordinator
Kathy	White	Specifications Coordinator	Florida Department of Transportation
Morya	Willis	State Occupant Protection Planner	Alachua County Traffic Safety Team
Sandra	Winter	Research Assistant Scientist	UF Department of Occupational Therapy
Nick	Wollschlager	FDOT District 4 Law Enforcement Liaison	Florida Law Enforcement Liaison Program
Mike	Zinn	Program Manager	Florida Department of Transportation District 7









FLORIDA OCCUPANT PROTECTION COALITION

STRATEGIC PLAN 2022-2026

Updated May 2025

FDOT

TARGET ZERO
FATALITIES & SERIOUS INJURIES

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Executive Summary

Florida reached a historic record for statewide safety belt usage of 90.6 percent in 2018 and settled at 90.0 percent in 2024. Observed safety belt usage in Florida has risen over 30 percentage points in the last 22 years[1]. Florida's primary safety belt law became effective in 2009. The law requires that all drivers, all front seat passengers, and all passengers under the age of 18 wear seat belts. Children under age 4 must be in a safety seat, and children ages 4 and 5 must be in either a safety seat or a booster seat; some exemptions apply to cars manufactured prior to 1968 and trucks prior to 1972.

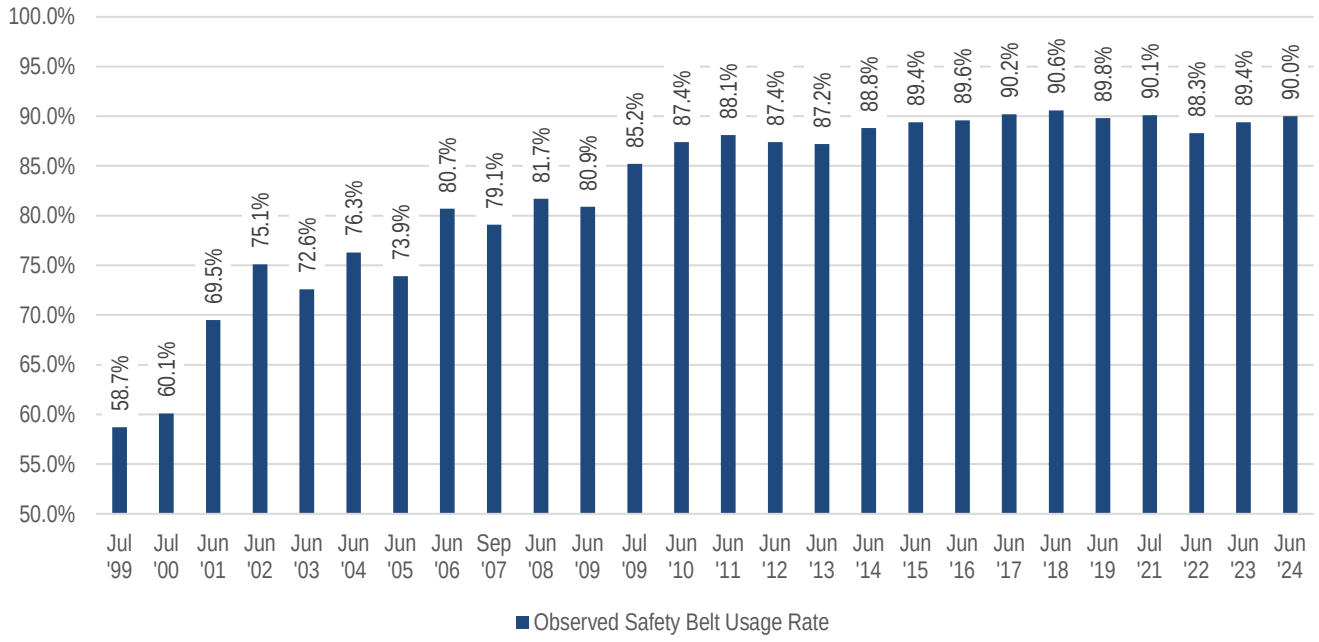


Figure 1: Florida Observed Safety Belt Usage Rate (1999-2024)[2]

Despite these impressive gains in safety belt usage and the implementation of many proven countermeasures, efforts to reduce the number of traffic fatalities and serious injuries involving unrestrained vehicle occupants in Florida continues to be a challenge in the state's goal to reach zero fatalities. Since 2017, about 23 percent of all traffic fatalities in Florida involved an unrestrained occupant[3], but if road users that do not use a restraint system such as pedestrians, bicyclists, and motorcyclists are not considered, about 40 percent of all remaining traffic fatalities in Florida involve an unrestrained occupant. Florida's occupant protection program involves enforcement, communication, and the education necessary to achieve significant, lasting increases in safety belt and child safety seat usage. Florida is dedicated to continuing to reduce the number of fatalities and serious injuries related to unrestrained vehicle occupants.

[1] A safety belt observational survey was not conducted in 2020 due to complications from the COVID-19 pandemic.

[2] Source: Safety Belt Use in Florida 2024 Final Report

[3] Source: Florida Strategic Highway Safety Plan

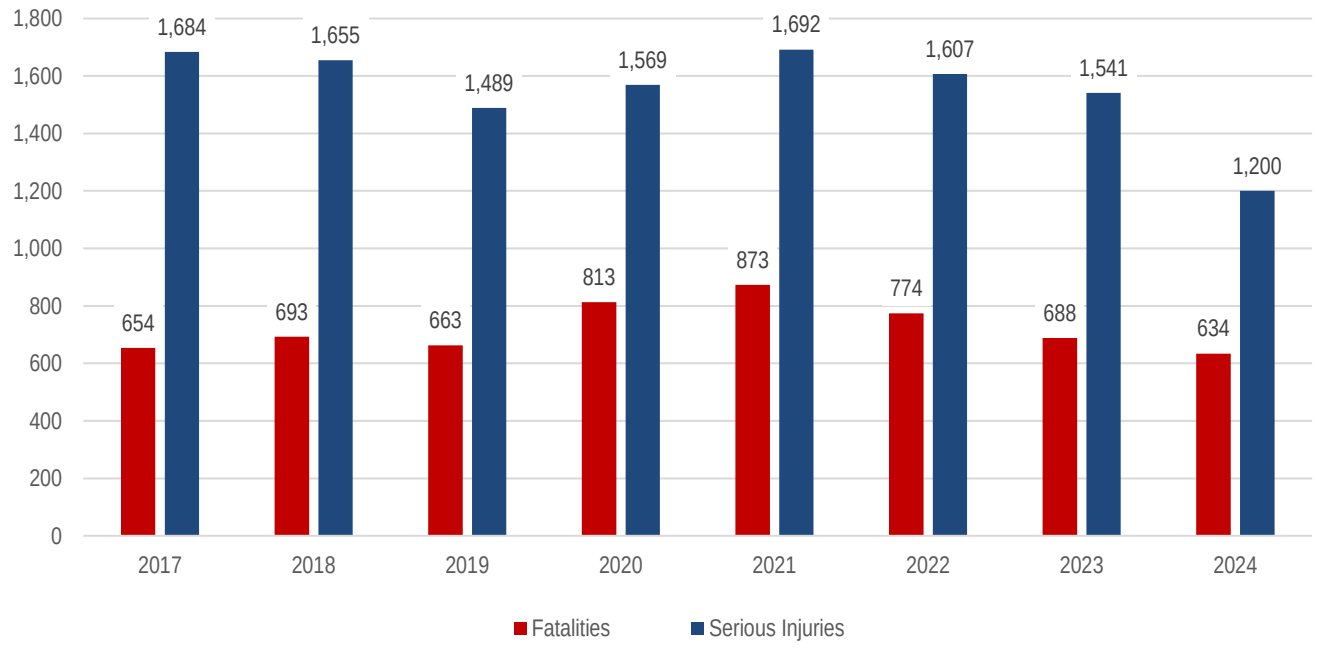


Figure 2: Florida's Unrestrained Occupant Fatalities and Serious Injuries (2017-2024)[4]

The Florida Department of Transportation (FDOT) State Safety Office conducted a NHTSA technical assessment of Florida's occupant protection countermeasures program in May 2021. Following a key recommendation from the assessment, the Florida Occupant Protection Coalition (FOPC) revised the Florida Occupant Protection Strategic Plan (this document) including the accompanying Strategic Action Plan (Appendix B - Florida Occupant Protection Strategic Action Plan).

The FOPC was formed to identify and prioritize the State's most pressing occupant protection issues, review proven strategies, develop and approve a strategic plan that maximizes the State's ability to impact crashes involving unrestrained vehicle occupants, and oversee implementation of the strategic plan. National, state, and local agencies and organizations working to influence the nonuse or improper use of occupant protection devices participate in the FOPC.

[4] Source: Signal Four Analytics Crash Dashboard (May 2025).

Introduction

While Florida's safety belt law requires that all front seat passengers and all passengers under 18 years old wear a safety belt, the state's occupant protection program strives to have all individuals use age-appropriate safety restraints. Florida's data driven occupant protection program funds:

- High visibility enforcement activities that address safety belt use and child restraint laws during both day and nighttime hours with an emphasis on Florida's high-risk populations (18 to 34 year-old males, minorities, and pickup truck drivers);
- Media campaigns that support the national *Click It or Ticket* mobilization; and
- The Florida Occupant Protection Resource Center that provides statewide occupant protection training, education, and resources.

Strategic Plan Focus

Florida's Occupant Protection Strategic Plan focuses on the following overarching topics:

- Program Management
- Law Enforcement
- Child Passenger Safety (CPS)
- Occupant Protection for Low-Use Groups
- Program Evaluation and Data

Effectiveness of Florida's Occupant Protection Program

NHTSA provides guidance on the proven effectiveness of countermeasure programs in Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 11th Edition, 2023 (CTW). The CTW citations below reference the programs that Florida is implementing.

Countermeasures Targeting Adults

- Seat Belt Use Laws
- Seat Belt Law Enforcement
- Communications and Outreach

Countermeasures Targeting Children and Youth

- Child/Youth Occupant Restraint Laws
- Child Restraint/Booster Seat Law Enforcement
- Communications and Outreach
- Other Strategies including Schools-Based Programs and Inspection Stations

Each of these proven countermeasures was evaluated for inclusion in the Florida Occupant Protection Strategic Plan and is aligned with the actions outlined in the Strategic Action Plan.

Strategic Highway Safety Plan (SHSP)

Florida's Strategic Highway Safety Plan (SHSP) is a statewide, data-driven plan focusing on all of Florida's road users. The plan is the state's five-year comprehensive roadway safety plan for achieving Florida's vision of zero traffic-related fatalities. The Occupant Protection Strategic Plan supports the SHSP goals and objectives, as well as the federal Bipartisan Infrastructure Law (BIL) requirements.

Stakeholders

Florida's highway safety process is dynamic. The development and execution of the SHSP occurs through the continuous work of partner agencies, organizations, and safety stakeholders. FDOT sponsored Traffic Safety Coalitions support implementation of many of the SHSP emphasis areas along with several other state and local partners including FDOT District Traffic Safety Engineers, Community Traffic Safety Teams (CTSTs), law enforcement, emergency responders, judges, the Florida Department of Health and key safety advocates like Safe Kids Florida.

Problem Identification

The FDOT State Safety Office identifies the State's traffic crash problems by:

- Reviewing data from the annual Traffic Crash Statistics Report prepared by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and NHTSA's Fatality Analysis Reporting System (FARS);
- Reviewing data from FLHSMV's Uniform Traffic Citation Statistics Annual Report;
- Analyzing data from the Highway Safety Matrix prepared by the FDOT State Safety Office;
- Meeting with advisory groups and SHSP Emphasis Area Teams/Coalitions;
- Reviewing the results of public opinion and observational surveys; and
- Utilizing the knowledge and experience of FDOT State Safety Office staff.

The FDOT receives crash data from FLHSMV that includes all information collected in crash reports. The FDOT State Safety Office uses this data to create the annual Highway Safety Matrix. Staff utilize data from the matrix and the annual Traffic Crash Statistics Report, as well as citation data, to identify the traffic safety problems to address in their program areas. The FDOT State Safety Office staff also works with advisory groups such as the SHSP Emphasis Area Teams, Emergency Management Services (EMS) Advisory Council, and the state's many traffic safety coalitions to gather information about statewide problems. In addition, FDOT State Safety Office staff work with Florida's Law Enforcement Liaisons and local CTSTs to identify problems.

Random digit dialed telephone surveys are conducted annually in conjunction with the *Click It or Ticket* campaign to evaluate the effectiveness of the awareness programs and to determine the public attitude related to traffic safety issues in the state. Program Managers use this information in planning future activities.

Strategic Plan Organization

The following sections provide information on each component of Florida's occupant protection system:

- Program Management
- Law Enforcement
- Child Passenger Safety (CPS)
- Occupant Protection for Low-Use Groups
- Program Evaluation and Data

The FOPC's Membership List and Strategic Action Plan are in Appendix A – Florida Occupant Protection Coalition Membership and Appendix B - Florida Occupant Protection Strategic Action Plan, respectively. The Strategic Action Plan identifies the objectives, strategies, and action steps (including a leader for each step) for advancing improvements in occupant protection and eliminating fatalities and serious injuries involving unrestrained or improperly restrained vehicle occupants in Florida.

Program Management and Planning

NHTSA Occupant Protection Assessment

Originally established in 2017 following NHTSA Assessment Recommendations, the FOPC participated in a NHTSA Occupant Protection Program Assessment in May 2021. Since that assessment, the coalition has revised the Strategic Action Plan to align with NHTSA Occupant Protection Program Assessment recommendations, the Florida SHSP, and other key partner and stakeholder priorities.

Florida Occupant Protection Coalition

The FOPC was formed in March 2017 and includes members from: national, state, and local agencies, organizations, and the private sector representing the occupant protection community; law enforcement; education; public health; and program evaluation and data.

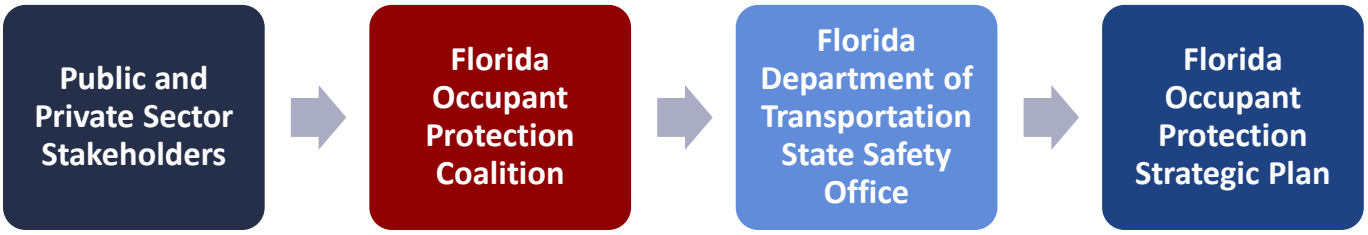
Coalition members' responsibilities include:

- Serve as the liaison to the member's agency or organization.
- Attend meetings on a regular basis.
- Gather and relay information to FOPC members to serve as a basis for decisions.
- Assist in prioritizing goals and objectives and developing an Occupant Protection Strategic Plan.
- Assist in strategic plan implementation, including those activities that directly involve or relate to the member's organization.
- Serve as a resource for the development of program activities.
- Serve as an ambassador for the work of the FOPC and promote its mission when and wherever possible.

A full list of coalition members and the agency/group they represent can be found in Appendix A – Florida Occupant Protection Coalition Membership.

Strategic Planning

The FOPC has met quarterly since being established in 2017 and is guided by the Strategic Action Plan. Following the May 2021 Assessment, the coalition continued to meet quarterly and update the Florida Occupant Protection Strategic Plan and Strategic Action Plan based on NHTSA Occupant Protection Program Assessment Recommendations, the Florida SHSP, and partner and stakeholder priorities. The Florida Occupant Protection Strategic Plan is intended to help maximize the State's ability to reduce the human and economic consequences of crashes involving non- or improper restraint use. All members of the FOPC were an integral part of the process of developing, refining, and approving the strategic plan and the associated Strategic Action Plan that will guide the Coalition's implementation efforts until the next NHTSA Occupant Protection Program Assessment.



The FDOT State Safety Office and the FOPC members share the goal of zero traffic fatalities in Florida and will continue to develop strategies to eliminate unrestrained vehicle occupant fatalities and serious injuries.

Program Management

The FDOT State Safety Office manages federally funded highway safety projects throughout Florida. The FDOT State Safety Office staff responsible for the Office's Occupant Protection Program serve on and actively participate in the FOPC. This creates an effective management information-sharing platform, which allows the Coalition to receive updates and progress reports on FDOT Safety Office efforts at all FOPC meetings.

It is anticipated that the FOPC will meet four times per year. Written, electronic, and voice communication serves to effectively manage the program between meetings. At all meetings, action step leaders report progress to the Coalition members, along with challenges and resource needs, if necessary.

Data and Records

Data is integral to safety decision-making. Using crash data to identify safety problems creates an evidence-based transportation planning process, and results in better decision-making and effective strategic planning. The FOPC develops and updates an annual Occupant Protection Fact Sheet that showcases Florida's occupant protection safety challenges in a concise and easy to understand format. For more detailed data analysis, the FOPC relies on the Signal Four Analytics Crash Dashboard and partner resources through FDOT, FLHSMV, and Florida's Traffic Records Coordaining Committee (TRCC).

Outreach and Communication

Target Zero

Target Zero is Florida's statewide initiative to reduce traffic fatalities and serious injuries with an ultimate goal of zero. On average, nine people are killed and 44 are seriously injured on Florida's roads every day. In the majority of those serious and fatal crashes, driver behavior is a contributing factor. This initiative focuses on connecting, interacting, and designing our transportation system to specifically relate to those road users that are most involved in crashes that resulted in serious injuries and fatalities.

Target Zero takes many existing safety programs or campaigns a critical step further by focusing on identifying behaviors that contribute to crashes and understanding why those behaviors are occurring, identifying who the specific target audience is, and creating impactful messages to influence driving behaviors. Target Zero is a data-driven, multi-faceted behavior change initiative that was created, in part, from direct conversations with those drivers that are most involved in crashes that resulted in serious injuries and fatalities. Target Zero focuses on influencing change in these specific behaviors before they occur.

FDOT will continue to commit resources to the Target Zero Campaign, building an immediately recognizable brand in Florida that will eventually become the umbrella for all of Florida's traffic safety messaging, including *Click It or Ticket*.

Paid Media

Florida's paid media plan heightens traffic safety awareness and supports enforcement efforts by aggressively marketing state and national occupant protection campaigns. FDOT bases the locations and medium selected on the number of expected impressions, geographic location of high risk populations, statewide exposure benefits, available funding, and in-kind match. Effective traffic safety media efforts contribute to the reduction of serious injuries and fatalities throughout Florida from non-use and misuse of safety restraints.

Florida's Occupant Protection media plan supports one campaign: the *Click It or Ticket* national high visibility enforcement and public awareness campaign to increase awareness of and compliance with safety belt use laws and the consequences of non-use.

Marketing and Communications Plan

Florida's Occupant Protection Marketing and Communications Plan identifies the various communications efforts currently underway in Florida and provides information on ways to improve the use of age-appropriate safety restraints throughout the state. It also identifies Florida's target audiences, target markets, strategies and actions, and tactics. The overall goal of the plan is to improve the usage rate of age-appropriate safety restraints to reduce traffic fatalities and serious injuries and includes two measurable objectives:

- Increase safety restraint use among 18 to 34 year-old males.
- Increase safety restraint use among low-use populations including minority populations and pickup truck drivers.

Community-Based Programs

Community Traffic Safety Teams

Community Traffic Safety Teams (CTSTs) are locally based groups committed to a common goal of improving traffic safety in their communities. CTSTs are multi-jurisdictional, with members from city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. The organizations comprising the team determine CTST boundaries and they can be a city, a portion of a county, an entire county, multiple counties, or any other jurisdictional arrangement. CTSTs address local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road.

FDOT provides the CTSTs in each FDOT District with public information and educational materials to address traffic safety problems affecting their local communities. Each FDOT District has a full-time CTST Coordinator who works closely with the CTST members in their geographic area. Several CTSTs are members of the FOPC.

Schools

The Florida Teen Safe Driving Coalition's (FTSDC) Teen Traffic Safety Ambassador Program works to engage and inspire youth on the subject of traffic safety, and safe decision making. The mission of the Teen Ambassador Program is to empower high school students across Florida to become passionate advocates for safe teen driving through engaging, educating, and mobilizing communities to develop and enhance teen safe driving programs and activities, aiming to reduce teen fatalities and serious injuries on Florida's roads. The program aims to create a culture of safe driving among Florida's teens, where every young driver understands the importance of responsible behavior behind the wheel.

CarFit Program

CarFit is a community-based educational program focused on helping aging road users improve the "fit" of their vehicles for comfort and safety. The program not only provides an opportunity to open a positive, non-threatening conversation about driver safety, but it also provides specific community resources to help older drivers stay healthy and continue to drive for as long as safely possible. CarFit activities also promote conversations among older adults and their families about safe driving and alternative transportation options, in addition to linking them to other local resources that can help ensure they drive safely longer.

Traffic Safety Resource Center

The Traffic Safety Resource Center (TSRC) is a critical tool used to advance Florida's goal to improve the use of age-appropriate safety restraints to eliminate traffic fatalities and serious injuries. This web-based resource center is a one-stop shop for occupant protection, including, educational materials, child safety seats, Child Passenger Safety (CPS) instructor scholarships to teach National CPS Technician Training Course, stipends for CPS technician certification/recertification, training opportunities, and links to other occupant protection safety websites.

Child safety seats are purchased and distributed to CPS technicians across the state for distribution to low-income families who cannot afford to purchase a child safety seat.

Law Enforcement

The goal of Florida's Occupant Protection and Child Passenger Safety Program is to improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries. Law enforcement is critical in achieving this goal and the FDOT State Safety Office supports State and local high visibility enforcement activities that address safety belt use and child restraint laws during day and nighttime hours. Statewide law enforcement participation in the national *Click It or Ticket* mobilization is another priority that contributes to Florida's improving safety belt use rate.

Law enforcement agencies receive funding to conduct safety belt education programs. These education efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the national CIOT mobilization. School resource officers represent law enforcement in schools. They assist with the Battle of the Belts programs where student organizations or student government associations create a unique campaign for their high school to encourage fellow students to wear their safety belts during every ride in a motor vehicle. Health agencies also support this effort.

Law Enforcement Liaisons

One of the nation's most successful programs, Florida's Law Enforcement Liaison (LEL) Program, is sponsored by the FDOT State Safety Office. Florida's LEL Coordinator oversees seven LELs who work with law enforcement agencies across the state to boost safety belt and child restraint use, reduce unrestrained and improperly restrained occupant fatalities and serious injuries, and promote participation in other traffic safety initiatives. The LEL Coordinator and several LELs are members of the FOPC.

Child Passenger Safety

Florida Adaptive Needs Occupant Protection Assistance

The FTSRC also facilitates training and assistance related to Special Needs Occupant Protection. Some hospital-based, certified CPS technicians provide "loaner" adaptive needs child restraints to children with acute adaptive health care needs. The FOPC assists participating hospitals with receiving training on adaptive needs child restraints in Florida.

National Child Passenger Safety Week

Florida actively participates in the annual National CPS week. The week consists of many earned media events throughout the state to promote the proper use of child restraint devices. Florida's fitting stations and car seat inspection stations are staffed with certified CPS technicians who inspect, most free of charge, child safety seats and educate parents or caregivers how to correctly install and use them.

Occupant Protection for Low-Use Groups

Florida actively works on expanding digital and print resources and materials for low-use groups. Using data, we focus in on those most at-risk for fatalities and injuries due to lack of safety belt and child restraint use to low-use groups including minority populations and pickup truck drivers.

Program Evaluation and Data

The FOPC, its member agencies and organizations, and the Florida TRCC continually evaluate opportunities to strengthen and improve the data and reporting systems in Florida to enhance safety decision-making and encourage evaluation of the occupant protection program.

Program Evaluation

An evaluation of all traffic safety funded projects and other non-funded occupant protection efforts is conducted annually via the FDOT State Safety Office Annual Report. The FDOT State Safety Office uses the reported progress of funded efforts, along with the outcome of crash data trends to assess gaps, identify successes, and plan new program strategies. FDOT documents and shares successes among grantees, law enforcement, and stakeholders. Specific performance requirements may be added to newly funded projects if a strategy is proven effective statewide.

Annually, Florida conducts a comprehensive evaluation of the *Click It or Ticket* campaign that includes a statewide observational safety belt use survey, as well as pre-wave and post-wave telephone interviews. The results of these surveys help inform the development of materials and programs to encourage safety belt use among Florida's high-risk groups (18 to 34 year-old males, minorities, and pickup truck drivers) to increase safety restraint use to reduce traffic fatalities and serious injuries.

The safety belt use surveys provide an accurate and reliable estimate of driver and front seat outboard passenger safety belt use in Florida. Data collected includes observed safety belt use rates by gender, vehicle type, roadway type, and county. For the telephone survey, interviewees must be 18 years of age or older with a valid or suspended license and have spent more than one month in Florida. Data collected includes demographic information about the participants, self-reported safety belt use as a driver and of their passenger(s), opinion on effectiveness of Florida's safety belt laws, awareness of safety belt enforcement and other safety messages, and media preferences, among others.

Data

Florida effectively maintains a system of records that can:

- Identify safety restraint use/nonuse and injury levels for drivers and passengers;
- Maintain an individual's complete driving history;
- Receive timely and accurate citation data from law enforcement agencies and the Clerk of Courts; and
- Provide timely and accurate driver history records to law enforcement and the courts.

The FLHSMV, Division of Motorist Services maintains the driver file, which contains records on drivers including commercial drivers. FLHSMV also maintains the vehicle registration and title file. Courts and law enforcement have immediate access to driver and motor vehicle data using the Driver and Vehicle Information Database (DAVID). Individuals can initiate the information search using a name, driver license number, license plate number, VIN, or other personal details.

County courts submit convictions electronically through the Traffic Citation Accounting and Transmission System (TCATS). Crash involvement is posted automatically in the driver file if a conviction is associated with the crash.

Appendix A – Florida Occupant Protection Coalition Membership

Name	Organization	Title	Field Represented
Amy Artuso	National Safety Council	Senior Program Manager	Advocacy Group
Andrea Atran	Florida Department of Transportation – District 2	Community Traffic Safety Specialist	Community Traffic Safety Team
Michael Binder	University of North Florida	Associate Professor/Faculty Director	University System, Research Facilities
Brennan Blanchard	Florida Department of Transportation	Crash Records and Research Technician	State Agency
Kieth Bourgault	Okeechobee Fire Rescue	Fire Chief	Fire/Rescue
Melanie Brocato	Broward County Sheriff's Office	Life Safety Educator	Fire/Rescue
Danielle Campbell	Orlando Police Department	Traffic Safety Supervisor	Law Enforcement
Megan Case	CarFit	Statewide CarFit Coordinator	State Agency
Ronda Cerulli	Florida Department of Health	Safe Kids Treasure Coast Program Director	State Agency
Robert Chaffe	Preusser Research Group	Senior Research Associate	University System, Research Facilities
Chris Craig	Florida Department of Transportation	Traffic Safety Administrator	State Agency
Willem de Greef	Florida Department of Transportation	Traffic Safety Program Manager	State Agency
Bradley Franko	University of Florida, Florida OPRC	Research Coordinator	University System, Research Facilities
Kirk Geweniger	Brevard County Sheriff's Office	Sergeant	Law Enforcement
Jacob Gonzalez	Tampa Police Department	Traffic Homicide Detective	Law Enforcement
Leilani Gruener	Florida Department of Highway Safety and Motor Vehicles	Program Manager, Office of Driver Safety	State Agency
Sarah Haverstick	Goodbaby International	Safety Advocate	For-Profit Agency
Ginny Hinton	University of Florida	County Extension Agent - Family & Consumer Sciences	University System, Research Facilities
Andrew Hopkins	University of North Florida, Public Opinion Research Lab	Assistant Director	University System, Research Facilities
Carrisa Johns	Orange County Sheriff's Office	Occupant Protection Specialist	Law Enforcement

Name	Organization	Title	Field Represented
Alexis Kagiliery	National Safety Council	Program Manager, Mobility Safety CPS	Advocacy Group
Danielle Kessenger	Silver Linings Safety, LLC	Child Passenger Safety Lead	Health
Doreen Kobelo	Florida A&M University	Associate Professor	University System, Research Facilities
Margaret Susie Kolb	DeMond Kolb and Associates	Child Passenger Safety Technician Instructor	Layperson
Jasper Masciocchi	University of Florida, Florida OPRC	Education Training Specialist III	University System, Research Facilities
Gerald McCabe	Florida Department of Transportation – District 7	CPSTI	State Agency
Christopher Norwood	Hendry County Sheriff's Office	Sergeant	Law Enforcement
Julie Noble	Golisano Children's Hospital – Safe Kids Southwest Florida	Safe Kids SWFL Coordinator	Health
Zakkiyyah Osuigwe	Santa Rosa County	Transportation Planner	Community Traffic Safety Team
Krista Ott	Gainesville Fire Department	Fire and Life Safety Educator	Fire/Rescue
Andrew Pidgeon	Palm Bay Police Department	Corporal	Law Enforcement
Tonya Randolph	St. Joseph's Children's Wellness and Safety Center	Child Passenger Safety Instructor	Health
Tim Roberts	Florida Law Enforcement Liaison Program	Law Enforcement Liaison Coordinator	Law Enforcement
Miranda Sargent	Santa Rosa County Sheriff's Office	Grants Manager	Law Enforcement
Mark Solomon	Preusser Research Group	President	University System, Research Facilities
Rachele Solomon	Memorial Healthcare System	Safe Kids Coordinator	Health
Amy Stafford	Hendry County Public Safety	Chief	Law Enforcement
Morgan Stirling	Fort Walton Beach Police Department	Traffic Homicide Investigator	Law Enforcement
Tony Threatts	Florida Department of Highway Safety and Motor Vehicles	Educational Outreach Planning Consultant	State Agency
Wanda Tison	University of Florida, Florida OPRC	Research Coordinator I	University System, Research Facilities

Name	Organization	Title	Field Represented
Patty Turner	University of Florida, Florida OPRC	Education Training Specialist III	University System, Research Facilities
Petra Stanton	Johns Hopkins All Children's Hospital	Safe Kids Supervisor	Health
Kathryn Wall	Safe Kids Palm Beach County	Safe Kids Program Director	Health
Jasmine Webb	Florida Department of Health	Adult Injury Prevention Coordinator	State Agency
Hanna Wells	South Walton Fire District	EMS Logistics Coordinator	Fire/Rescue
Kathy White	Florida Department of Transportation	Specifications Coordinator	State Agency
Morya Willis	Alachua County Traffic Safety Team	Occupant Protection Specialist	Community Traffic Safety Team
Sandra Winter	University of Florida, Department of Occupational Therapy	Research Assistant Scientist	University System, Research Facilities
Nick Wollschlager	Florida Law Enforcement Liaison Program	District 4 Law Enforcement Liaison	Law Enforcement
Mike Zinn	Florida Department of Transportation – District 7	Program Manager	State Agency
Jordyn Zyngier	University of Florida Health Shands Children's Hospital Trauma Services	Pediatric Trauma Injury Prevention & Outreach Coordinator	Health
Consultant Support			
Alan Amidon	Cambridge Systematics	Analyst Mid I (Associate)	State Agency
Crystal Mercedes	Cambridge Systematics	Senior Project Manager (Sr Associate)	State Agency
Danny Shopf	Cambridge Systematics	Team Lead (Sr Associate)	State Agency

Appendix B - Florida Occupant Protection Strategic Action Plan

Florida Occupant Protection Strategic Action Plan

Updated May 8, 2025

GOAL 1: PROGRAM MANAGEMENT

Objective 1A: Meeting Facilitation and Progress Tracking

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
1A.1	FDOT Cambridge Systematics	Quarterly	Conduct quarterly Florida Occupant Protection Coalition (FOPC) meetings.	Number of meetings conducted annually	Meeting cancelled	In-person meeting conducted 11/13/2024 & 11/14/2024	In-person meeting conducted 02/12/2025 & 02/13/2025	In-person meeting conducted 05/07/2025 & 05/08/2025
1A.2	Cambridge Systematics	Quarterly	Update progress on Occupant Protection (OP) Strategic Action Plan strategies to include recent implementation activities.	Action Plan progress updated quarterly	Updated action plan during subcommittee meetings	Posted on website	Posted on website.	Posted on website

Objective 1B: Data Analysis/Reporting

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
1B.1	Cambridge Systematics	Annual	Develop an Annual OP Fact Sheet.	Fact sheet developed and posted on FOPC website and publicized	Will present at Q1 FOPC Meeting.	Presented on 11/13/2024	Presented on 11/13/2024	Presented 05/07/2025
1B.2	Robert Chaffe Mark Solomon	Annual	Review Florida's OP traffic records related data annually and determine if target audiences have changed.	Data analyzed and target audiences adjusted (if applicable)	No change.	No change.	No change.	No change.
1B.3	Andrew Hopkins Amy Stafford	Annual	Increase the number and availability of OP data sources.	Information for all applicable data sources available on FOPC website and publicized (i.e., Signal Four, etc.)	Considering including Biospatial info in Fact Sheet.		Analyzing Biospatial data	No additional sources identified.
1B.4	Patty Turner Andrew Hopkins	Annual	Analyze OP data to understand trends and challenges specifically for minority populations.	Data analysis conducted annually and posted on FOPC website and publicized	Analyzed survey history. Low awareness for primarily Spanish speaking households.	Survey data indicates FL's rural counties (Group III) are lowest use.	Focusing on rural counties	Subcommittee focused on rural counties and local roads.

Objective 1C: Policies and Best Practices

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
1C.1	Jasper Masciocchi	Biennial	Review literature and interview states above the national average observed use rate to identify innovative strategies and best practices.	Research conducted; Interviews conducted.	Identifying priority best practices for FOPC consideration	Looking at how we can implement our version of High Five Program. Mark to present at next meeting.	Continuing to discuss High Five. Mark to present at a future meeting.	Subcommittee prioritizing High Five pilot effort.
1C.2	Jasper Masciocchi Danielle Kessenger	Biennial	Review literature and interview states above the national average observed CPS use rate to identify innovative strategies and best practices.	Research conducted; Interviews conducted.	Ongoing	Ongoing	Ongoing.	On Hold.

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
1C.3	Willem de Greef	Quarterly	Regularly coordinate with other Florida traffic safety coalitions to identify education and enforcement opportunities across Strategic Highway Safety Plan (SHSP) Emphasis Areas.	Number of traffic safety coalitions coordinated with (annually).	Attending upcoming coalition meetings.	Attending upcoming coalition meetings.	Attending upcoming coalition meetings.	FDOT Program managers looking to do some more cross training. SMFL is working on CarFit. Teen is doing BotB again. Considering how to increase participation. Teen is working on Do the Math program. Crash report form and data subcommittee are meeting. Vince and Larry costumes are available.

Objective 1D: Maintain a Robust and Active FOPC Membership

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
1D.1	FDOT	Quarterly	Review meeting attendance of existing membership and connect with members that have not attended the previous two meetings to ensure they still intend to participate.	Members contacted; meeting attendance increased.	Focused on increasing representation on outreach and low use groups.	Focused on increasing representation on outreach and low use groups.	Ongoing.	Ongoing.
1D.2	Susie Kolb Dewey Painter Petra Stanton	Quarterly	Expand FOPC membership to include Florida business leaders, tourism leaders, civic organizations, trade and medical associations, insurance companies, Florida Highway Patrol (FHP), and Florida Department of Education, and others deemed to benefit the Coalition's mission and objectives.	Potential members identified and contacted; number of new representatives participating.	Ongoing. Also looking at Pediatricians	Ongoing. Faith Based Organization? Amy has someone that might work. Fransisco.Pantoja@dot.state.fl.us.	Ongoing. CS to coordinate with FDOT to review prior membership rosters and identify gaps.	Ongoing.

Objective 1E: Research and Track Best Practices Related to Emerging Technologies Impacting OP Strategies

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
1E.1	Danielle Campbell Carissa Johns	Annual	Annually inventory vehicle safety features related to occupant protection to determine if educational materials need to be created.	Safety feature inventory updated (annually).			No updates available.	Vehicle Recall Rack Cards available on checktoprotect.org
1E.2	Carissa Johns Petra Stanton	Annual	Annually review the latest research on connected and automated vehicle (CAV) technology to determine potential (positive and negative) impacts on occupant protection.	Annual review complete (white paper?)				No updates.

GOAL 2: ENFORCEMENT

Objective 2A: Improve Law Enforcement Awareness of Important OP Challenges

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
2A.1	Tim Roberts	Annual	Create a *Click It or Ticket* (CIOT) Resources Toolbox.	Toolbox created and posted on Law Enforcement Liaison (LEL) Website and publicized.	Available through LELs	Available through LELs	Available through LELs	Available through LELs
2A.2	Tim Roberts	Annual	Encourage Florida law enforcement agencies to participate in the national *Click It or Ticket* campaign and enforcement activities.	Number of agencies participating in *Click It or Ticket*	Tim presented After Action report at Q2 meeting	Tim presented After Action report at Q2 meeting	Will present at a future meeting.	Will present at a future meeting.
2A.3	Tim Roberts	Quarterly	Distribute Child Passenger Safety (CPS) Tip cards to Florida law enforcement agencies.	Number of tip cards distributed.	Distribution ongoing	Distribution ongoing	Distribution ongoing	Distribution ongoing
2A.4	Tim Roberts Carissa Johns Danielle Campbell	Quarterly	Meet with law enforcement agencies in counties with a higher-than-average rate of fatalities involving unrestrained or improperly restrained children to share CPS Tip cards and other resources.	Number of agency meetings.	Ongoing. Focusing on the Highway Safety Matrix.	Ongoing. Focusing on the Highway Safety Matrix.	Ongoing. Focusing on the Highway Safety Matrix.	Ongoing. Focusing on the Highway Safety Matrix.
2A.5	Nick Wollschlager	Quarterly	Develop and distribute tip cards for aging road users.	Number of tip cards distributed.	Printed and ready for distribution. Complete.	Printed and ready for distribution. Complete.	Printed and ready for distribution. Complete.	Printed and ready for distribution. Complete.
2A.6	Nick Wollschlager	Annual	Increase law enforcement participation at CarFit events.	Number of officers participating at CarFit events.	Ongoing.	Ongoing.	Ongoing.	Ongoing.
2A.7	Tim Roberts Willem de Greef	Annual	Encourage Florida law enforcement agencies to continue nighttime enforcement activities when possible.	Number of notifications distributed and publicized.	Complete	Complete	Complete	Complete

Objective 2B: Improve Law Enforcement Usage

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
2B.1	Tim Roberts Jacob Gonzalez	Annual	Conduct annual survey targeted at law enforcement officers to determine officer use practices.	Survey conducted.	Tim presented at Q2 meeting	Will present at a future FOPC meeting.	Will present at a future FOPC meeting.	Presented 05/08/2025
2B.2	Tim Roberts	Short-Term	Develop and distribute educational materials demonstrating the myths and facts about law enforcement usage and proper restraint use for law enforcement officers.	Number of materials distributed and publicized.	Under development	Under development	Under development	Under development

Objective 2C: Law Enforcement Tools and Resources

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
2C.1	Jacob Gonzalez Nick Wollschlager	Annual	Develop and distribute an occupant protection guide and/or presentation for law enforcement executives about occupant protection best practices and opportunities.	Number of guides distributed and publicized.	Presented at Q2 meeting	Will present at a future meeting.	Will present at a future meeting.	Will present at a future meeting.
2C.2	Tim Roberts	Annual	Present at Florida Sheriff's Association (FSA) and Florida Police Chief's Association (FPCA) meetings annually on Florida's OP challenges and how their membership can help address these challenges.	Presented to FSA and FPCA.				
2C.3	Nick Wollschlager	Quarterly	Review and update the LEL website quarterly to ensure the most recent and relevant tools and resources are available.	LEL website updated and publicized.	Complete	Complete	Complete	Complete
2C.4	Tim Roberts	Annually	Develop a best practice guide for Observational Surveys conducted by law enforcement agencies.	Guide developed and posted on LEL website and publicized.	Complete	Complete	Complete	Complete

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
2C.5	John Askins Petra Stanton		Distribute Florida's Battle of the Belts best practices guide/toolbox.	Guide/toolbox posted on LEL website and publicized.	Coordinating with FDOT and FTSDC	Coordinating with FDOT and FTSDC	Coordinating with FDOT and FTSDC	Coordinating with FDOT and FTSDC

GOAL 3: CHILD PASSENGER SAFETY

Objective 3A: Expand, Improve, and Retain CPS Technicians and Instructors

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
3A.1	FDOT	Annual	Annually review list of CPS Technicians (CPSTs) and CPS Technician Instructors (CPST-Is) across the state to identify active instructors and potential gaps.	List of active instructors created and updated annually	Ongoing. Waiting on website			UF looking through lists and instructors. Good feedback on orientation and newsletter.
3A.2	Willem de Greef Patty Turner	Annual	Annually contact CPST-Is and encourage them to reach out to inactive technicians to offer additional support and resources.	CPTS-Is contacted.	Annual survey conducted	Annual survey conducted	Annual survey conducted	Annual survey conducted
3A.3	Carissa Johns Danielle Kessenger Danielle Campbell Petra Stanton Sarah Haverstick	Annual	Conduct annual CPST-I (in person or virtual) meeting(s) to share ideas and best practices.	Annual meeting conducted				On hold awaiting new curriculum.
3A.4	Willem de Greef Patty Turner	Annual	Coordinate with CPST-Is to contact CPSTs that need to renew their certification.	Number of CPSTs recertified (annually).	Included in the survey. Automated email system.	Included in the survey. Automated email system.	Included in the survey. Automated email system.	Included in the survey. Automated email system.

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
3A.5	Petra Stanton Sarah Haverstick	Annual	Conduct Safe Travel for All Children (STAC) training to improve and expand CPST-Is' knowledge, skills, and capabilities.					Orlando 3/31-4/1 Sarasota 6/16-17 Additional locations may include Lee and Broward

Objective 3B: Expand CPS Digital and Print Resources and Materials

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
3B.1	Patty Turner Danielle Kessenger	Annual	Annually review materials available on the Florida Traffic Safety Resource Center (FTSRC) to identify potential gaps or existing material revisions.	TSRC reviewed; materials updated or replaced annually.	Ongoing.	Low use groups need languages beyond Spanish and Creole	Ongoing	Ongoing
3B.2	Chris Craig Willem de Greef Leilani Gruner	Short-Term	Develop and distribute educational materials on child seats and safety belts on golf carts (partnership with law enforcement, Visit Florida, FDOH, Safe Kids, etc.).	Number of materials distributed.	Updates ongoing	Updates ongoing	Updates ongoing	Updates ongoing
3B.3	Danielle Kessenger Danielle Campbell Carissa Johns	Short-Term	Develop and distribute educational materials on child seats and safety belts at school pick-up/drop-off lines	Number of materials distributed	Complete and being distributed.	Complete	Complete	Complete
3B.4	TBD	Short-Term	Develop and distribute educational materials on the risks of heat stroke and other dangers of children in hot vehicles.	Number of materials distributed	Complete	Complete	Complete	Complete

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
3B.5	Carissa Johns	Medium-Term	Develop and distribute CPS Responsibility Guide to potential CPST Supervisors to ensure they understand expectations of CPSTs	Number of materials distributed				

Objective 3C: Support Mandatory Diversion Programs for First-Time Child Restraint Offenders

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
3C.1	Zee Osuigwe Ginny Hinton Susie Kolb Ronda Cerulli	Short-Term	Conduct an inventory of existing CPS Diversion programs and post results to FOPC website.	Inventory conducted.	Complete – Orange and St. Lucie	Complete – Orange and St. Lucie	Complete – Orange and St. Lucie	Complete – Orange and St. Lucie
3C.2	Ginny Hinton Susie Kolb Ronda Cerulli Amy A	Medium-Term	Develop a model CPS diversion program based on Florida and national best practices, including input from judicial and prosecution representation and approval by FLHSMV.	Model diversion program developed.	Ongoing		NSC is working on developing a model program. Amy presented on 02/13/2025.	NSC developing model program. Presented on 05/07/2025.
3C.3	Zee Osuigwe Ginny Hinton Susie Kolb Ronda Cerulli Mark Leilani Gruener	Long-Term	Analyze CPS crash and citation data to determine potential locations for CPS diversion program pilot.	Potential locations identified.	To be completed after 3C.2	To be completed after 3C.2	To be completed after 3C.2	To be completed after 3C.2

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
3C.4	Zee Osuigwe Ginny Hinton Susie Kolb Ronda Cerulli	Medium-Term	Develop and distribute a CPS Diversion Program fact sheet for LE to distribute when issuing a citation for improper child restraint.	Number of fact sheets developed.	To be completed after 3C.2	To be completed after 3C.2	To be completed after 3C.2	To be completed after 3C.2

Objective 3D: Support Enhancement of Florida's CPS Laws and Policies

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
3D.1	Julie Noble Danielle Kessenger	Annual	Annually review CPS model language and make adjustments based on shifting priorities and emerging best practices.	Model language reviewed annually; Adjustments made as needed.	Reviewed and revised at Q3 Meeting	Reviewed and revised at Q3 Meeting	Reviewed and revised at Q3 Meeting	Reviewed and revised at Q3 Meeting
3D.2	Julie Noble Petra Stanton	Annual	Annually review Florida' legislative proposals to identify opportunities for improved CPS specific model legislative language.	Legislative language reviewed annually and reported to FOPC.	Nothing relevant.	Nothing relevant.	Nothing available yet.	Nothing relevant.
3D.3	Petra Stanton	Medium-Term	Coordinate with the Florida Department of Children and Families to update their Child Transportation Log to include confirmation of proper child restraint usage.	Transportation Log updated.	Will coordinate with 3C activities.	Will coordinate with 3C activities.	Will coordinate with 3C activities.	Will coordinate with 3C activities.
3D.4		Long-Term	Develop standardized Child Transportation Course for local Department of Children and Families representatives		Will coordinate with 3C activities.	Will coordinate with 3C activities.	Will coordinate with 3C activities.	Will coordinate with 3C activities.

GOAL 4: OP FOR LOW-USE GROUPS

Objective 4A: Focus Paid Media Activities on Low-Use Groups

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
4A.1	Michael Binder	Annual	Review and update the OP Communications Plan to ensure communications strategies and target audiences (Action Step 1B.2) remain effective.	Communications plan reviewed annually.	To be completed after 1B.2	To be completed after 1B.2	Update ongoing.	Update ongoing.
4A.2	Michael Binder	Annual	Conduct post-CIOT Awareness Survey annually and present results to the FOPC.	Survey conducted and results presented.	Will present at Q1 Meeting.	Presented on 11/14/2024	Presented on 11/14/2024	Will present at a future meeting.
4A.3	FDOT	Annual	Provide annual updates to the FOPC on paid media strategies, activities, and results.	Presentation given to FOPC.	Presented at Q3 FOPC Meeting	Presented at Q3 FOPC Meeting	Will present at future FOPC meeting	Will present at a future meeting.
4A.4	Andrea Atran Dewey Painter David Summers Miranda Sargent	Annual	Implement targeted education and outreach program using the Buckle Up Florida campaign focused on low-use groups.	Number of Buckle Up Florida impressions.	Materials available.	Materials available.	Materials available. Discussed value of virtual materials and distribution	Materials available.

Objective 4B: Expand Digital and Print Resources and Materials for Low-Use Groups

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
4B.1	Andrea Atran Brain Dean	Annual	Annually review materials available on the TSRC to identify potential gaps or existing material revisions.	TSRC reviewed.	Schedule time to review materials.		Ongoing.	Ongoing.
4B.2	Jasper Masciocchi Miranda Sargent	Short-Term	Develop and distribute OP materials for low-use groups (including males 18-34, pickup drivers, and minority populations).	Number of materials distributed.	CS to send to FDOT.		Discussed creating standard social media posts to share with partners	Focused on creating/adapting/refreshing materials for pickup trucks and local roads.
4B.3	Chris Craig David Summers Miranda Sargent	Short-Term	Develop and distribute materials related to passengers riding in the bed of a pickup truck.	Number of materials distributed.	Kids Aren't Cargo is available on the OPRC.	Kids Aren't Cargo is available on the OPRC.	Kids Aren't Cargo is available on the OPRC.	Kids Aren't Cargo is available on the OPRC.
4B.4	Andrea Atran Dewey Painter David Summers	Medium-Term	Evaluate existing OP-related materials and develop new materials focused on minority populations.	Materials reviewed annually, updated as needed, and publicized.				On hold.

Objective 4C: Support the Expansion of Programs that Encourage and Support Occupant Protection for Low-Use Groups

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
4C.1	TBD	Short-Term	Partner with the Safe Mobility For Life Coalition to increase the number of CarFit Events in Florida	Number of CarFit events conducted			To coordinate with Megan to identify OP materials to include at CarFit events	
4C.2	Chris Craig Miranda Sargent	Short-Term	Coordinate with Florida's Community Traffic Safety Teams (CTST) to identify regional and local occupant protection challenges	List of local and regional challenges developed	Ongoing	Ongoing	Ongoing.	Ongoing.
4C.3	Chris Craig Miranda Sargent	Medium Term	Coordinate with Florida CTSTs to identify specific occupant protection materials and best practices and implement pilot programs, where appropriate	List of materials and best practices developed. Number of pilot programs conducted	To be completed after 4C.2	To be completed after 4C.2	Ongoing.	Ongoing.

Objective 4D: Support Enhancement of Florida's Laws and Policies

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 2024	Nov 2024	Feb 2025	May 2025
4D.1	Chris Craig	Annual	Annually review model language and suggest adjustments based on priorities and emerging best practices.	Model language reviewed annually; Adjustments made as needed	Will post on website.	Reviewed and finalized on 11/13/2024	Reviewed and finalized on 11/13/2024	Reviewed and finalized on 11/13/2024
4D.2	Willem de Greef	Short-Term	Develop a model policy for consideration by state agencies and other Florida businesses.	Model language posted on FOPC website and publicized.	Will present at Q1 FOPC meeting.	Presented on 11/14/2024	Presented on 02/13/2025	Complete. Working on CPS now.
4D.3	Julie Noble Petra Stanton	Annual	Annually review Florida' legislative proposals to identify opportunities for improved specific model legislative language.	Legislative language reviewed and reported to FOPC			No update yet.	No update yet.



FLORIDA

Occupant Protection Program Assessment

May 17 – May 21, 2021

ASSESSMENT TEAM

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INTRODUCTION



Florida is the 22nd largest state in the nation by area, consisting of 65,757.70 square miles. It has the longest coastline in the contiguous United States, and the second highest number of islands of any state. Florida is the third-most populated state, with the United States Census Bureau estimating the population of Florida to be at 21,477,737 (July 1, 2019), a 14.2 percent increase from 2010. Florida ranks ninth in the nation in terms of population density with 405.45 people per square mile. Florida has 67 counties and several areas with a population of more than one million, including Tampa Bay, Orlando, and Jacksonville. Miami is the largest metropolitan area with a population of 6.2 million, and the largest city is Jacksonville, with a population of 929,467.

In 2019, there were 36,096 motor vehicle-related fatalities in traffic crashes across the United States. Although the observed daytime safety belt use rate for the United States overall in 2019 was 90.7 percent, almost half of all passenger vehicle occupant fatalities (47%) were unrestrained. The lack of proper restraint use therefore remains a serious highway safety, public health, and societal issue. This is true in Florida where in 2019, there were 658 unrestrained occupant fatalities, which accounts for 42 percent of all fatalities in Florida.

The Florida Department of Transportation (FDOT) State Safety Office coordinates the statewide behavioral highway safety program, making effective use of federal and state highway safety funds and other resources to save lives and reduce injuries on the State's roads. In fiscal year (FY) 2021, the FDOT State Safety Office managed 177 projects throughout the State targeting traffic safety efforts for impaired driving, occupant protection, speed, traffic records, distracted driving, youth initiatives, and public awareness.

Occupant protection is the foundation of any sound traffic safety program, and increased safety belt use can provide reductions in fatalities and injuries. Using a safety belt properly is the single most effective thing people can do to protect themselves in a crash. The National Highway Traffic Safety Administration estimates that 1,099 lives were saved by safety belts in Florida in 2017. An additional 181 lives could have been saved if everyone in the State buckled up.

Per the State safety belt use survey, the safety belt use rate fell from 90.6 percent in 2018 to 89.8 percent in 2019. Florida benefits from having a primary enforcement safety belt law for adults in the front seat of passenger vehicles, which enables law enforcement officers to stop and issue citations solely if a driver or a front seat passenger is not properly restrained.

This report presents the results of an assessment of the occupant protection component of Florida's highway safety program. The FDOT State Safety Office elected to undergo this

assessment to get an outside perspective and review of the challenges the State is facing to increase safety belt and child restraint use throughout the State, and to receive innovative ideas and approaches from the assessment team of subject matter experts to improve occupant protection use rates. This report provides a summary of the strengths and challenges of Florida's occupant protection program and presents recommendations to continue to improve occupant protection in the State.

The highlighted key recommendations in this report are recommendations the Assessment Team found to be the most crucial for improving the State's occupant protection program. While Florida has multiple occupant protection initiatives in place, there is always room for growth and improvement. All recommendations presented in this report are intended to help increase restraint use and decrease unrestrained fatalities and injuries statewide.

ACKNOWLEDGEMENTS

The assessment team would like to acknowledge and thank Traffic Safety Administrator, Chris Craig; Traffic Safety Program Manager, Leilani Gruener; and Daniel Shopf of Cambridge Systematics for their support, dedication, and commitment to occupant protection in Florida.

The team would also like to acknowledge the efforts and hard work of all the statewide partners, advocates, and stakeholders who took the time to contribute their knowledge and expertise during the virtual assessment.

This assessment benefitted from the guidance of the National Highway Traffic Safety Administration headquarters and regional staff: Laura Dunn and Chris Broome, with support from their respective supervisors, Occupant Protection Chief Marietta Bowen, Regional Administrator Carmen Hayes, and Deputy Regional Administrator T. Alex Cabral.

Recognition and appreciation also go to Belinda Oh for her assistance throughout the assessment process and in producing this report.

Each member of the team appreciates the opportunity to have served on this assessment and hopes that consideration and implementation of the proposed recommendations will enable Florida to continue to improve its occupant protection program.

Notes:

The information included in this document has been collected from a variety of sources including interviews, official documents, websites, and other materials. Sources may not be consistent. Some copyrighted material has been used under the "Fair Use" Doctrine of the U.S. copyright statute.

ASSESSMENT BACKGROUND

This year, due to the COVID-19 pandemic, States have experienced work disruptions with remote work policies, social distancing requirements, and State travel constraints. To accommodate, this assessment was conducted virtually via telephone and computer technology between all parties involved (i.e., Florida personnel, National Highway Traffic Safety Administration (NHTSA) headquarters and regional office staff, and assessment team members), eliminating all in-person interactions and travel expenses.

The purpose of the Occupant Protection (OP) program assessment, while virtual, is still to provide the state of Florida with a review of its statewide OP program through identification of programmatic strengths and accomplishments, the identification of challenge areas, and recommendations for enhancement or improvement. The assessment is intended to serve as a tool for OP program planning, development, and implementation purposes, and for making decisions about how to best prioritize programs and use available resources.

All states, in cooperation with their political subdivisions, should have a comprehensive OP program that educates and motivates its citizens to use available motor vehicle OP systems. A combination of use requirements, enforcement, public information, education, outreach, data, and evaluation is necessary to achieve significant, lasting increases in seat belt and child safety seat use, which will prevent fatalities and decrease the number and severity of injuries.

NHTSA headquarters and regional office staff facilitated this assessment. Working with the Florida Department of Transportation (FDOT) State Safety Office, NHTSA recommended a team of five subject matter experts with demonstrated knowledge in occupant protection program development and management, implementation, and evaluation. The team conducted the assessment using a process that provides an organized approach for measuring program progress by following the *Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection* (November 2006). The U.S. Department of Transportation developed the *Uniform Guidelines for State Highway Safety Programs* in collaboration with states to support technical guidance for the states. The assessment follows these guidelines which precede each section of this report.

The assessment consisted of a thorough review of FDOT State Safety Office-provided briefing materials and interviews with state and community-level program directors, coordinators, advocates, traffic safety partners, law enforcement personnel, and FDOT State Safety Office staff. The team convened to review and analyze the information presented, noting the OP program's strengths and challenges, as well as recommendations for improvement. The recommendations provided are based on the unique characteristics of the State and what the assessment team members believe Florida and its partners could do to improve the effectiveness and comprehensiveness of their OP activities. The conclusions drawn by the assessment team are based upon, and limited by, the facts and information provided in the briefing materials and by the various stakeholders who presented information to the assessment team.

This assessment report is a consensus report. The recommendations provided within are what the assessment team members believe the State and its partners could do to improve the reach and

effectiveness of its OP program. It is not the intent of this report to thoroughly document all of the program successes or highlight the individuals at all levels who dedicate efforts to traffic safety and occupant protection specifically. By its very nature, the report focuses on areas that need improvement and should not be viewed as criticism. Rather, it is an opportunity to provide assistance and encourage improvement, which is consistent with the overall goals of traffic safety program assessments.

On the final day of the assessment, the team briefed the FDOT State Safety Office and members of the Florida Occupant Protection Coalition on the results of the assessment and highlighted major insights and key recommendations. This report belongs to the State; it is not a NHTSA-owned document. The State may use this assessment report as the basis for planning OP program improvements, assessing legislative priorities, providing for additional training, and evaluating funding priorities. The final report is provided to the FDOT State Safety Office and NHTSA.

KEY RECOMMENDATIONS

*(Note: Key Recommendations are **BOLDED** in each individual section)*

1. PROGRAM MANAGEMENT

- Recruit Florida business leaders, tourism leaders, civic organizations, trade and medical associations, insurance companies, and a representative from the Department of Education to be part of the Florida Occupant Protection Coalition membership.

- Seek opportunities to partner, participate, and/or present at traffic safety-related conferences to articulate the importance of occupant protection programs. Explore the options of sponsorships from associations, civic organizations, insurance companies, etc. to financially assist with conference costs.

2. LEGISLATION, REGULATION, AND POLICY

- Amend the Florida Safety Belt Law to require passengers of any age to be properly restrained by a safety belt in all available seating positions. Additionally,
    - Increase the fine for a violation to standardize it with fines for all other traffic laws;
    - Require all vehicle occupants to wear a safety belt in a properly adjusted and securely fastened manner; and
    - Eliminate the safety belt exemption for trucks over 26,000 pounds.

- Enhance Florida's child restraint law by amending the provisions to follow the National Highway Traffic Safety Administration and the American Academy of Pediatrics best practice recommendations.
    - Require children to remain rear-facing until at least age two or until the maximum weight or height allowed by the car seat manufacturer is reached.
    - Increase the age requirement for children to be secured in a belt-positioning booster seat.
    - Remove all exemptions that allow children to be transported while not correctly secured in a child restraint.

- Encourage the executive branch of State government to enact a statewide policy requiring all employees and their passengers and contractors hired by the State to wear their safety belts in all seating positions while traveling on official state business regardless if they are traveling in a state-owned or personal vehicle.

3. LAW ENFORCEMENT

- Collaborate with the Florida Police Chiefs Association, Florida Sheriffs Association, and Florida Highway Patrol to develop and distribute a traffic law enforcement guide for law enforcement executives. This guide can assist law enforcement executives in

implementing the most up-to-date and evidence-based measures to help deter risky driving behaviors that often result in crashes, injuries, and fatalities; improve public acceptance of traffic law enforcement; and improve law enforcement professional competency.

4. COMMUNICATION

- Provide more specific direction for the paid advertising plan target groups, concentrating on more than males 18- to 34-years-old. Include, at a minimum, male pickup truck drivers, African Americans, and Hispanics based on findings from the State's observational safety belt use survey.

- Use cost-efficient advertising vehicles (e.g., paid social media, YouTube, or Spotify) for statewide messaging during the safety belt mobilization while focusing the majority of advertising dollars in the State's largest media markets (Miami, Tampa, and Orlando) to leverage outcomes from paid advertising. Driving changes in these areas will more likely have a positive impact on both results of the direct observational survey and position the State for reductions in traffic fatalities.

- Seek the resources needed to develop and implement programs to promote safety belt and child restraint use to minority groups and pickup truck drivers to diversify efforts beyond *Click It or Ticket* and address low belt use groups with more year-round messages and programs that will resonate and lead to positive behavior change.

5. OCCUPANT PROTECTION FOR CHILDREN

- Explore strategies to increase communication between child passenger safety technician instructors (CPSTI), child passenger safety technicians (CPST), and technician proxies within each of the seven Florida Department of Transportation Districts. Encourage each District to:
    - Develop and implement a sustainable mentoring process for newly certified CPSTs, technician proxies, and CPSTIs. Mentors should be readily available to assist and guide, as needed, until skills and effective communication techniques have been adequately established.
    - Recruit experienced CPSTs throughout the District to become technician proxies who can review and approve seat checks for recertification, particularly in counties that do not have CPSTIs or technician proxies.
    - Submit reports to document educational activity.

- Promote Child Passenger Safety Week car seat check events and year-round child passenger safety community events and educational programs on the new Florida Traffic Safety Resource Center event calendar to increase public awareness of child passenger initiatives throughout the State.

6. OUTREACH PROGRAM

- Expand the Florida Occupant Protection Coalition membership to include the Florida Department of Education, Florida Sheriffs Association, the State's hospital association, medical associations, chamber of commerce, insurance companies, and other groups to broaden input and expand potential traffic safety partners.

- Consider re-establishing the Minority Task Force on Occupant Protection or prioritizing actively identifying and recruiting members to the Florida Occupant Protection Coalition to expand representation among minority and diverse communities.

- Establish state-level employer partnerships to promote safety belt use through employer policies and safety messages, especially employers in the State's tourism industry, as well as those who can assist with outreach to diverse populations.

7. DATA AND EVALUATION

- Document and advertise analytical resources that subrecipients and partners may consult for basic frequency and cross-tabulation analyses to complement the Highway Safety Data Matrices.

- Update the Annual Uniform Traffic Citation Report online query system to use expanded descriptions or generate a user guide.

1. PROGRAM MANAGEMENT

GUIDELINE:
Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.

- *Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects;*
- *Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives;*
- *Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and*
- *Evaluate the effectiveness of the State's occupant protection program.*

1A. STRENGTHS

- The State of Florida is committed to increasing occupant protection among all motorists and their passengers while traveling in the State.

- The Florida Department of Transportation (FDOT) Assistant Secretary of Engineering and Operations serves as the Governor's Highway Safety Representative. The FDOT Chief Safety Officer serves as the Highway Safety representative when attending the Governors Highway Safety Association (GHSA) conference.

- Florida updated their Strategic Highway Safety Plan (SHSP) at the beginning of 2021 with the goal of Target Zero. The SHSP encompasses the emphasis areas of Roadways, Road Users, User Behavior, Traffic Records and Information, and Evolving Emphasis Areas. Occupant protection is located in the User Behavior Emphasis Area.

- Under the direction of FDOT and the Florida Occupant Protection Coalition (FOPC), the State of Florida Occupant Protection Strategic Plan (FOPSP) was developed and implemented in 2018.

- The FOPSP is organized into the categories of: program management and strategic planning, law enforcement, communication and outreach, occupant protection for children, and data and program evaluation. The FOPC developed four goals for the FOPSP which each have objectives, strategies, and a designated strategy leader.
    - Goal 1: Improved education, communication, and outreach;
    - Goal 2: Encourage enforcement of occupant protection laws and increase occupant protection among law enforcement;
    - Goal 3: Improve and expand occupant protection for children;
    - Goal 4: Identify and share model laws that would increase use of occupant protection devices.

- The FOPC meets quarterly to discuss progress on the goals, objectives, and strategies in the FOPSP.

- The FDOT State Safety Office develops an annual Highway Safety Plan (HSP). The HSP and Highway Safety Improvement Plan (HSIP) maintain the goals of the Florida SHSP. All three plans cite the goal of reducing traffic crashes, fatalities, and serious injuries, with an ultimate target of zero deaths.

- The FDOT State Safety Office solicits concept papers from potential subrecipients to award subgrants to traffic safety partners. The FDOT State Safety Office utilizes a risk assessment and highway safety matrix process prior to determining awards. The risk assessment helps to deter fraud, waste, abuse, and poor performance. Subrecipients are required to submit an activity report with each reimbursement voucher.

- The FDOT State Safety Office has a dedicated staff member that oversees the occupant protection and child passenger safety programs. All staff members receive in-state National Highway Traffic Safety Administration (NHTSA)/Traffic Safety Institute (TSI) program training.

- Florida Community Traffic Safety Teams (CTSTs) are locally based, data- driven groups of highway safety advocates that are committed to a common goal of improving traffic safety in their communities. Each of the seven FDOT Districts has a full-time CTST Coordinator and law enforcement liaison who work closely with the CTSTs in their geographic area.

1B. CHALLENGES

- The FDOT State Safety Office is understaffed. Each staff member is tasked with multiple program areas and responsibilities. This may not allow adequate attention for the occupant protection program area.

- The FOPC membership does not have representation from Florida businesses, the tourism industry, civic organizations, trade and medical associations, or the Department of Education.

- The FDOT State Safety Office currently does not host or conduct highway safety conferences due to challenges with funding restrictions in the State.

- Due to travel restrictions, FDOT State Safety Office staff are not regularly authorized to attend out-of-state training conferences such as Lifesavers and other highway safety-sponsored conferences. Opportunities are being missed in learning best practices in highway safety, networking, and strategic planning.

1C. RECOMMENDATIONS

- Examine the Florida Department of Transportation State Safety Office staffing levels and explore options to expand personnel through permanent hires, project employees, details, or consulting staff additions.

- **Recruit Florida business leaders, tourism leaders, civic organizations, trade and medical associations, insurance companies, and a representative from the Department of Education to be part of the Florida Occupant Protection Coalition membership.**

- **Seek opportunities to partner, participate, and/or present at traffic safety-related conferences to articulate the importance of occupant protection programs. Explore the options of sponsorships from associations, civic organizations, insurance companies, etc. to financially assist with conference costs.**

- Develop a white paper to present to Florida Department of Transportation leadership articulating the importance and value of attending highway safety conferences/trainings held throughout the country, including opportunities to network nationally with highway safety peers and counterparts and to learn about proven highway safety programming that can be used in Florida.

2. LEGISLATION, REGULATION, AND POLICY

GUIDELINE:
Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- *Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;*
- *Legislation permitting primary enforcement that requires that children birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;*
- *Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);*
- *Graduated Driver Licensing (GDL) laws that include three stages of licensure, and that place restrictions and sanctions on high-risk driving situations for novice drivers (i.e., nighttime driving restrictions, passenger restrictions, zero tolerance, required seat belt use);*
- *Regulations requiring employees and contractors at all levels of government to wear seat belts when traveling on official business;*
- *Official policies requiring that organizations receiving Federal highway safety program grant funds develop and enforce an employee seat belt use policy; and*
- *Outreach to state insurance commissioners to encourage them to persuade insurers to offer incentives to policyholders who use seat belts and child restraints. Insurance commissioners are likely to have significant influence with insurers that write policies in their states.*

2A. STRENGTHS

- Florida has a primary safety belt law that states:
  It is unlawful for any person:
  - *to operate a motor vehicle unless each passenger and the operator of the vehicle under the age of 18 years are restrained by a safety belt or by a child restraint device pursuant to s.316.613 if applicable; or*
  - *to operate a motor vehicle in Florida unless the person is restrained by a safety belt.*

  It is unlawful for any person 18 years of age or older to be a passenger in the front seat of a motor vehicle unless such person is restrained by safety belt when the vehicle is in motion.

  Any person who violates Florida's safety belt law commits a nonmoving violation and shall be fined an amount not to exceed $30.00. Additional fees are decided by individual municipalities and counties.

- Florida's child restraint law requires:

  Every operator of a motor vehicle…while transporting a child in a motor vehicle operated on the roadways, streets, or highways of the state, shall, if the child is 5 years of age or younger, provide for protection of the child by properly using a crash-tested, federally approved child restraint device.

  Any person who violates the Florida child restraint law shall be fined an amount not to exceed $60.00. Additional fees are decided by individual municipalities and counties.

- Florida has a Graduated Driver Licensing (GDL) law that has three stages of licensure: a learner's license with a minimum age of 15, an intermediate license for drivers age 16 to 17, and full licensure after age 17. Florida's GDL laws are designed to help teens gradually and safely build their skill and experience behind the wheel.

- In order to receive federal highway safety funding from the Florida Department of Transportation (FDOT State Safety Office all subrecipients must have a written safety belt policy that is enforced for all employees.

- FDOT has a department policy requiring all employees while traveling on state business to be properly restrained by their safety belt.

2B. CHALLENGES

- The Florida safety belt law lacks comprehensiveness to mitigate risk or prevent and reduce injuries, and significant consequences.
  - There is no safety belt requirement for all seating positions.
  - The penalty for a safety belt violation is only $30.00. Studies have shown higher fines are associated with higher safety belt use and fines between $60 and $100 are likely most effective.
  - The safety belt law lacks language that vehicle occupants shall wear a safety belt in a properly adjusted and securely fastened manner.

- Florida's safety belt law provides eight exemptions for not wearing a safety belt. One such exemption is for trucks having a gross vehicle weight rating of more than 26,000 pounds. This exemption includes a significant number of commercial vehicles operating on Florida roads.
  - This exemption is in contradiction of The Motor Carrier Safety Act Of 1984 and 49 CFR 392.16 - Use of seat belts, that requires drivers operating a commercial motor vehicle to be properly restrained by the safety belt assembly. Florida has adopted the code of federal regulations (CFR) for commercial vehicles. Florida law enforcement officers enforce the CFR for safety belt violations pertaining to commercial vehicles.

- Florida's Child Restraint law requires the operator of the vehicle to properly secure children who are five years of age or younger. The law does not reflect the National

Highway Traffic Safety Administration (NHTSA) or the American Academy of Pediatrics best practice recommendations.

- Florida's GDL does not follow all NHTSA guidelines.

- It is unclear if an executive policy exists requiring all departments and levels of State government employees and their passengers to wear their safety belts while traveling on state business.

- It could not be determined if motor vehicle insurance companies in the State offer incentives to policy holders who use safety belts and child restraints.

2C. RECOMMENDATIONS

- **Amend the Florida Safety Belt Law to require passengers of any age to be properly restrained by a safety belt in all available seating positions. Additionally,**
    - **Increase the fine for a violation to standardize it with fines for all other traffic laws;**
    - **Require all vehicle occupants to wear a safety belt in a properly adjusted and securely fastened manner; and**
    - **Eliminate the safety belt exemption for trucks over 26,000 pounds.**

- **Enhance Florida's child restraint law by amending the provisions to follow the National Highway Traffic Safety Administration and the American Academy of Pediatrics best practice recommendations.**
    - **Require children to remain rear-facing until at least age two or until the maximum weight or height allowed by the car seat manufacturer is reached.**
    - **Increase the age requirement for children to be secured in a belt-positioning booster seat.**
    - **Remove all exemptions that allow children to be transported while not correctly secured in a child restraint.**

- Enhance Florida's Graduated Driver Licensing law to follow the current guidelines outlined by the National Highway Traffic Safety Administration.

- **Encourage the executive branch of the government to enact a statewide policy requiring all employees and their passengers and contractors hired by the State to wear their safety belts in all seating positions while traveling on official state business regardless if they are traveling in a state-owned or personal vehicle.**

- Consider working with the Florida Office of Insurance Regulation to encourage insurance companies to offer incentives to policy holders who properly use safety belts and child restraints.

3. LAW ENFORCEMENT

GUIDELINE:
Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program should include:

- *Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;*
- *Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;*
- *Accurate reporting of occupant protection system information on police accident report forms, including seat belt and child safety seat use or non-use, restraint type, and air bag presence and deployment;*
- *Communication campaigns to inform the public about occupant protection laws and related enforcement activities;*
- *Routine monitoring of citation rates for non-use of seat belts and child safety seats;*
- *Use of National Child Passenger Safety Certification (basic and in-service) for law enforcement officers;*
- *Use of Law Enforcement Liaisons (LELs), for activities such as promoting national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups (e.g., NOBLE, HAPCOA) to gain support for enforcement efforts.*

3A. STRENGTHS

- The Florida Department of Transportation (FDOT) State Safety Office has an excellent working relationship with Florida law enforcement agencies.

- The FDOT State Safety Office has the resource of seven well-respected law enforcement liaisons (LELs) who are responsible for providing law enforcement agency outreach in each of FDOT's seven districts. The LELs work to establish and maintain relationships between the FDOT State Safety Office and law enforcement agencies around the State, and gain law enforcement support for participation in statewide traffic enforcement mobilizations.

- The LELs understand the elements of high visibility enforcement (HVE), saturation, and checkpoint traffic law enforcement and promote these tactics as appropriate.

- The LELs facilitate a Florida-based Traffic Safety Challenge competition to support the goal of saving lives. This Challenge program promotes and rewards law enforcement agencies for improving traffic safety through increased traffic law enforcement to help reduce crashes and increase safety belt use.

- The LELs maintain a website for law enforcement agencies participating in safety belt mobilizations to report their grant-funded activity. This traffic law enforcement collection system provides a good source of data for evaluating grant-funded activity.

- Florida law enforcement agencies do a good job of using intelligence data for deployment of their personnel, as well as collecting and reporting traffic law enforcement activity.

- Florida law enforcement agencies report their traffic infractions to the State data system through electronic and paper means, which contributes positively to the justice information system.

- Safety belt enforcement and other traffic law enforcement data are electronically transmitted through the Florida eCitation system and other records management systems. These data are accessible and the website is easy to navigate to facilitate analysis. These data are essential in assisting law enforcement agencies in the development of traffic safety intervention strategies and refining their traffic law enforcement tactics.

- There are ample resources available to law enforcement officers that provide child passenger safety information and enforcement guidance to support identification of violations of child restraint laws. One large Florida sheriff's office has taken the initiative to develop a child passenger safety app for officers to help improve their knowledge and guide them in the proper use of child restraints.

- Beginning in August 2018, the FDOT State Safety Office developed and conducted a Law Enforcement Survey on Occupant Protection. The survey was a product of the Florida Occupant Protection Coalition (FOPC) and Florida's Occupant Protection Strategic Plan and was designed to collect information about officers' knowledge, attitudes, and use of safety belts. The goal of this initiative was to increase officers' safety belt use and determine gaps where additional education would be beneficial.

- The LELs use the annual statewide safety belt use survey and make it available to local law enforcement agencies. This information is useful for problem identification and assisting with the development of traffic law enforcement intervention strategies, deployment of staff, and evaluation of safety belt enforcement activity.

- The LELs track alcohol/drug-related unrestrained vehicle occupants in fatal collisions. Nationally, it has been identified that there is a relationship between unrestrained and impaired drivers.

- Many law enforcement agencies have written policies that require officers to wear safety belts.

- Most law enforcement agencies have policies or procedures to guide their officers on the proper transportation of children in patrol cars.

- Florida law enforcement agencies use one uniform crash report to report collisions through the Florida electronic crash records system. This reporting system facilitates accurate reporting of occupant protection system information including safety belt and child safety seat use or non-use, restraint type, and air bag presence and deployment.

3B. CHALLENGES

- Although Florida has adopted Target Zero as their traffic safety vision, it doesn't appear this strategy or previous ones have been used as a platform to prioritize traffic law enforcement for the purpose of unifying law enforcement agencies to promote the vision and traffic safety culture.

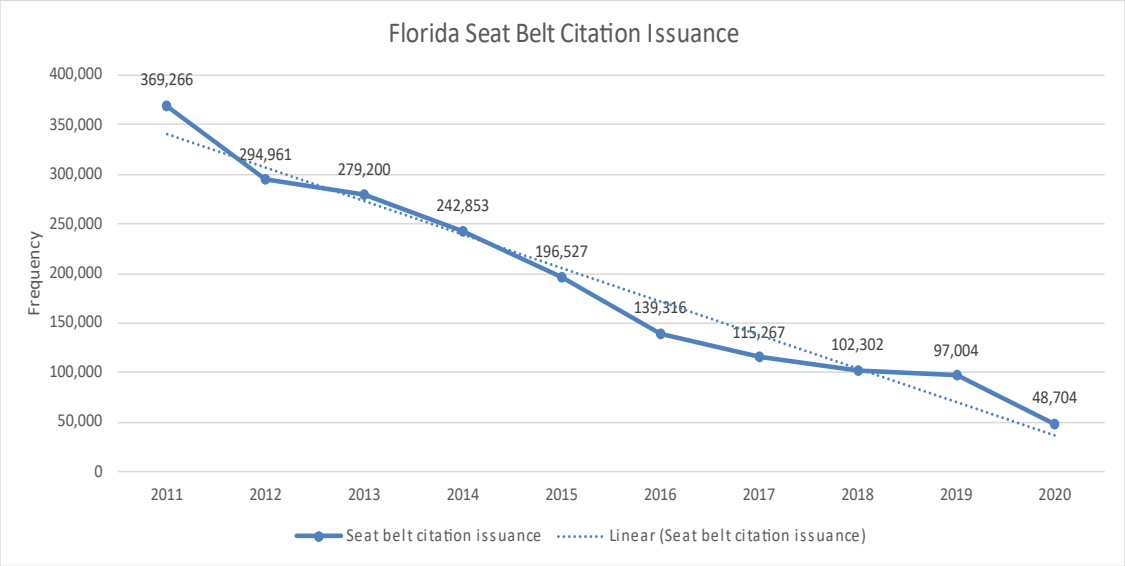
- The FDOT State Safety Office has encouraged law enforcement agencies to attempt nighttime safety belt enforcement tactics; however, law enforcement agencies have expressed reluctance to perform the tactic and are challenged with observing safety belt use in vehicles with tinted windows during nighttime hours.

- Small law enforcement agencies have competing priorities and concerns regarding staffing, funding, and calls for service for officers' time which inhibit proactive safety belt enforcement. Florida has 253 municipal law enforcement agencies of which 66 percent meet the International Association of Chiefs of Police (IACP) definition of a small law enforcement agency (an agency that has 50 or fewer full time sworn officers); Florida has 67 sheriff's offices of which 34 percent meet the IACP definition.

- Competing priorities or alternative opportunities for off-duty employment for officers inhibit their participation in grant-funded overtime safety belt enforcement initiatives.

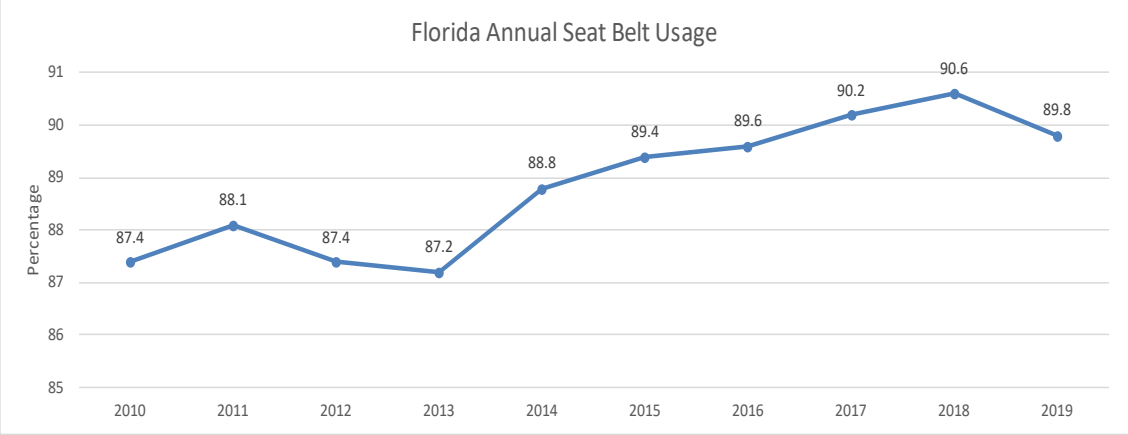
- There was no indication of an official endorsement statement from the Florida Police Chiefs Association or Florida Sheriffs Association regarding the importance of strict safety belt enforcement.

- Florida safety belt enforcement data from 2011 through 2019 indicated safety belt citations have decreased 74 percent. The trend of declining safety belt citations suggests there may be a lack of enforcement intensity which may provide little general deterrence for safety belt compliance.



Source: Florida Department Highway Safety and Motor Vehicles - Annual Uniform Traffic Citation Report

- The State's safety belt enforcement appears to be in a maintenance mode as annual safety belt use has remained static.

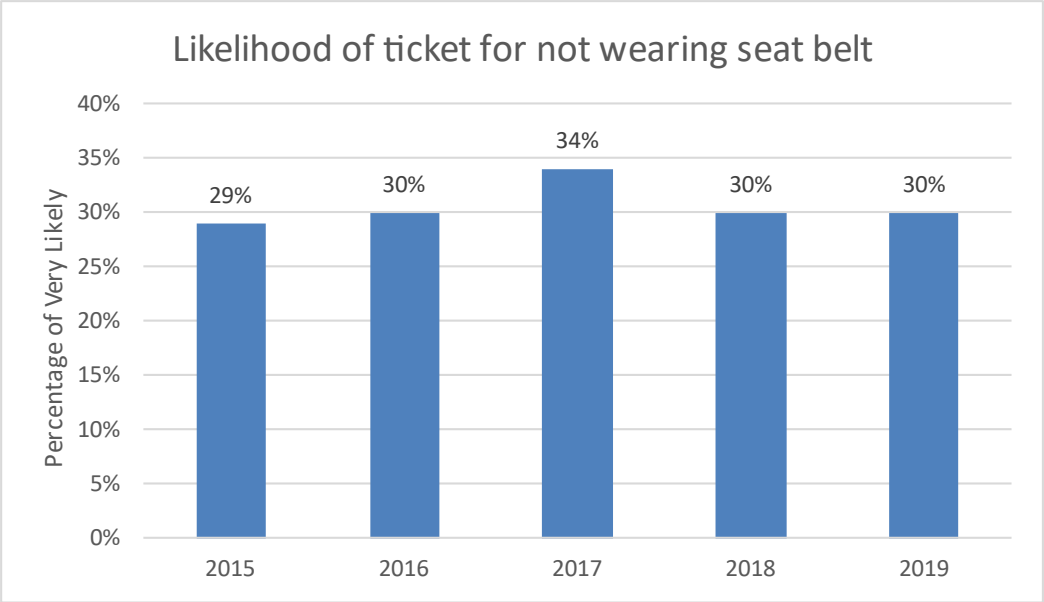


Source: NHTSA State Traffic Safety Information (STSI) for Florida

- Traffic law systems must rely upon general deterrence for compliance. The FDOT State Safety Office contracted with the Public Opinion Research Laboratory at the University of North Florida to collect information about the attitudes and awareness of adults living in Florida regarding Florida's *Click It or Ticket* campaign and general driving habits.

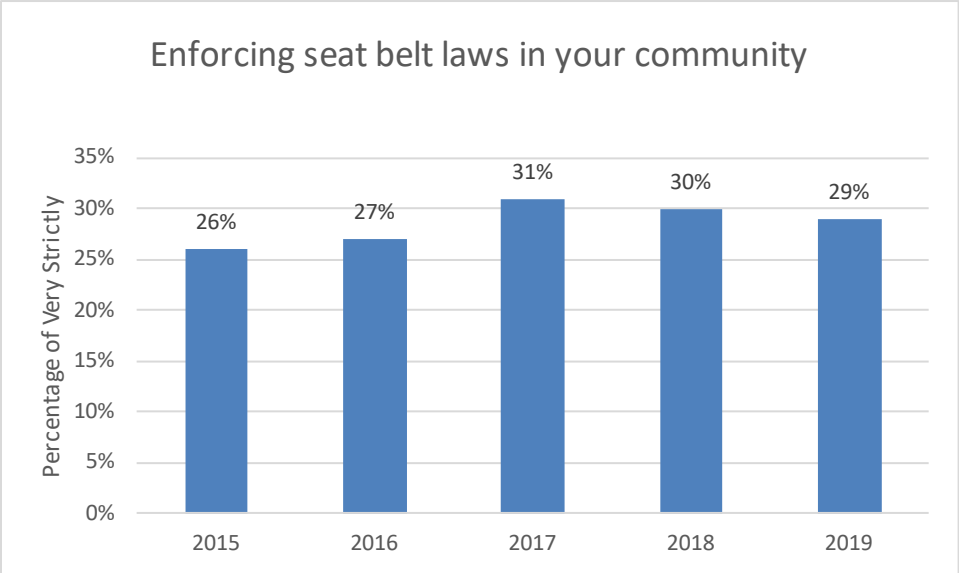
  Survey results indicated the following when respondents were asked about enforcement of safety belt laws:

  - *Over the next 6 months, assume you do not use your seat belt at all while driving. In your opinion, how likely are you to receive a ticket for not wearing a seat belt*?



Source: Florida 2019 Click It or Ticket Media Survey – Final Report August 5, 2019

- *In your opinion, do you think that law enforcement agencies in your county enforce the seat belt laws in your community?*



Source: Florida 2019 Click It or Ticket Media Survey – Final Report August 5, 2019

- Florida lacks a larger year-round attitudinal survey to assess respondents' perceptions regarding the probability of being stopped and cited for a safety belt violation. This inhibits the FDOT State Safety Office and law enforcement agencies' ability to measure the general deterrence factor of safety belt enforcement strategies supporting evidence-based enforcement strategies.

- As has occurred across the Nation with incidences of social unrest, Florida law enforcement agencies and policing as a whole have been scrutinized. The value of traffic law enforcement is being questioned.

- Although the COVID-19 pandemic may have caused people to drive less, there has been an increase in the number of drivers who engaged in riskier behavior, including speeding, failing to wear safety belts, and driving under the influence of alcohol and/or drugs. Despite less traffic during the COVID-19 pandemic, the incidences of crashes have stayed nearly the same as previous years.

- The Florida safety belt law lacks comprehensiveness to mitigate risk or prevent and reduce injuries, and significant consequences. The combination of the circumstances below creates the perception that safety belt enforcement is not a public safety priority.
    - There is no safety belt requirement for all seating positions.
    - The penalty for a safety belt violation is only $30. Studies have shown higher fines are associated with higher safety belt use and fines between $60 and $100 are likely most effective.
    - The safety belt law lacks language that vehicle occupants shall wear a safety belt in a properly adjusted and securely fastened manner.

- Florida's safety belt law provides eight exemptions for not wearing a safety belt. One such exemption is for trucks having a gross vehicle weight rating of more than 26,000 pounds. This exemption includes a significant number of commercial vehicles operating on Florida roads
    - This exemption is in contradiction of The Motor Carrier Safety Act Of 1984 and 49 CFR 392.16 - Use of seat belts, that requires drivers operating a commercial motor vehicle to be properly restrained by the safety belt assembly. Florida has adopted the code of federal regulations (CFR) for commercial vehicles. Florida law enforcement officers enforce the CFR for safety belt violations pertaining to commercial vehicles.

- When the Florida Legislature upgraded the State's safety belt law adding the element of primary enforcement in 2009, the legislation required a law enforcement officer to record the race and ethnicity of a violator when issuing a safety belt citation. The legislation also mandated an annual report of the data to be provided to the Governor, the President of the Senate, and the Speaker of the House of Representatives.
    - The Florida Department of Highway Safety and Motor Vehicles is responsible for providing the annual report; however, it was unclear who analyzes the data and results were unknown. Part of any community policing philosophy must be a practice of transparency.

- There is a lack of information on Florida-specific non-safety belt user characteristics to assist law enforcement agencies in identifying dangerous drivers and appropriate countermeasures, e.g., the type of behavior, criminality, and non-compliant personalities of non-safety belt users in Florida. This information is essential for law enforcement

agencies to develop enforcement intervention plans. It is also beneficial for developing communication plans and sharing with stakeholders and policymakers.

3C. RECOMMENDATIONS

- **Collaborate with the Florida Police Chiefs Association, Florida Sheriffs Association, and Florida Highway Patrol to develop and distribute a traffic law enforcement guide for law enforcement executives. This guide can assist law enforcement executives in implementing the most up-to-date and evidence-based measures to help deter risky driving behaviors that often result in crashes, injuries, and deaths; improve public acceptance of traffic law enforcement; and improve law enforcement professional competency.**

- Amend the Florida Safety Belt Law to require passengers of all ages to be properly restrained in all available seating positions. Additionally,
    - Increase the fine for a violation to standardize it with fines for all other traffic laws;
    - Require all vehicle occupants to wear a safety belt in a properly adjusted and securely fastened manner or be properly restrained in a child passenger safety restraint; and
    - Eliminate the safety belt exemption for trucks over 26,000 pounds.

- Develop and conduct a knowledge and attitudinal survey to determine the perceptions regarding the State's safety belt law and identify populations for special emphasis.

- Develop an in-depth profile of the personality (behavioral risk assessment) of safety belt violators and share with criminal justice professionals, traffic safety professionals, advocates, media, and policymakers.

4. COMMUNICATION

GUIDELINE:
As part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. To sustain or increase rates of seat belt and child safety seat use, a well-organized effectively managed communication program should:

- *Identify specific audiences (e.g., low belt use, high-risk motorists) and develop messages appropriate for these audiences;*
- *Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;*
- *Continue programs and activities to increase the use of booster seats by children who have outgrown their toddler seats but who are still too small to safely use the adult seat belts;*
- *Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;*
- *Provide materials and media campaigns in more than one language as necessary;*
- *Use national themes and materials;*
- *Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;*
- *Utilize paid media, as appropriate;*
- *Publicize seat belt use surveys and other relevant statistics;*
- *Encourage news media to report seat belt use and non-use in motor vehicle crashes;*
- *Involve media representatives in planning and disseminating communication campaigns;*
- *Encourage private sector groups to incorporate seat belt use messages into their media campaigns;*
- *Utilize and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;*
- *Evaluate all communication campaign efforts.*

4A. STRENGTHS

- The Florida Occupant Protection Coalition (FOPC) has developed a comprehensive marketing and communications plan that identifies target audiences, target markets, strategies and actions, and tactics. The plan seeks to focus communications and outreach efforts that target 18- to 34-year-old males as well as low belt use populations, including African Americans, Hispanics, and pickup truck drivers.

- Florida takes part in the national safety belt mobilization in May that aligns with the National Highway Traffic Safety Administration's (NHTSA) recommendations to use the *Click It or Ticket* (CIOT) campaign theme, utilize paid advertising to support widespread

awareness of stepped-up enforcement, and conduct post awareness surveys and direct observational safety belt use surveys.

- NHTSA campaign assets for paid advertising and social media are used so that the State has professionally produced and focus group-tested messaging.

- The advertising contractor provides a detailed proposal to support the May mobilization that includes traditional media vehicles as well as connected TV, digital video and audio, and paid social as a targeted means for reaching men 18-34. Following the buy, the State is provided with a post-performance report for each media vehicle.

- The Florida Department of Transportation (FDOT) State Safety Office typically issues press releases with the Florida Department of Highway Safety and Motor Vehicles and Florida Highway Patrol to promote awareness of CIOT.

- The FDOT State Safety Office encourages local law enforcement support of awareness efforts by providing partner agencies with printed materials, signs, information, speaking points, and NHTSA's resources to be used in their communities and facilitate local news media connections.

- Awareness activities include the use of freeway electronic message boards, state government websites, and state government social media accounts.

- The annual post CIOT media survey is conducted at the conclusion of each mobilization and tracks changes over time for respondents who have read, seen, or heard about the safety belt mobilization. This assists with program evaluation and identifies areas for changes or improvements.

- The FOPC marketing and communications action plan includes strategies to promote safety belt and child safety seat use to minority groups as well as pickup truck drivers.

- The Florida Occupant Protection Resource Center (FOPRC) provides a variety of child passenger safety (CPS) and child passenger safety technician (CPST) information through a comprehensive website. The State is also working to develop a new website that will include a wider variety of traffic safety information and resources.

- A variety of CPS materials are available in Spanish, including a car seat activity book, child safety seat installation checklist, booster seat installation checklist, child safety seat recommendations, booster seat information, and child safety seat facts.

4B. CHALLENGES

- Although the FOPC marketing and communications plan identifies low belt use populations of African Americans, Hispanics, and pickup truck drivers, these groups are not carried over in the paid advertising plan which only identifies 18- to 34-year-old males. According to the *Safety Belt Use in Florida 2019 Final Report*, "results also point

to where improvement is still needed among the low belt use groups, including occupants riding in pickup trucks, Black occupants, and occupants traveling on local and collector roadways."

- The CIOT paid advertising plan lays out an ambitious goal of statewide coverage through all of the State's designated market areas, which may shortchange dollars needed in the State's largest and most populous media markets.

- Using only national campaign assets, Florida's traffic safety advocates may be missing unique insights that come from conducting focus groups with Florida's low belt use groups (e.g., pickup truck drivers, Hispanics, and African Americans).

- CIOT awareness surveys have been scaled back to eliminate pre-surveys and oversamples of target groups.

- Efforts to garner news media coverage rely largely on local law enforcement agencies utilizing national materials provided to all states. Communications appear to lack a strong Florida-centered message or unique hooks, and do not showcase any of the State's occupant protection or child passenger safety grant-funded programs.

- Results of the annual direct observational safety belt use survey are not regularly shared with Florida's news media.

- The FDOT State Safety Office does not track news coverage generated throughout the State, limiting the ability to fully evaluate the CIOT mobilization and identify areas for possible improvement.

- While the State has a comprehensive communications strategy for promoting the national safety belt mobilization, there are no coordinated efforts or FDOT State Safety Office-supported campaigns to increase booster seat use or coordinate activities and communications for national Child Passenger Safety Week. Also, the FOPRC has limited information regarding booster seats and it is not readily identifiable.

- It appears that Florida has not yet made progress on plans developed by the FOPC to promote safety belt and child safety seat use to minority or pickup truck drivers.

- Although Florida makes multi-lingual safety materials available at no cost, slightly fewer than 10,000 of those materials were distributed in 2019 through the FOPRC, despite Florida having an estimated 5.6 million Hispanic or Latino population (U.S. Census Bureau, 2019).

4C. RECOMMENDATIONS

- **Provide more specific direction for the paid advertising plan target groups, concentrating on more than males 18- to 34-years-old. Include, at a minimum, male**

pickup truck drivers, African Americans, and Hispanics based on findings from the direct observational safety belt use survey.

- Request the advertising contractor provide details and rationale regarding the proposed plan's emphasis on male pickup truck drivers, Hispanics, and African Americans so the State can identify where and how these groups are being addressed in the plan.

- **Use cost-efficient advertising vehicles (e.g., paid social, YouTube, or Spotify) for statewide messaging during the safety belt mobilization while focusing the majority of advertising dollars in the State's largest media markets (Miami, Tampa, and Orlando) to leverage outcomes from paid advertising. Driving changes in these areas will more likely have a positive impact on both results of the direct observational survey and position the State for reductions in traffic fatalities.**

- Use Florida-specific data, survey results, or grant-funded occupant protection programs to garner media coverage and increase awareness of the safety belt enforcement mobilization. Share resulting news stories and coverage through social media platforms (e.g., Facebook, Twitter, Instagram) to drive greater awareness and interactions at little or no cost to the State.

- Use a news media monitoring service to track news coverage of safety belt mobilizations to ensure a more thorough review and evaluation of each mobilization.

- Conduct focus groups with key target audiences using National Highway Traffic Safety Administration produced materials to either affirm these campaign assets are effective in Florida or help make a case for the need to develop Florida-specific safety belt messages.

- **Seek the resources needed to develop and implement programs to promote safety belt and child restraint use to minority groups and pickup truck drivers to diversify efforts beyond *Click It or Ticket* and address low belt use groups with more year-round messages and programs that will resonate and lead to positive behavior change.**

- Develop and implement a plan to engage local health departments, hospitals, family practice physicians, traffic safety partners, and coalitions to ensure there is widespread awareness of child passenger safety materials available at no cost, with an emphasis on reaching Hispanic and Latino health care providers, educators, agencies, and social service organizations.

- Designate a single lead agency to coordinate national Child Passenger Safety Week activities and promotions and is responsible for communications and implementation so that child passenger safety technicians and instructors receive the same information and direction, and activities and outcomes can be tracked and evaluated.

- Work with the child passenger safety community to implement a statewide booster seat messaging effort to reach parents and caregivers that includes modest paid advertising support from the FDOT State Safety Office.

5. OCCUPANT PROTECTION FOR CHILDREN

GUIDELINE:
Each State should enact occupant protection laws that require the correct restraint of all children, in all seating positions and in every vehicle. Regulations and policies should exist that provide clear guidance to the motoring public concerning occupant protection for children. Each State should require that children birth to 16 years old (or the State's driving age) be properly restrained in the appropriate child restraint system or seat belt. Gaps in State child passenger safety and seat belt laws should be closed to ensure that all children are covered in all seating positions, with requirements for age-appropriate child restraint use. Key provisions of the law should include: driver responsibility for ensuring that children are properly restrained; proper restraint of children under 13 years of age in the rear seat (unless all available rear seats are occupied by younger children); a ban of passengers from the cargo areas of light trucks; and a limit on the number of passengers based on the number of available seat belts in the vehicle. To achieve these objectives, State occupant protection programs for children should:

- *Collect and analyze key data elements in order to evaluate the program progress;*
- *Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;*
- *Assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics;*
- *Promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria;*
- *Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws;*
- *Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts should be made to reach underserved populations;*
- *Assure that the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community;*
- *Establish the infrastructure to systematically coordinate the array of child occupant protection program components;*
- *Encourage law enforcement participation in the National Child Passenger Safety Certification (basic and in-service) training for law enforcement officers.*

5A. STRENGTHS

- The Florida Department of Transportation (FDOT) State Safety Office administers the statewide Child Passenger Safety (CPS) Program.

- The FDOT State Safety Office has established a partnership with the University of Florida - Transportation Technology Transfer (T2) Center to oversee the web-based Florida Occupant Protection Resource Center (FOPRC).

- The FDOT State Safety Office has funded the University of Florida - Institute for Mobility, Activity, and Participation to develop the Florida Child Passenger Safety Seat Fitting Station Database and Mapping System. This database will be linked to from the new Florida Traffic Safety Resource Center (FTSRC) website.

- The FOPRC was established by the FDOT State Safety Office to be a one-stop resource center providing equipment, educational, and promotional materials on child safety seats, safety belts, and air bags to support the services of child passenger safety technician instructors (CPSTIs) and child passenger safety technicians (CPSTs) across Florida. The FOPRC provides the following:
    - Child safety seats for low-income families from both the child safety seats purchased with funding from the FDOT State Safety Office and the $2 Difference Car Seat Program,
    - Scholarships for CPSTIs and CPSTs' certification and recertification fees,
    - CPSTI stipends for teaching certification classes,
    - CPS resources including educational materials (e.g., LATCH manuals, DVDs, and print ready materials),
    - Technical assistance from a CPSTI,
    - List of Car Seat Fitting Stations,
    - Current list of CPSTIs and CPSTs,
    - Calendar of events and training opportunities, and
    - FAQs.

- The FOPRC supports the Florida Special Needs Occupant Protection (FSNOP) program. In 2019, the FOPRC facilitated planning for the "*Safe Travel for All Children: Transporting Children with Special Health Care Needs"* class.

- Florida's Child Safety Seat Distribution program provided 884 child safety seats in FY 2020 and 1,191 child safety seats in fiscal year (FY) 2021. Since 2016, 10,628 child safety seats were distributed to low-income families who could not afford to purchase a child safety seat.
    - In FY 2019, an additional 13 special needs seats and parts were purchased for use in the FSNOP program.

- Florida enacted legislation to establish the Highway Safety Operating Trust Fund's $2 Difference Child Safety Seat Program that is housed at the Florida Department of Highway Safety and Motor Vehicles (FLHSMV). In 2020, 172 child safety seats were purchased for distribution to families in need.

- In 2019, 50 National Highway Traffic Safety Administration (NHTSA) CPS certification training classes and five CPS certification renewal classes were conducted in Florida. In 2018, 45 certification training classes and two certification renewal classes were conducted.

- Florida has 1,087 CPSTs geographically located in 61 of its 67 counties. Florida has set a goal to have five CPSTs per every 100,000 population in each county. The CPSTs provide access to CPS education for 99.5 percent of the child population from birth to age nine[1] (*National CPS Certification*, May 2021). CPSTs represent a wide variety of disciplines:
    - Rescue/emergency medical service (EMS) (285);
    - Hospital/medical (244);
    - Law enforcement (170);
    - Non-profit (143);
    - Other (94);
    - Public health (66);
    - Self-employed (24);
    - School/university (15);
    - Safe Kids (13);
    - Undeclared (12);
    - Other retail (11)
    - Child Restraint Manufacturer (5);
    - Vehicle retail (3); and,
    - Highway safety (2).

- Florida has 81 CPSTIs in 30 of its 67 counties and 15 technician proxies providing support for CPST recertification efforts. Three of the technician proxies are located in counties that do not currently have an instructor (*National CPS Certification*, May 2021).

- Florida has a network of fitting stations that educate families on the correct selection and use of child safety seats.[2] There are 164 child safety seat fitting stations geographically located in 55 of the 67 counties. Six of the 164 fitting stations provide virtual assistance. Florida has set a goal to have one fitting station per every 100,000 population. The fitting stations provide access to approximately 97 percent of children age nine and younger. The fitting stations are listed on the FOPRC website.

- In 2019, 3,198 child safety seats were checked at fitting stations across Florida.

- Thirty-nine CPSTIs/CPSTs in 16 counties have attended the "*Safe Travel for All Children: Transporting Children with Special Health Care Needs"* course. Currently, two CPSTIs have completed the requirements to teach this enhancement class.

- Two CPSTs in Florida attended NHTSA's *"Child Passenger Safety Restraint Systems on School Buses"* class.

- CPS resources for law enforcement have been developed by the Florida Occupant Protection Coalition. The materials include:
    - Florida Child Restraint Law Summary for Law Enforcement Use Only - Tip Card,

[1] See Appendix: Table 1: Florida – CPS Technicians/Instructors, May 2021. Virtual, Florida: Angela Osterhuber
[2] See Appendix: Table 2: Florida – Fitting Stations, May 2021. Virtual, Florida: Angela Osterhuber

- CPS Card - business card with the website link for the State's list of fitting stations, and
- Safety Belt Officer Ticket Booklet – activity book for children.

- Florida's Law Enforcement Liaisons (LELs) are CPSTs. The LELs are a credible CPS resource for law enforcement agencies across the State. The LELs provide materials to local law enforcement agencies for distribution in their communities.

- The *Occupant Protection Behavior, Attitude, and Awareness Survey* is conducted annually after the *Click It or Ticket* mobilization. The survey solicits information on the use of child safety seats and awareness about the child restraint law. The survey found that 93 percent of parents with children five years of age and younger are aware of the child restraint law.

- The FDOT State Safety Office funds the University of North Florida – Institute of Police Technology and Management to oversee a statewide child passenger safety restraint use survey to measure the State's child restraint use rate. The survey includes data from 200 sites across 20 counties.

Year	Number of Children Observed	Overall Calculated Use Rate for Children Birth – 12 years	Percent of Children Birth – 3 years	Percent of Children Ages 4 – 5 years	Percent of Children Ages 6 – 12 years
2020	4,178	**82%**	95%	77%	78%
2019	4,773	**94%**	94%	75%	77%
2018	5,013	**84%**	94%	78%	81%
2017	5,230	**86%**	95%	78%	84%

5B. CHALLENGES

- The Florida Child Restraint law requires the operator of the vehicle to properly secure children who are five years of age or younger. The law does not reflect NHTSA or American Academy of Pediatrics best practice recommendations.

- In 2019, the recertification rate for Florida CPSTs was 49.4 percent, with 413 out of 836 CPSTs completing the recertification requirements. The 2018 recertification rate was 46.0 percent. These recertification rates were below the national average of 55.5 percent in 2019 and 55.7 percent in 2018.

- CPSTs are encouraged to use the *National Digital Car Seat Check Form*; however, not all CPSTs are using the digital form. With access to a limited number of completed car seat check forms, the FDOT State Safety Office is unable to determine the number of car seats being checked and their data analysis to identify common errors and an overall misuse rate is limited. Data analysis could identify critical errors found most often which can then be communicated through CPS educational messages.

- There does not appear to be a strategy to determine activity provided by CPSTs that are not receiving resources from the FOPRC, limiting the ability to determine the full impact of CPS education provided throughout the State.

- There are limited in-person educational opportunities for CPSTIs and CPSTs to meet the CPS continuing education units (CEUs) for recertification.

- In some counties there is limited access to CPSTIs and/or technician proxies for seat check activity sign-offs to meet recertification requirements.

- There is no formalized mentoring program in place for CPSTIs, CPSTs, or technician proxies. Mentoring programs would increase communication and collaboration among CPSTIs, CPSTs, and technician proxies.

- While it was reported that CPS educational presentations have been developed and provided in some communities, there is no coordinated statewide effort to provide programs for schools (for teachers and students), school transportation, emergency medical services (EMS), physician practices, or other agencies that interact with and/or transport children.

- While there are significant efforts to address the needs of children who are in child safety seats, there does not appear to be a coordinated statewide effort to encourage booster seat use for children or safety belts for children who have outgrown a booster seat through fifteen years of age.

- It is unknown if all hospitals with newborn nurseries, neonatal intensive care units, and pediatrics include CPS in their discharge policies.

- A limited number of CPS restraint offender/violator diversion programs have been established. The diversion program allows drivers who have received a CPS violation to participate in an educational program on the importance of properly restraining children in a vehicle.

- There are limited training opportunities for law enforcement officers who are not CPSTs to attend a CPS educational program on the correct selection and use of car seats. The lack of training limits their ability to recognize misuse and be a source of information for parents and caregivers.

- Limited information is distributed to partners and agencies to encourage participation in a coordinated, statewide campaign for CPS Week and Seat Check Saturday.

5C. RECOMMENDATIONS

- Enhance Florida's child restraint law by amending the provisions to follow the National Highway Traffic Safety Administration and the American Academy of Pediatrics best practice recommendations. Consider enacting the following:

- Require children to remain rear-facing until at least age two or until the maximum weight or height allowed by the car seat manufacturer is reached.
- Increase the age requirement for children to be secured in a belt-positioning booster seat.
- Remove all exemptions that allow children to be transported while not correctly secured in a child restraint.

- **Explore strategies to increase communication between child passenger safety technician instructors (CPSTI), child passenger safety technicians (CPST), and technician proxies within each of the seven Florida Department of Transportation Districts. Encourage each District to:**
  - **Develop and implement a sustainable mentoring process for newly certified CPSTs, technician proxies, and CPSTIs. Mentors should be readily available to assist and guide, as needed, until skills and effective communication techniques have been adequately established.**
  - **Recruit experienced CPSTs throughout the District to become technician proxies who can review and approve seat checks for recertification, particularly in counties that do not have CPSTIs or technician proxies.**
  - **Submit reports to document educational activity.**

- Offer in-person technical updates through local child passenger safety champions and combine with car seat checks to provide an opportunity for seat check activity sign-offs to increase the number of child passenger safety technicians (CPST) who recertify to safeguard the investment of resources expended in CPST certification.

- Develop and implement standardized child passenger safety educational presentations and programs for Head Start/preschool, schools, school transportation, medical community (hospitals and physician practices), emergency medical services, etc.

- Explore strategies to increase the number of child passenger safety restraint offender/violator diversion programs.

- Explore opportunities to expand law enforcement knowledge in basic child safety seat correct use and misuse by:
  - Developing a basic child passenger safety awareness presentation for law enforcement. The presentation should provide visual cues to identify misuse.
  - Providing the presentation to child passenger safety technician instructors and child passenger safety technicians across the State.
  - Providing child passenger safety workshops at law enforcement meetings and conferences.

- Conduct a survey to determine if hospitals that serve newborns and young children have:
  - Written child passenger safety best practice recommendations included in discharge policies and/or practices,
  - Standardized training for hospital staff, and
  - Educational materials and services for parents.

- Encourage hospitals to include child passenger safety in their discharge policy for all children. Provide hospitals with the model policy, *Hospital Discharge Recommendations for Safe Transportation of Children,*[3] and the *Checklist for Hospital Discharge Recommendations for Safe Transportation of Children*[4] to assist hospitals in determining components of a policy that meets best practice recommendations.

- Utilize the National Highway Traffic Safety Administration's Child Passenger Safety Week materials (educational messages and resources, template media materials, etc.), tailoring them to include the statewide theme and data. Encourage use of these materials by partners and stakeholders to increase participation and consistency of messaging.

- **Promote Child Passenger Safety Week car seat check events and year-round child passenger safety community events and educational programs on the new Florida Traffic Safety Resource Center event calendar to increase public awareness of child passenger initiatives throughout the State.**

[3] https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/812106_hospitaldischrgerecsafetranschildren.pdf
[4] https://www.cpsboard.org/wp-content/uploads/2020/04/Checklist-for-Hospital-Discharge-Recommendations-for-Safe-Transportation-of-Children.pdf

6. OUTREACH PROGRAM

GUIDELINE:
Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should:

- *Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems;*
- *Create an effective communications network among coalition members to keep members informed about issues;*
- *Provide culturally relevant materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings;*
- *Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions.*

States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools and employers.

a. Diverse Populations
Each State should work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in State demographics. Individuals from these groups might not be reached through traditional communication markets. Community leaders and representatives from the various ethnic and cultural groups and organizations will help States to increase the use of child safety seats and seat belts. The State should:

- *Evaluate the need for, and provide, if necessary, materials and resources in multiple languages;*
- *Collect and analyze data on fatalities and injuries in diverse communities;*
- *Ensure representation of diverse groups on State occupant protection coalitions and other work groups;*
- *Provide guidance to grantees on conducting outreach in diverse communities;*
- *Utilize leaders from diverse communities as spokespeople to promote seat belt use and child safety seat;*
- *Conduct outreach efforts to diverse organizations and populations during law enforcement mobilization periods.*

b. Health and Medical Communities

Each State should integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The SHSO, the State Health Department and other State or local medical organizations should collaborate in developing programs that:

- *Integrate occupant protection into professional health training curricula and comprehensive public health planning;*
- *Promote occupant protection systems as a health promotion/injury prevention measure;*
- *Require public health and medical personnel to use available motor vehicle occupant protection systems during work hours;*
- *Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers (e.g., doctors, nurses, clinic staff);*
- *Include questions about seat belt use in health risk appraisals;*
- *Utilize health care providers as visible public spokespeople for seat belt and child safety seat use;*
- *Provide information about the availability of child safety seats at, and integrate child safety seat inspections into, maternity hospitals and other prenatal and natal care centers;*
- *Collect, analyze and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices.*

c. Schools

Each State should encourage local school boards and educators to incorporate occupant protection education into school curricula. The SHSO in cooperation with the State Department of Education should:

- *Ensure that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks;*
- *Establish and enforce written policies requiring that school employees use seat belts when operating a motor vehicle on the job; and*
- *Encourage active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and*
- *Work with School Resource Officers (SROs) to promote seat belt use among high school students;*
- *Establish and enforce written school policies that require students driving to and from school to wear seat belts. Violation of these policies should result in revocation of parking or other campus privileges for a stated period of time.*

d. Employers

Each State and local subdivision should encourage all employers to require seat belt use on the job as a condition of employment. Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043,

"Increasing Seat Belt Use in the United States" as well as all applicable Federal Motor Carrier Safety Administration (FMCSA) Regulations or Occupational Safety and Health Administration (OSHA) regulations requiring private business employees to use seat belts on the job. All employers should:

- *Establish and enforce a seat belt use policy with sanctions for non-use;*
- *Conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.*

6A. STRENGTHS

- Since the last occupant protection assessment, the state has created the Florida Occupant Protection Coalition (FOPC) which in turn has developed a comprehensive strategic action plan and a marketing and communications action plan. The FOPC is comprised of national, state, local, and private sector partners representing the occupant protection community, law enforcement, education, public health, and program evaluation and data.

- The FOPC meets quarterly to assist with implementing the strategic plan, including development of materials and activities and tracking progress. This also ensures communication and networking among coalition members.

- Florida's Community Traffic Safety Teams (CTSTs) are locally-based, data-driven groups of highway safety advocates that are committed to a common goal of improving traffic safety in their communities. They are multi-jurisdictional, with members from city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. The CTSTs help solve local traffic safety problems and promote public awareness of traffic safety best practices through campaigns including *Click It or Ticket*.

- A variety of child passenger safety (CPS) materials are available in Spanish, including a car seat activity book, car seat installation checklist, booster seat installation checklist, car seat recommendations, booster seat information, and child safety seat facts.

- Florida has nearly 65 Students Against Destructive Decisions (SADD) chapters across the State that conduct a variety of safety belt activities, including Rock the Belt and Battle of the Belts. There are other teen-focused high school groups conducting traffic safety activities including National Organization for Youth Safety (NOYS) and Impact Teen Drivers, a distracted driving education program.

- Florida has a well-established CarFit program that offers older adults the opportunity to check how well their personal vehicles "fit" them. Volunteers cover a variety of areas, including safety belts, often helping people find ways to make safety belts fit more comfortably and increase safety belt use.

6B. CHALLENGES

- While Florida has strong, locally-based CTSTs that work with government agencies, groups, and coalitions throughout the State, there was little evidence that the Florida Department of Transportation (FDOT) State Safety Office has direct relationships with traffic safety partners outside of state agencies and grant-funded research and data programs.

- The FOPC has limited representation for groups and organizations outside of state government agencies or grant-funded traffic safety activities, which limits broad input and the potential partner base.

- The Minority Task Force on Occupant Protection no longer exists as a separate group and has been replaced by the FOPC. Although the FOPC includes tribal representation, the coalition, as a whole, lacks robust representation of diverse groups and communities. Efforts to include these groups in the coalition have so far been unsuccessful.

- While the FDOT State Safety Office provides a wealth of supporting information and resources to law enforcement agencies and traffic safety partners for the annual safety belt mobilization, this does not include assets geared toward diverse communities nor training to facilitate outreach with these groups.

- The FOPC includes the Florida Department of Health and some children's hospitals, yet the State seems to lack an engaged and active health care community promoting the proper use of safety belts and child safety seats as part of these groups' regular outreach activities or as part of health risk appraisals.

- The FDOT State Safety Office has attempted to partner with the Florida Department of Education regarding safety belt initiatives but the department is not an active participant in the FOPC or other occupant protection programs.

- Florida has no formal, coordinated, evidenced-based occupant protection curriculum for students. Information provided indicates that SADD has chapters that conduct a variety of programs, including traffic safety, in approximately 65 out of nearly 2,200 high schools in Florida (about 3% of all high schools) leaving most high schools without traffic safety programming the State is able to track and measure.

- There was no evidence of employer-based traffic safety programs or state-level business partnerships to promote campaigns like *Click It or Ticket* or general safety belt use that would aid in year-round messaging and efforts to reach diverse populations.

6C. RECOMMENDATIONS

- **Expand the Florida Occupant Protection Coalition membership to include the Florida Department of Education, Florida Sheriffs Association, the State's hospital**

association, medical associations, chamber of commerce, insurance companies, and other groups to broaden input and expand potential traffic safety partners.

- Establish direct relationships with a larger base of traffic safety partners to establish programs and possible grant-funded activities to bolster occupant protection outreach efforts beyond law enforcement-based messages.

- **Consider re-establishing the Minority Task Force on Occupant Protection or prioritizing actively identifying and recruiting members to the Florida Occupant Protection Coalition to expand representation among minority and diverse communities.**

- Work with representatives of diverse populations to ensure Florida has safety belt and child passenger safety materials that are relevant and meet the needs of these groups to support traffic safety education within these populations.

- Develop partnerships and programs with hospitals, health care providers, and community health departments through the Florida Department of Transportation State Safety Office to ensure people are engaged with a variety of safety belt messages from groups and individuals who may be strong influencers for behavior change.

- Advocate for safety belt use information to be included in the State's school health curriculum to ensure that K-12 students are provided with age-appropriate traffic safety information and education.

- **Establish state-level employer partnerships to promote safety belt use through employer policies and safety messages, especially employers in the State's tourism industry, as well as those who can assist with outreach to diverse populations.**

7. DATA AND EVALUATION

GUIDELINE:
Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- *Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, making every effort to ensure that it meets current, applicable Federal guidelines;*
- *Maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes;*
- *Identify high-risk populations through observational usage surveys and crash statistics;*
- *Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems;*
- *Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and child passenger safety citations and convictions;*
- *Evaluate the use of program resources and the effectiveness of existing general communication as well as special/high-risk population education programs;*
- *Obtain data on morbidity, as well as the estimated cost of crashes, and determine the relation of injury to seat belt use and non-use;*
- *Ensure that evaluation results are an integral part of new program planning and problem identification.*

7A. STRENGTHS

- The Florida Department of Transportation (FDOT) State Safety Office utilizes the Preusser Research Group, Inc. (PRG) to conduct observational surveys for occupant protection. There has been an annual survey of safety belt use for many years and a child passenger safety seat survey has been instituted since the last occupant protection assessment in 2016. The safety belt survey has been approved by the National Highway Traffic Safety Administration (NHTSA) and is conducted following the *Click It or Ticket* media and enforcement campaign each year. Observations are done at 165 sites and the front seat occupants' age, gender, race, and restraint use are recorded. Even though all counties are not part of the observational survey sample, those not included are encouraged to conduct similar studies through the law enforcement liaison (LEL) network. The child passenger safety seat survey is also conducted each year in the spring at 200 sites statewide in 20 counties. Due to COVID-19 concerns in 2020, observational surveys were not conducted. The 2019 observed safety belt use was 89.8 percent and the child safety seat use was 82 percent.

- Through the Fatality Analysis Reporting System (FARS), the State is able to capture, analyze, and report on trends in fatal crashes. That information identifies use, non-use, and misuse of restraint systems such as safety belts, child safety seats, and available air bags.

- The identification of high-risk and vulnerable populations is accomplished at several stages of traffic safety program planning. The FDOT State Safety Office uses multiple resources in an annual review of crash trends and injury outcomes. Historical and almost real-time crash report data are available through the Signal Four Analytics dashboard that is maintained by the Geoplan Center of University of Florida. That site uses data from the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), the official crash data custodian. Results from the annual observational surveys and behavior, attitude, and awareness surveys conducted after the *Click It or Ticket* campaign are incorporated into the analysis of restraint use trends. Local partners work with the Florida Occupant Protection Coalition (FOPC) to utilize all available data resources to understand safety issues. Researchers are active members of the FOPC and provide guidance.

- The FDOT State Safety Office contracts with the University of North Florida Public Opinion Research Laboratory (PORL) to conduct attitudinal and behavioral surveys related to major campaigns, including occupant protection. Every year after the *Click It or Ticket* campaign, the PORL conducts a telephone survey that samples from each designated market area (DMA) in the State. That ten-minute survey contains questions related to awareness of laws, perception of consequences for not using a safety restraint, and attitudes and beliefs about using restraints. The most recent survey in 2019 found close to 89 percent of respondents reported wearing a safety belt all of the time when driving, while close to 30 percent felt law enforcement agencies in their area enforce safety belt laws very strictly, and 78 percent reported having read, seen, or heard anything about the *Click It or Ticket* campaign in the past six months.

- The FDOT State Safety Office requires all subrecipients to develop an evaluation plan and report metrics on each claim submission, which may occur more frequently than quarterly. In recent years, the reporting requirements for law enforcement agencies have been streamlined and are now uniform. All grant-funded agencies report occupant protection citations issued and some also report verbal and written warnings. There has been discussion about expanding to capture warnings.

- Through subrecipient evaluations submitted with claims and the annual review of data, the FDOT State Safety Office conducts process and outcome evaluations. PRG and PORL support evaluation of the occupant protection program with regards to media, enforcement, outreach, and education around the *Click It or Ticket* campaign. Those institutions are members of the FOPC and strive to incorporate a variety of data (such as hospital records) to identify vulnerable and high-risk populations as well as review any trends resulting from FDOT State Safety Office programs.

- The FDOT State Safety Office has compiled morbidity and crash cost estimates related to occupant protection. State data are analyzed and shared in several ways including, but not limited to, the Traffic Crash Facts published annually and the online Annual Uniform Traffic Citation Report query system, which are both maintained by the FLHSMV, and the Highway Safety Data Matrices published annually by FDOT. Mortality information is

gleaned from FARS and is categorized according to the Traffic Safety Performance Measures, of which passenger vehicle occupant fatalities by restraint use and observed safety belt use rate are included. The societal crash cost estimates are based on NHTSA data sources published in the *Annual Economic Cost Due to Motor Vehicle Crashes* publication; the State uses that information as needed.

- The FDOT State Safety Office and FOPC regularly review available data and work with study directors from PRG and PORL to interpret and apply findings from the observational surveys and behavioral and attitudinal surveys, respectively. The Highway Safety Data Matrices are also used by the FDOT State Safety Office and LELs to identify areas of concern and agencies that should be recruited into the occupant protection program.

7B. CHALLENGES

- The statewide observational safety belt survey is conducted at sites in 15 counties. In the remaining 52 counties in the State, LELs encourage local partners to conduct observational surveys to better understand the population. There may not be uniformity in training, data collection, or interpretation of those observations.

- Race and ethnicity are captured on traffic citations and the surveys, both observational and attitudinal, although it is not captured on the crash report. The completeness and accuracy of that information in law enforcement reports varies across the State; in some areas those data are better accessed through computer-aided dispatch (CAD) systems or crash or citation repositories. This creates an obstacle for statewide evaluations or geographical comparisons.

- The PORL conducts behavioral, attitudinal, and awareness surveys after major campaigns, including *Click It or Ticket* in June. Rarely, if ever, have the surveys included questions related to potential legislative changes. Such questions may relate to public opinion about rear safety belt use or the general restrictiveness, or laxity, in the laws. The timing of the legislative session has affected the State's willingness to include such questions because the survey is conducted soon after the yearly session concludes.

- Florida partners rely on the injury severity estimate captured on a crash report to identify serious injuries for performance measures and analyze all levels of injury. While this is a consistent data source, it is not the most accurate for several documented reasons. Ideally, access to clinical information, such as emergency medical services (EMS) or hospital data, would allow for more accurate interpretations. EMS data may also include reports of restraint use that could be used to validate or complement crash reports.

- The Highway Safety Data Matrices are the primary source of information used by the FDOT State Safety Office for problem identification purposes. Once locations are identified from the matrices, it is assumed that more detailed data review is conducted by grantees with the FDOT State Safety Office program manager. It is unclear if agency or county-specific safety facts are generated regularly to support grantees, beyond county

tables for select crash data fields, or if the onus is on the subrecipient.

- The online Annual Uniform Traffic Citation Report query system is unique and impressive, although somewhat cryptic. The categories are clearly labeled, but the elements in the violation drop-down boxes are acronyms or judicial short-hand language which may be difficult for some partners and the public to decipher. It may also not be intuitive about which violations fall within each Violation Classification category.

7C. RECOMMENDATIONS

- Pursue access to additional data systems, such as emergency medical services and hospital records, for integration and subsequent occupant protection program analyses by collaborating with the State's Traffic Records Coordinating Committee.

- Develop and disseminate a short, uniform training module to promote consistency among all observational safety belt and child passenger safety seat surveys conducted in the State.

- Utilize research institutions with survey development expertise to develop attitudinal questions related to policies and laws. Include those questions in the annual survey and employ notable results for the following legislative session as applicable.

- **Document and advertise analytical resources that subrecipients and partners may consult for basic frequency and cross-tabulation analyses to complement the Highway Safety Data Matrices.**

- **Update the Annual Uniform Traffic Citation Report online query system to use expanded descriptions or generate a user guide.**

APPENDIX

Table 1: Florida - CPS Technicians / Instructors, May 2021

County	Population 0-4*	% Population 0-4*	Population 5-9*	% Population 5-9*	Population 0-9*	% Population 0-9*	CPS Techs	Estimated Tech. hours/year (2% = 40 hrs/yr)	Basic 1 tech hour per 180 children*	Intermediate 1 tech hour per 90 children*	Comprehensive 1 tech hour per 12 children*		Basic 1 tech hour per 180 children*	Intermediate 1 tech hour per 90 children*	Comprehensive1 tech hour per 12 children*	CPS Instructors	Technician Proxy	Special Needs	School Bus
County Pop.	1,131,822	100%	1,126,174	100%	2,257,997	100%	1087									81	15	39	2
Alachua	13,815	1.22%	10,946	0.97%	24,761	1.10%	20	800	77	154	1151		138	275	2063	1		1	
Baker	1,786	0.16%	1,793	0.16%	3,579	0.16%	1	40	10	20	149		20	40	298				
Bay	9,497	0.84%	9,147	0.81%	18,644	0.83%	13	520	53	106	791		104	207	1554				
Bradford	1,307	0.12%	1,726	0.15%	3,033	0.13%	1	40	7	15	109		17	34	253				
Brevard	27,344	2.42%	26,916	2.39%	54,260	2.40%	19	760	152	304	2279		301	603	4522	1			
Broward	112,024	9.90%	111,266	9.88%	223,290	9.89%	112	4480	622	1245	9335		1241	2481	18608	8	2		
Calhoun	636	0.06%	825	0.07%	1,461	0.06%	2	80	4	7	53		8	16	122				
Charlotte	5,295	0.47%	7,477	0.66%	12,772	0.57%	3	120	29	59	441		71	142	1064				
Citrus	5,763	0.51%	4,986	0.44%	10,749	0.48%	11	440	32	64	480		60	119	896	1			
Clay	11,923	1.05%	14,430	1.28%	26,353	1.17%	2	80	66	132	994		146	293	2196				
Collier	15,984	1.41%	16,641	1.48%	32,625	1.44%	22	880	89	178	1332		181	363	2719	2			
Columbia	3,577	0.32%	4,237	0.38%	7,814	0.35%	9	360	20	40	298		43	87	651				
DeSoto	1,861	0.16%	2,051	0.18%	3,912	0.17%	1	40	10	21	155		22	43	326				
Dixie	734	0.06%	980	0.09%	1,714	0.08%		0	4	8	61		10	19	143				
Duval	64,319	5.68%	55,953	4.97%	120,272	5.33%	31	1240	357	715	5360		668	1336	10023	2		2	
Escambia	19,013	1.68%	19,797	1.76%	38,810	1.72%	23	920	106	211	1584		216	431	3234	3			
Flagler	4,524	0.40%	4,729	0.42%	9,253	0.41%	37	1480	25	50	377		51	103	771	1	1		
Franklin	518	0.05%	473	0.04%	991	0.04%	2	80	3	6	43		6	11	83		1		
Gadsden	2,704	0.24%	2,730	0.24%	5,434	0.24%	5	200	15	30	225		30	60	453	1			
Gilchrist	888	0.08%	764	0.07%	1,652	0.07%	1	40	5	10	74		9	18	138				
Glades	428	0.04%	526	0.05%	954	0.04%		0	2	5	36		5	11	80				
Gulf	722	0.06%	781	0.07%	1,503	0.07%	2	80	4	8	60		8	17	125				
Hamilton	629	0.06%	849	0.08%	1,478	0.07%		0	3	7	52		8	16	123				
Hardee	1,757	0.16%	1,993	0.18%	3,750	0.17%	1	40	10	20	146		21	42	313				
Hendry	3,003	0.27%	2,707	0.24%	5,710	0.25%	1	40	17	33	250		32	63	476				

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Hernando	8,518	0.75%	9,920	0.88%	18,438	0.82%	4	160	47	95	710		102	205	1537				
Highlands	4,664	0.41%	4,264	0.38%	8,928	0.40%	3	120	26	52	389		50	99	744	1			
Hillsborough	88,829	7.85%	85,277	7.57%	174,106	7.71%	48	1920	493	987	7402		967	1935	14509	4		3	1
Holmes	917	0.08%	1,050	0.09%	1,967	0.09%	3	120	5	10	76		11	22	164				
Indian River	5,955	0.53%	7,466	0.66%	13,421	0.59%	1	40	33	66	496		75	149	1118				
Jackson	2,390	0.21%	2,303	0.20%	4,693	0.21%	2	80	13	27	199		26	52	391				
Jefferson	604	0.05%	694	0.06%	1,298	0.06%	1	40	3	7	50		7	14	108				
Lafayette	461	0.04%	691	0.06%	1,152	0.05%		0	3	5	38		6	13	96				
Lake	16,852	1.49%	19,584	1.74%	36,436	1.61%	28	1120	94	187	1404		202	405	3036	3	2	1	
Lee	34,695	3.07%	36,716	3.26%	71,411	3.16%	74	2960	193	386	2891		397	793	5951	5	3	4	
Leon	15,336	1.35%	15,521	1.38%	30,857	1.37%	20	800	85	170	1278		171	343	2571	1		1	
Levy	2,027	0.18%	2,564	0.23%	4,591	0.20%	2	80	11	23	169		26	51	383				
Liberty	313	0.03%	396	0.04%	709	0.03%		0	2	3	26		4	8	59				
Madison	901	0.08%	960	0.09%	1,861	0.08%	1	40	5	10	75		10	21	155				
Manatee	18,321	1.62%	17,660	1.57%	35,981	1.59%	19	760	102	204	1527		200	400	2998	3		1	1
Marion	17,871	1.58%	17,071	1.52%	34,942	1.55%	9	360	99	199	1489		194	388	2912	1			
Martin	6,343	0.56%	6,494	0.58%	12,837	0.57%	6	240	35	70	529		71	143	1070				
Miami-Dade	157,197	13.89%	139,405	12.38%	296,602	13.14%	64	2560	873	1747	13100		1648	3296	24717	5	2	4	
Monroe	2,904	0.26%	2,789	0.25%	5,693	0.25%	20	800	16	32	242		32	63	474		2		
Nassau	4,736	0.42%	5,316	0.47%	10,052	0.45%	6	240	26	53	395		56	112	838	1			
Okaloosa	13,334	1.18%	12,656	1.12%	25,990	1.15%	6	240	74	148	1111		144	289	2166				
Okeechobee	2,472	0.22%	2,429	0.22%	4,901	0.22%	12	480	14	27	206		27	54	408		1		
Orange	83,694	7.39%	86,286	7.66%	169,980	7.53%	95	3800	465	930	6975		944	1889	14165	6		9	
Osceola	22,569	1.99%	21,508	1.91%	44,077	1.95%	11	440	125	251	1881		245	490	3673	1		1	
Palm Beach	76,288	6.74%	76,001	6.75%	152,289	6.74%	99	3960	424	848	6357		846	1692	12691	6		1	
Pasco	28,364	2.51%	31,298	2.78%	59,662	2.64%	16	640	158	315	2364		331	663	4972	1		3	
Pinellas	41,630	3.68%	40,407	3.59%	82,037	3.63%	53	2120	231	463	3469		456	912	6836	5		3	
Polk	41,626	3.68%	40,163	3.57%	81,789	3.62%	21	840	231	463	3469		454	909	6816	1	1		

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Putnam	3,830	0.34%	4,452	0.40%	8,282	0.37%	1	40	21	43	319		46	92	690				
St. Johns	12,186	1.08%	16,251	1.44%	28,437	1.26%	11	440	68	135	1016		158	316	2370	1		1	
St. Lucie	16,352	1.44%	15,820	1.40%	32,172	1.42%	19	760	91	182	1363		179	357	2681	6			
Santa Rosa	10,525	0.93%	9,563	0.85%	20,088	0.89%	20	800	58	117	877		112	223	1674	2			
Sarasota	14,612	1.29%	13,539	1.20%	28,151	1.25%	13	520	81	162	1218		156	313	2346	1		1	
Seminole	25,042	2.21%	30,970	2.75%	56,012	2.48%	24	960	139	278	2087		311	622	4668				
Sumter	2,441	0.22%	2,418	0.21%	4,859	0.22%	14	560	14	27	203		27	54	405				
Suwanee	2,185	0.19%	3,024	0.27%	5,209	0.23%		0	12	24	182		29	58	434				
Taylor	1,006	0.09%	1,227	0.11%	2,233	0.10%	1	40	6	11	84		12	25	186				
Union	893	0.08%	878	0.08%	1,771	0.08%	2	80	5	10	74		10	20	148				
Volusia	26,102	2.31%	28,236	2.51%	54,338	2.41%	33	1320	145	290	2175		302	604	4528	6		3	
Wakulla	1,510	0.13%	1,908	0.17%	3,418	0.15%	3	120	8	17	126		19	38	285				
Walton	4,101	0.36%	4,912	0.44%	9,013	0.40%	2	80	23	46	342		50	100	751	1			
Washington	1,175	0.10%	1,364	0.12%	2,539	0.11%	1	40	7	13	98		14	28	212				

Table 2: Florida - Fitting Stations, May 2021

County	Population 0-4*	% Population 0-4*	Population 5-9*	% Population 5-9*	Population 0-9*	% Population 0-9*	Fitting Stations	Basic 10 K kids per station*	Intermediate 5 K kids per station*	Comprehensive 2.5 K kids per station*		Basic 10 K kids per station*	Intermediate 5 K kids per station*	Comprehensive 2.5 K kids per station*
County Pop.	1,131,822	100%	1,126,174	100%	2,257,997	100%	164							
Alachua	13,815	1.22%	10,946	0.97%	24,761	1.10%	4	1.4	2.8	5.5		2.5	5.0	9.9
Baker	1,786	0.16%	1,793	0.16%	3,579	0.16%	1	0.2	0.4	0.7		0.4	0.7	1.4
Bay	9,497	0.84%	9,147	0.81%	18,644	0.83%	3	0.9	1.9	3.8		1.9	3.7	7.5
Bradford	1,307	0.12%	1,726	0.15%	3,033	0.13%	2	0.1	0.3	0.5		0.3	0.6	1.2
Brevard	27,344	2.42%	26,916	2.39%	54,260	2.40%	4	2.7	5.5	10.9		5.4	10.9	21.7
Broward	112,024	9.90%	111,266	9.88%	223,290	9.89%	18	11.2	22.4	44.8		22.3	44.7	89.3
Calhoun	636	0.06%	825	0.07%	1,461	0.06%		0.1	0.1	0.3		0.1	0.3	0.6
Charlotte	5,295	0.47%	7,477	0.66%	12,772	0.57%	1	0.5	1.1	2.1		1.3	2.6	5.1
Citrus	5,763	0.51%	4,986	0.44%	10,749	0.48%	1	0.6	1.2	2.3		1.1	2.1	4.3
Clay	11,923	1.05%	14,430	1.28%	26,353	1.17%		1.2	2.4	4.8		2.6	5.3	10.5
Collier	15,984	1.41%	16,641	1.48%	32,625	1.44%	2	1.6	3.2	6.4		3.3	6.5	13.1
Columbia	3,577	0.32%	4,237	0.38%	7,814	0.35%	1	0.4	0.7	1.4		0.8	1.6	3.1
DeSoto	1,861	0.16%	2,051	0.18%	3,912	0.17%	1	0.2	0.4	0.7		0.4	0.8	1.6
Dixie	734	0.06%	980	0.09%	1,714	0.08%		0.1	0.1	0.3		0.2	0.3	0.7
Duval	64,319	5.68%	55,953	4.97%	120,272	5.33%	3	6.4	12.9	25.7		12.0	24.1	48.1
Escambia	19,013	1.68%	19,797	1.76%	38,810	1.72%	2	1.9	3.8	7.6		3.9	7.8	15.5
Flagler	4,524	0.40%	4,729	0.42%	9,253	0.41%		0.5	0.9	1.8		0.9	1.9	3.7
Franklin	518	0.05%	473	0.04%	991	0.04%	2	0.1	0.1	0.2		0.1	0.2	0.4
Gadsden	2,704	0.24%	2,730	0.24%	5,434	0.24%	1	0.3	0.5	1.1		0.5	1.1	2.2
Gilchrist	888	0.08%	764	0.07%	1,652	0.07%		0.1	0.2	0.4		0.2	0.3	0.7
Glades	428	0.04%	526	0.05%	954	0.04%		0.0	0.1	0.2		0.1	0.2	0.4
Gulf	722	0.06%	781	0.07%	1,503	0.07%	1	0.1	0.1	0.3		0.2	0.3	0.6
Hamilton	629	0.06%	849	0.08%	1,478	0.07%		0.1	0.1	0.3		0.1	0.3	0.6
Hardee	1,757	0.16%	1,993	0.18%	3,750	0.17%		0.2	0.4	0.7		0.4	0.8	1.5
Hendry	3,003	0.27%	2,707	0.24%	5,710	0.25%	1	0.3	0.6	1.2		0.6	1.1	2.3
Hernando	8,518	0.75%	9,920	0.88%	18,438	0.82%	2	0.9	1.7	3.4		1.8	3.7	7.4
Highlands	4,664	0.41%	4,264	0.38%	8,928	0.40%	1	0.5	0.9	1.9		0.9	1.8	3.6

Table 2: Florida - Fitting Stations, May 2021

County	Population 0-4*	% Population 0-4*	Population 5-9*	% Population 5-9*	Population 0-9*	% Population 0-9*	Fitting Stations	Basic 10 K kids per station*	Intermediate 5 K kids per station*	Comprehensive 2.5 K kids per station*		Basic 10 K kids per station*	Intermediate 5 K kids per station*	Comprehensive 2.5 K kids per station*
Hillsborough	88,829	7.85%	85,277	7.57%	174,106	7.71%	3	8.9	17.8	35.5		17.4	34.8	69.6
Holmes	917	0.08%	1,050	0.09%	1,967	0.09%	1	0.1	0.2	0.4		0.2	0.4	0.8
Indian River	5,955	0.53%	7,466	0.66%	13,421	0.59%		0.6	1.2	2.4		1.3	2.7	5.4
Jackson	2,390	0.21%	2,303	0.20%	4,693	0.21%	2	0.2	0.5	1.0		0.5	0.9	1.9
Jefferson	604	0.05%	694	0.06%	1,298	0.06%	1	0.1	0.1	0.2		0.1	0.3	0.5
Lafayette	461	0.04%	691	0.06%	1,152	0.05%		0.0	0.1	0.2		0.1	0.2	0.5
Lake	16,852	1.49%	19,584	1.74%	36,436	1.61%	4	1.7	3.4	6.7		3.6	7.3	14.6
Lee	34,695	3.07%	36,716	3.26%	71,411	3.16%	5	3.5	6.9	13.9		7.1	14.3	28.6
Leon	15,336	1.35%	15,521	1.38%	30,857	1.37%	3	1.5	3.1	6.1		3.1	6.2	12.3
Levy	2,027	0.18%	2,564	0.23%	4,591	0.20%	2	0.2	0.4	0.8		0.5	0.9	1.8
Liberty	313	0.03%	396	0.04%	709	0.03%	1	0.0	0.1	0.1		0.1	0.1	0.3
Madison	901	0.08%	960	0.09%	1,861	0.08%	1	0.1	0.2	0.4		0.2	0.4	0.7
Manatee	18,321	1.62%	17,660	1.57%	35,981	1.59%	3	1.8	3.7	7.3		3.6	7.2	14.4
Marion	17,871	1.58%	17,071	1.52%	34,942	1.55%	4	1.8	3.6	7.1		3.5	7.0	14.0
Martin	6,343	0.56%	6,494	0.58%	12,837	0.57%	3	0.6	1.3	2.5		1.3	2.6	5.1
Miami-Dade	157,197	13.89%	139,405	12.38%	296,602	13.14%	5	15.7	31.4	62.9		29.7	59.3	118.6
Monroe	2,904	0.26%	2,789	0.25%	5,693	0.25%	2	0.3	0.6	1.2		0.6	1.1	2.3
Nassau	4,736	0.42%	5,316	0.47%	10,052	0.45%	1	0.5	0.9	1.9		1.0	2.0	4.0
Okaloosa	13,334	1.18%	12,656	1.12%	25,990	1.15%	3	1.3	2.7	5.3		2.6	5.2	10.4
Okeechobee	2,472	0.22%	2,429	0.22%	4,901	0.22%	1	0.2	0.5	1.0		0.5	1.0	2.0
Orange	83,694	7.39%	86,286	7.66%	169,980	7.53%	5	8.4	16.7	33.5		17.0	34.0	68.0
Osceola	22,569	1.99%	21,508	1.91%	44,077	1.95%	1	2.3	4.5	9.0		4.4	8.8	17.6
Palm Beach	76,288	6.74%	76,001	6.75%	152,289	6.74%	19	7.6	15.3	30.5		15.2	30.5	60.9
Pasco	28,364	2.51%	31,298	2.78%	59,662	2.64%	2	2.8	5.7	11.3		6.0	11.9	23.9
Pinellas	41,630	3.68%	40,407	3.59%	82,037	3.63%	9	4.2	8.3	16.7		8.2	16.4	32.8
Polk	41,626	3.68%	40,163	3.57%	81,789	3.62%	5	4.2	8.3	16.7		8.2	16.4	32.7
Putnam	3,830	0.34%	4,452	0.40%	8,282	0.37%	1	0.4	0.8	1.5		0.8	1.7	3.3
St. Johns	12,186	1.08%	16,251	1.44%	28,437	1.26%	2	1.2	2.4	4.9		2.8	5.7	11.4

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St. Lucie	16,352	1.44%	15,820	1.40%	32,172	1.42%	2	1.6	3.3	6.5		3.2	6.4	12.9
Santa Rosa	10,525	0.93%	9,563	0.85%	20,088	0.89%	3	1.1	2.1	4.2		2.0	4.0	8.0
Sarasota	14,612	1.29%	13,539	1.20%	28,151	1.25%	4	1.5	2.9	5.8		2.8	5.6	11.3
Seminole	25,042	2.21%	30,970	2.75%	56,012	2.48%	7	2.5	5.0	10.0		5.6	11.2	22.4
Sumter	2,441	0.22%	2,418	0.21%	4,859	0.22%	3	0.2	0.5	1.0		0.5	1.0	1.9
Suwanee	2,185	0.19%	3,024	0.27%	5,209	0.23%		0.2	0.4	0.9		0.5	1.0	2.1
Taylor	1,006	0.09%	1,227	0.11%	2,233	0.10%	1	0.1	0.2	0.4		0.2	0.4	0.9
Union	893	0.08%	878	0.08%	1,771	0.08%		0.1	0.2	0.4		0.2	0.4	0.7
Volusia	26,102	2.31%	28,236	2.51%	54,338	2.41%	1	2.6	5.2	10.4		5.4	10.9	21.7
Wakulla	1,510	0.13%	1,908	0.17%	3,418	0.15%	1	0.2	0.3	0.6		0.3	0.7	1.4
Walton	4,101	0.36%	4,912	0.44%	9,013	0.40%	1	0.4	0.8	1.6		0.9	1.8	3.6
Washington	1,175	0.10%	1,364	0.12%	2,539	0.11%	1	0.1	0.2	0.5		0.3	0.5	1.0

ASSESSMENT AGENDA

Virtual Occupant Protection Assessment
May 17 – 21, 2021

Monday, May 17, 2021

9:30am – 10:50am **Program Management**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation

10:50am – 11:05am **Break**

11:05am – 11:45am **Legislation, Regulation, and Policy**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation

11:45am – 12:10pm **Program Management (follow-up)**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation

12:10pm – 1:10pm **Lunch**

1:10pm – 2:20pm **Data and Evaluation**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation
Mark Solomon, President, Preusser Research Group
Robert Chaffe, Senior Research Associate, Preusser Research Group
Michael Binder, Associate Professor, Political Science; Faculty Director, Public Opinion Research Laboratory, University of North Florida

2:20pm – 2:35pm **State Safety Office Debrief/Questions from the day**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation

Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation

Tuesday, May 18, 2021

9:30am – 10:55am **Communications**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation
Patty Turner, Occupant Protection Resource Center Coordinator, University of Florida, Technology Transfer Center; Occupant Protection Resource Center
Tim Roberts, Law Enforcement Liaison Program Coordinator, Florida Law Enforcement Liaison Program

10:55am – 11:15am **Break**

11:15am – 12:25pm **Outreach – 1**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation
Janice Martinez, Law Enforcement Liaison, District 7, Florida Law Enforcement Liaison Program
Tim Roberts, Law Enforcement Liaison Program Coordinator, Florida Law Enforcement Liaison Program
Amy Artuso, Senior Program Manager III, Occupant Protection, National Safety Council
Patty Turner, Occupant Protection Resource Center Coordinator, University of Florida, Technology Transfer Center; Occupant Protection Resource Center
Jasper Masciocchi, Education/Training Specialist III, UFTI Tech Transfer (T2) Center

12:25pm – 1:25pm **Lunch**

1:25pm – 2:30pm **Enforcement – 1**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation

Corporal Greg Rittger, Law Enforcement Liaison-Agency Coordinator, Orange County Sheriff's Office
Janice Martinez, Law Enforcement Liaison, District 7, Florida Law Enforcement Liaison Program
Tim Roberts, Law Enforcement Liaison Program Coordinator, Florida Law Enforcement Liaison Program

2:30pm – 2:55pm **Break**

2:55pm – 4:00pm **Outreach – 2**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation
Bob Smallacombe, Captain, Palm Beach County Fire & Rescue
Fran Carlin-Rogers, National CarFit Coordinator & Senior Transportation Consultant, National CarFit (AARP Driver Safety)
Melissa Valido, Florida SADD State Coordinator, Florida SADD
Sally Kreuscher, Child Advocacy Program Coordinator, Safe Kids, The Children's Hospital of South Florida, Child Advocacy Program

4:00pm – 4:20pm **State Safety Office Debrief/Questions from the day**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation

Wednesday, May 19, 2021

9:30am – 10:45am **Child Passenger Safety**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation
Danielle Kessenger, Child Passenger Safety Instructor, Safe Kids Northeast Florida/The PLAYERS Center for Child Health at Wolfson Children's Hospital
Ginny Hinton, CPS Instructor, University of Florida/IFAS Extension Faculty, Santa Rosa County
Patty Turner, Occupant Protection Resource Center Coordinator, University of Florida, Technology Transfer Center; Occupant Protection Resource Center
Zakkiyyah Osuigwe, Transportation Planner, Santa Rosa County

Mark Solomon, President, Preusser Research Group
Robert Chaffe, Senior Research Associate, Preusser Research Group

10:45am – 11:05am **Break**

11:05am – 12:10pm **Enforcement – 2**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation
Andrew Johnson, Law Enforcement Liaison, District 3, Florida Law Enforcement Liaison Program
Shaun VanBeber, Law Enforcement Liaison, District 6, Florida Law Enforcement Liaison Program
Mostyn Mullins, Sergeant, Lake Placid Police Department

12:10pm – 12:25pm **State Safety Office Debrief/Questions from the day**
Chris Craig, Traffic Safety Administrator, Florida Department of Transportation
Danny Shopf, Transportation Analyst, Cambridge Systematics, Inc.
Leilani Gruener, Traffic Safety Program Manager, Florida Department of Transportation

12:25pm – on **Assessment Team Member Discussion, Deliberation, and Report Preparation**

Thursday, May 20, 2021

All Day **Assessment Team Member Discussion, Deliberation, and Report Preparation**

Friday, May 21, 2021

10:30am – 12:00pm **Assessment Team Report Out**

ASSESSMENT TEAM CREDENTIALS

CYNTHIA BURCH

cynburch@gmail.com

Cynthia (Cindy) Burch, MS MPH CAISS RSP2B began her career as a research analyst at the National Study Center for Trauma & EMS (NSC) in 2001 and went on to serve as epidemiologist/traffic records coordinator for the Georgia Governor's Office of Highway Safety in 2004. There she continued working with traffic records and statewide data projects. In late 2005, she returned to the NSC and served as a senior epidemiologist and project manager. In July 2018, Cindy moved to the Baltimore Metropolitan Council, the Baltimore region metropolitan planning organization, to support the development and implementation of Local Strategic Highway Safety Plans in the region's seven jurisdictions.

Cindy worked on the Crash Outcome Data Evaluation System (CODES) and the Crash Injury Research and Engineering Network (CIREN) projects funded by the National Highway Traffic Safety Administration (NHTSA). At the NSC, she worked closely with the Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office (MHSO) on data analyses and traffic records, facilitated the State Traffic Records Coordinating Committee (TRCC), served as the data coordinator for the Maryland Strategic Highway Safety Plan, conducted and analyzed the observational seat belt studies, and answered data requests from state and local agencies as well as the public at large. She continues to work closely with the MHSO now from the BMC to support all local efforts in planning, data analysis, and evaluation. She is also an assessor, module leader, and facilitator for Traffic Records Assessments; team member for impaired driving, occupant protection, and pedestrian/bicycle safety assessments; peer reviewer for the Transportation Research Record and Traffic Injury Prevention journals; and at-large member of the Abbreviated Injury Scale Certification Board for the Association for the Advancement of Automotive Medicine (AAAM).

GLENN CRAMER

gmcramer1@comcast.net

Glenn Cramer is a private traffic safety consultant who is on contract with the National Highway Traffic Safety Administration (NHTSA), Region 10 to provide law enforcement outreach in the Pacific Northwest.

Glenn retired from the Washington State Patrol (WSP) after 32 years of service. During his career with the WSP he served as the Deputy Chief, commanding the Field Operations Bureau; overseeing 1,200 employees responsible for traffic law enforcement, collision investigation, and ferry and homeland security. Glenn also served as the Assistant Chief commanding the Technical Services Bureau with oversight of the Information Technology Division, Electronic Services Division (Telecommunications), Criminal Records Division, and the Facilities/ Fleet Division.

As a captain he commanded the Office of Government and Media Relations; representing the Chief of the WSP on legislative matters where he coordinated the development and support of legislation to further the WSP's public safety mission. He was also in charge of developing the WSP's public information programs. Glenn served as the commander of the Budget and Fiscal Office where he was involved with coordinating, planning, developing, and oversight of the WSP's $365 million biennial budget request.

Additionally, Glenn also served as a captain in the Field Operations Bureau where he was the district commander for southwest Washington (Vancouver) overseeing the WSP's traffic law enforcement activities in five counties.

ANGELA OSTERHUBER

aosterhuber@paaap.org

Angela Osterhuber has 35 years of experience in traffic safety providing educational programs and resources for the safe transportation of children. Areas of focus include child safety in family vehicles, school buses and school vehicles, as well as transportation of children with special health care needs, teen drivers and passengers, and bicycle and pedestrian safety.

Angela administers the Traffic Injury Prevention Project, a program of the Pennsylvania Chapter of the American Academy of Pediatrics. This statewide program is responsible for the development and implementation of child passenger safety (CPS) initiatives to meet community needs. The program provides support for the CPS technicians/instructors and provides public information and education on traffic safety best practice recommendations. Training and technical assistance is provided to community loan programs, inspection sites, physician practices and hospitals, law enforcement, EMS/fire rescue, and school transportation. An informational website and statewide “800” phone line are maintained as a resource for Pennsylvania.

As an advocate for child passenger safety, Angela serves as the designated State CPS Coordinator and is a past member and chair of the National Child Passenger Safety Board. Angela is a certified CPS instructor for the National Standardized Child Passenger Safety Course and participated in the "Safe Travel for All Children" and “Child Passenger Restraint Systems on School Buses” enrichment courses to be a resource for children with special needs and the safe transportation of school-age children. Angela holds a bachelor’s degree from Seton Hall University and a master’s degree in Counseling Education from Temple University.

ANNE READETT

areadett@gmail.com

Education:
M.S.A., Central Michigan University, 1993, general administration
M.A., Michigan State University, 1986, journalism
B.A., Central Michigan University, 1983, journalism major, marketing minor, cum laude

Work experience:
Chief, Planning and Administration Section, Office of Highway Safety Planning, Lansing
2017-December 2020 - retired

- Led development of the federally required annual Highway Safety Plan and ensure programming is data-driven to achieve traffic fatality and injury reduction.
- Determined federal funding available for programming and track expenditures to ensure compliance with regulations pertaining to share to local, maintenance of effort, and match.

Chief, Communications Section, Office of Highway Safety Planning, Lansing
1993-2017

- Implemented research-based targeted communications programs to help Michigan increase seat belt use. Achieved highest safety belt use rate in the nation in 2008 and 2009.
- Developed annual strategic communications objectives to support programs most likely to reduce traffic deaths and injuries.
- Oversaw annual budget of more than $3 million, including paid advertising and creative agency contract services.
- Supervised four-person section of communications specialists and graphic designer.
- Directed annual Michigan Traffic Safety Summit, a three-day meeting of more than 400 traffic safety advocates.

Deputy Director, Senate Majority Communications Office, Lansing
1987-1993

- Supervised writing team and edited written material for grammar, style and content. Central contact for Senate office requests for news releases, press conferences, newsletters and speeches, making assignments to staff. Handled daily media relations.

Staff Writer, The Stroh Brewery Company, Detroit
1986-1987

Reporter, Three Rivers Commercial, Three Rivers
1983-1984

Other:

- 69 awards for traffic safety communications, 1995-2015

- Former vice chair, League of Michigan Bicyclists; past board member, Lansing Area Safety Council
- Accreditation Committee Chair, Central Michigan Public Relations Society of America chapter; president 2009 and 2010; accredited by the Public Relations Society of America; Awarded the CMPRSA PaceMaker PR Practitioner of the Year 2007
- Former board member and president, Michigan State University College of Communication Arts and Sciences Alumni Board of Directors

WILLIAM WHITFIELD

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William Whitfield is a Proven leader with 35 years of progressive management experience in the area of Highway Safety. He served as the Chairman Missouri Coalition for Roadway Safety Executive Committee, and maintains an excellent working relationship with the National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Administration (FMCSA) and Federal Highway Administration (FHWA). He established advantageous collaborative relationships with key Highway Safety leaders, Missouri State Agencies, Associations, Safety Councils, Universities and businesses. He has a comprehensive understanding of the Traffic and Highway Safety Division, Office of Highway Safety and a working knowledge of partnered MoDOT divisions and districts. He has a strong grasp of the unique challenges in balancing needs, resources and employee engagement inherent with outstate partner agencies, and is an effective communicator with successful experience as the MoDOT spokesperson to stakeholders, media and public on the local state and national levels. He has an excellent working relationship with MoDOT Traffic and Highway Safety Division Director and personnel in Chief Counsels Office, Human Resources, Audits and Investigation, Information Systems, Financial Services, General Services and Motor Carrier Services. He is trusted by the staff in Traffic and Highway Safety, Office of Highway Safety, and has exceptional experience in implementing best practices for highway safety countermeasures.

Professional Experience and Accomplishments:

Department of Public Safety/MoDOT 1983 – June 1, 2018 Retired (35 years in Highway Safety)

- **Highway Safety Director** April 2015 – May 31, 2018
- **Office of Highway Safety Program Administrator** 2009 – April 2015

Education:

- **Missouri State University, Springfield, MO** (graduate 1981) Bachelor of Science Double major Agricultural Business with added focus on business
- Graduate of the MoDOT Management Development Institute
- Continued education through numerous NHTSA required courses including Program Management, Managing Federal Finances and Tracking Grants, Instructor Development, and Data Analysis

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The 2024 Florida Statutes (including 2025 Special Session C)

Title XXIII MOTOR VEHICLES | Chapter 316 STATE UNIFORM TRAFFIC CONTROL | View Entire Chapter

316.613 Child restraint requirements.—

(1)(a) Every operator of a motor vehicle as defined in this section, while transporting a child in a motor vehicle operated on the roadways, streets, or highways of this state, shall, if the child is 5 years of age or younger, provide for protection of the child by properly using a crash-tested, federally approved child restraint device.

1. For children aged through 3 years, such restraint device must be a separate carrier or a vehicle manufacturer's integrated child seat.

2. For children aged 4 through 5 years, a separate carrier, an integrated child seat, or a child booster seat may be used. However, the requirement to use a child restraint device under this subparagraph does not apply when a safety belt is used as required in s. 316.614(4)(a) and the child:

a. Is being transported gratuitously by an operator who is not a member of the child's immediate family;

b. Is being transported in a medical emergency situation involving the child; or

c. Has a medical condition that necessitates an exception as evidenced by appropriate documentation from a health care professional.

(b) The department shall provide notice of the requirement for child restraint devices, which notice shall accompany the delivery of each motor vehicle license tag.

(2) As used in this section, the term "motor vehicle" means a motor vehicle as defined in s. 316.003 that is operated on the roadways, streets, and highways of the state. The term does not include:

(a) A school bus as defined in s. 316.003.

(b) A bus used for the transportation of persons for compensation, other than a bus regularly used to transport children to or from school, as defined in s. 316.615(1)(b), or in conjunction with school activities.

(c) A farm tractor or implement of husbandry.

(d) A truck having a gross vehicle weight rating of more than 26,000 pounds.

(e) A motorcycle, a moped, a bicycle, or an electric bicycle.

(3) The failure to provide and use a child passenger restraint shall not be considered comparative negligence, nor shall such failure be admissible as evidence in the trial of any civil action with regard to negligence.

(4) It is the legislative intent that all state, county, and local law enforcement agencies, and safety councils, in recognition of the problems with child death and injury from unrestrained occupancy in motor vehicles, conduct a continuing safety and public awareness campaign as to the magnitude of the problem.

(5) Any person who violates this section commits a moving violation, punishable as provided in chapter 318 and shall have 3 points assessed against his or her driver license as set forth in s. 322.27. In lieu of the penalty specified in s. 318.18 and the assessment of points, a person who violates this section may elect, with the court's approval, to participate in a child restraint safety program approved by the chief judge of the circuit in which the violation occurs, and, upon completing such program, the penalty specified in chapter 318 and associated costs may be waived at the court's discretion and the assessment of points shall be waived. The child restraint safety program must use a course approved by the Department of Highway Safety and Motor Vehicles, and the fee for the course must bear a reasonable relationship to the cost of providing the course.

(6) The child restraint requirements imposed by this section do not apply to a chauffeur-driven taxi, limousine, sedan, van, bus, motor coach, or other passenger vehicle if the operator and the motor vehicle are hired and used

for the transportation of persons for compensation. It is the obligation and responsibility of the parent, guardian, or other person responsible for a child's welfare as defined in s. 39.01 to comply with the requirements of this section.

History.—s. 1, ch. 82-58; s. 1, ch. 86-49; s. 2, ch. 87-200; s. 2, ch. 91-136; s. 28, ch. 94-306; s. 903, ch. 95-148; s. 35, ch. 96-350; s. 56, ch. 99-8; s. 240, ch. 99-248; s. 1, ch. 99-316; s. 18, ch. 2000-313; s. 40, ch. 2005-164; s. 9, ch. 2008-176; s. 14, ch. 2011-66; s. 13, ch. 2012-181; s. 53, ch. 2014-224; s. 1, ch. 2014-226; s. 68, ch. 2016-239; s. 13, ch. 2017-3; s. 13, ch. 2017-150; s. 9, ch. 2020-69.

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The 2024 Florida Statutes (including 2025 Special Session C)

Title XXIII MOTOR VEHICLES | Chapter 318 DISPOSITION OF TRAFFIC INFRACTIONS | View Entire Chapter

318.18 Amount of penalties.—The penalties required for a noncriminal disposition pursuant to s. 318.14 or a criminal offense listed in s. 318.17 are as follows:

(1) Fifteen dollars for:

(a) All infractions of pedestrian regulations.

(b) All infractions of s. 316.2065, unless otherwise specified.

(c) Other violations of chapter 316 by persons 14 years of age or under who are operating bicycles, regardless of the noncriminal traffic infraction's classification.

(2) Thirty dollars for all nonmoving traffic violations and:

(a) For all violations of s. 322.19.

(b) For all violations of ss. 320.0605, 320.07(1), 322.065, and 322.15(1). Any person who is cited for a violation of s. 320.07(1) shall be charged a delinquent fee pursuant to s. 320.07(4).

1. If a person who is cited for a violation of s. 320.0605 or s. 320.07 can show proof of having a valid registration at the time of arrest, the clerk of the court may dismiss the case and may assess a dismissal fee of up to $10, from which the clerk shall remit $2.50 to the Department of Revenue for deposit into the General Revenue Fund. A person who finds it impossible or impractical to obtain a valid registration certificate must submit an affidavit detailing the reasons for the impossibility or impracticality. The reasons may include, but are not limited to, the fact that the vehicle was sold, stolen, or destroyed; that the state in which the vehicle is registered does not issue a certificate of registration; or that the vehicle is owned by another person.

2. If a person who is cited for a violation of s. 322.03, s. 322.065, or s. 322.15 can show a driver license issued to him or her and valid at the time of arrest, the clerk of the court may dismiss the case and may assess a dismissal fee of up to $10, from which the clerk shall remit $2.50 to the Department of Revenue for deposit into the General Revenue Fund.

3. If a person who is cited for a violation of s. 316.646 can show proof of security as required by s. 627.733, issued to the person and valid at the time of arrest, the clerk of the court may dismiss the case and may assess a dismissal fee of up to $10, from which the clerk shall remit $2.50 to the Department of Revenue for deposit into the General Revenue Fund. A person who finds it impossible or impractical to obtain proof of security must submit an affidavit detailing the reasons for the impracticality. The reasons may include, but are not limited to, the fact that the vehicle has since been sold, stolen, or destroyed; that the owner or registrant of the vehicle is not required by s. 627.733 to maintain personal injury protection insurance; or that the vehicle is owned by another person.

(c) For all violations of ss. 316.2935 and 316.610. However, for a violation of s. 316.2935 or s. 316.610, if the person committing the violation corrects the defect and obtains proof of such timely repair by an affidavit of compliance executed by the law enforcement agency within 30 days from the date upon which the traffic citation was issued, and pays $4 to the law enforcement agency, thereby completing the affidavit of compliance, then upon presentation of said affidavit by the defendant to the clerk within the 30-day time period set forth under s. 318.14(4), the fine must be reduced to $10, which the clerk of the court shall retain and from which the clerk shall remit $2.50 to the Department of Revenue for deposit into the General Revenue Fund.

(d) For all violations of s. 316.126(1)(b), unless otherwise specified.

(3)(a) Except as otherwise provided in this section, $60 for all moving violations not requiring a mandatory appearance.

(b) For moving violations involving unlawful speed, the fines are as follows:

For speed exceeding the limit by:	Fine:
1-5 mph.	Warning
6-9 mph.	$25
10-14 mph.	$100
15-19 mph.	$150
20-29 mph.	$175
30 mph and above.	$250

(c) Notwithstanding paragraph (b), a person cited for exceeding the speed limit by up to 5 mph in a legally posted school zone will be fined $50. A person exceeding the speed limit in a school zone or designated school crossing shall pay a fine double the amount listed in paragraph (b).

(d)1. Notwithstanding paragraphs (b) and (c), a person cited for a violation of s. 316.1895(10) or s. 316.183 for exceeding the speed limit in force at the time of the violation on a roadway maintained as a school zone as provided in s. 316.1895, when enforced by a traffic infraction enforcement officer pursuant to s. 316.1896, must pay a fine of $100. Fines collected under this paragraph must be distributed as follows:

a. Twenty dollars must be remitted to the Department of Revenue for deposit into the General Revenue Fund.

b. Seventy-seven dollars must be distributed to the county for any violations occurring in any unincorporated areas of the county or to the municipality for any violations occurring in the incorporated boundaries of the municipality in which the infraction occurred, to be used as provided in s. 316.1896(5).

c. Three dollars must be remitted to the Department of Revenue for deposit into the Department of Law Enforcement Criminal Justice Standards and Training Trust Fund to be used as provided in s. 943.25.

2. If a person who is mailed a notice of violation or a uniform traffic citation for a violation of s. 316.1895(10) or s. 316.183, as enforced by a traffic infraction enforcement officer under s. 316.1896, presents documentation from the appropriate governmental entity that the notice of violation or uniform traffic citation was in error, the clerk of court or clerk to the local hearing officer may dismiss the case. The clerk of court or clerk to the local hearing officer may not charge for this service.

(e) A person cited for exceeding the speed limit in a posted construction zone, which posting must include notification of the speed limit and the doubling of fines, shall pay a fine double the amount listed in paragraph (b). The fine shall be doubled for construction zone violations only if construction personnel are present or operating equipment on the road or immediately adjacent to the road under construction.

(f) A person cited for exceeding the speed limit in an enhanced penalty zone shall pay a fine amount of $50 plus the amount listed in paragraph (b). Notwithstanding paragraph (b), a person cited for exceeding the speed limit by up to 5 mph in a legally posted enhanced penalty zone shall pay a fine amount of $50.

(g) If a violation of s. 316.1301 or s. 316.1303(1) results in an injury to the pedestrian or damage to the property of the pedestrian, an additional fine of up to $250 shall be paid. This amount must be distributed pursuant to s. 318.21.

(h) A person cited for exceeding the speed limit within a zone posted for any electronic or manual toll collection facility shall pay a fine double the amount listed in paragraph (b). However, no person cited for exceeding the speed limit in any toll collection zone shall be subject to a doubled fine unless the governmental entity or authority controlling the toll collection zone first installs a traffic control device providing warning that speeding fines are doubled. Any such traffic control device must meet the requirements of the uniform system of traffic control devices.

[1](i) A person cited for a second or subsequent conviction of speed exceeding the limit by 30 miles per hour and above within a 12-month period shall pay a fine that is double the amount listed in paragraph (b). For purposes of this paragraph, the term “conviction” means a finding of guilt as a result of a jury verdict, nonjury trial, or entry of

a plea of guilty. Moneys received from the increased fine imposed by this paragraph shall be remitted to the Department of Revenue and deposited into the Department of Health Emergency Medical Services Trust Fund to provide financial support to certified trauma centers to assure the availability and accessibility of trauma services throughout the state. Funds deposited into the Emergency Medical Services Trust Fund under this section shall be allocated as follows:

1. Fifty percent shall be allocated equally among all Level I, Level II, and pediatric trauma centers in recognition of readiness costs for maintaining trauma services.

2. Fifty percent shall be allocated among Level I, Level II, and pediatric trauma centers based on each center's relative volume of trauma cases as calculated using the hospital discharge data collected pursuant to s. 408.061.

(4) The penalty imposed under s. 316.545 shall be determined by the officer in accordance with the provisions of ss. 316.535 and 316.545.

(5)(a) Two hundred dollars for a violation of s. 316.172(1)(a), failure to stop for a school bus. If, at a hearing, the alleged offender is found to have committed this offense, the court shall impose a minimum civil penalty of $200. In addition to this penalty, for a second or subsequent offense within a period of 5 years, the department shall suspend the driver license of the person for not less than 180 days and not more than 1 year.

(b)1. Four hundred dollars for a violation of s. 316.172(1)(b), passing a school bus on the side that children enter and exit when the school bus displays a stop signal. If, at a hearing, the alleged offender is found to have committed this offense, the court shall impose a minimum civil penalty of $400.

2. If a violation of s. 316.172(1)(b) is enforced by a school bus infraction detection system pursuant to s. 316.173, the penalty under this paragraph is $200. If, at a hearing, the alleged offender is found to have committed this offense, the court must impose a minimum civil penalty of $200.

3. In addition to this penalty, for a second or subsequent offense within a period of 5 years, the department shall suspend the driver license of the person for not less than 360 days and not more than 2 years.

(c) In addition to the penalty under paragraph (a) or paragraph (b), $65 for a violation of s. 316.172(1)(a) or (b). If the alleged offender is found to have committed the offense, the court shall impose the civil penalty under paragraph (a) or paragraph (b) plus an additional $65. The additional $65 collected under this paragraph shall be remitted to the Department of Revenue for deposit into the Emergency Medical Services Trust Fund of the Department of Health to be used as provided in s. 395.4036. If a violation of s. 316.172(1)(a) or (b) is enforced by a school bus infraction detection system pursuant to s. 316.173, the additional amount imposed on a notice of violation, on a uniform traffic citation, or by the court under this paragraph must be $25, in lieu of the additional $65, and must be remitted to the participating school district and used pursuant to s. 316.173(7).

(d) Notwithstanding any other provision of law to the contrary, $1,500 for a violation of s. 316.172(1)(a) or (b) that causes or results in serious bodily injury to or death of another. The person may enter into a payment plan with the clerk of court pursuant to s. 28.246. In addition to this penalty, the department shall suspend the driver license of the person for not less than 1 year.

(e) If a person who is mailed a uniform traffic citation for a violation of s. 316.172(1)(a) or (b), as enforced by a school bus infraction detection system under s. 316.173, presents documentation from the appropriate law enforcement agency that the traffic citation was in error, the clerk of court may dismiss the case. The clerk of court may not charge for this service.

(6) One hundred dollars or the fine amount designated by county ordinance, plus court costs for illegally parking, under s. 316.1955, in a parking space provided for people who have disabilities. However, this fine shall be waived if a person provides to the law enforcement agency or parking enforcement specialist or agency that issued the citation for such a violation proof that the person committing the violation has a valid parking permit or license plate issued pursuant to s. 316.1958, s. 320.0842, s. 320.0843, s. 320.0845, or s. 320.0848 or a signed affidavit that the owner of the disabled parking permit or license plate was present at the time the violation occurred, and that such a parking permit or license plate was valid at the time the violation occurred. The law enforcement officer or agency or the parking enforcement specialist or agency, upon determining that all required documentation has been submitted verifying that the required parking permit or license plate was valid at the time of the violation, must sign an affidavit of compliance. Upon provision of the affidavit of compliance and payment of a dismissal fee

of up to $7.50 to the clerk of the circuit court, the clerk shall dismiss the citation. However, the clerk may designate a local governmental entity to receive the affidavit and dismissal fee, and the local governmental entity may keep the fee.

(7) Mandatory $100 fine for each violation of s. 316.1001 plus the amount of the unpaid toll shown on the traffic citation for each citation issued. The clerk of the court shall forward $25 of the $100 fine received, plus the amount of the unpaid toll that is shown on the citation, to the governmental entity that issued the citation for citations issued by toll enforcement officers or to the entity administering the tolls at the facility where the violation occurred for citations issued by law enforcement officers. However, a person may elect to pay $30 to the clerk of the court, plus the amount of the unpaid toll that is shown on the citation, in which case adjudication is withheld, and no points may be assessed under s. 322.27. Upon receipt of the $30 and unpaid toll amount, the clerk of the court shall retain $5 for administrative purposes and shall forward the remaining $25, plus the amount of the unpaid toll shown on the citation, to the governmental entity that issued the citation for citations issued by toll enforcement officers or to the entity administering the tolls at the facility where the violation occurred for citations issued by law enforcement officers. Additionally, adjudication shall be withheld and no points shall be assessed under s. 322.27, except when adjudication is imposed by the court after a hearing pursuant to s. 318.14(5). If a plea arrangement is reached prior to the date set for a scheduled evidentiary hearing and, as a result of the plea, adjudication is withheld, there shall be a mandatory fine assessed per citation of not less than $50 and not more than $100, plus the amount of the unpaid toll for each citation issued. The clerk of the court shall forward $25 of the fine imposed plus the amount of the unpaid toll that is shown on the citation to the governmental entity that issued the citation for citations issued by toll enforcement officers or to the entity administering the tolls at the facility where the violation occurred for citations issued by law enforcement officers. The court shall have specific authority to consolidate issued citations for the same defendant for the purpose of sentencing and aggregate jurisdiction. In addition, the court may direct the department to suspend for 60 days the driver license of a person who is convicted of 10 violations of s. 316.1001 within a 36-month period. Any funds received by a governmental entity for this violation may be used for any lawful purpose related to the operation or maintenance of a toll facility.

(8)(a) Any person who fails to comply with the court's requirements or who fails to pay the civil penalties specified in this section within the 30-day period provided for in s. 318.14 must pay an additional civil penalty of $16, $6.50 of which must be remitted to the Department of Revenue for deposit in the General Revenue Fund, and $9.50 of which must be remitted to the Department of Revenue for deposit in the Highway Safety Operating Trust Fund. Of this additional civil penalty of $16, $4 is not revenue for purposes of s. 28.36 and may not be used in establishing the budget of the clerk of the court under that section or s. 28.35. The department shall contract with the Florida Association of Court Clerks, Inc., to design, establish, operate, upgrade, and maintain an automated statewide Uniform Traffic Citation Accounting System to be operated by the clerks of the court which shall include, but not be limited to, the accounting for traffic infractions by type, a record of the disposition of the citations, and an accounting system for the fines assessed and the subsequent fine amounts paid to the clerks of the court. The clerks of the court must provide the information required by this chapter to be transmitted to the department by electronic transmission pursuant to the contract.

(b)1.a. If a person has been ordered to pay a civil penalty for a noncriminal traffic infraction and the person is unable to comply with the court's order due to demonstrable financial hardship, the court shall allow the person to satisfy the civil penalty by participating in community service until the civil penalty is paid.

b. If a court orders a person to perform community service, the person shall receive credit for the civil penalty at the specified hourly credit rate per hour of community service performed, and each hour of community service performed shall reduce the civil penalty by that amount.

2.a. As used in this paragraph, the term "specified hourly credit rate" means the wage rate that is specified in 29 U.S.C. s. 206(a)(1) under the federal Fair Labor Standards Act of 1938, that is then in effect, and that an employer subject to such provision must pay per hour to each employee subject to such provision.

b. However, if a person ordered to perform community service has a trade or profession for which there is a community service need, the specified hourly credit rate for each hour of community service performed by that

person shall be the average prevailing wage rate for the trade or profession that the community service agency needs.

3.a. The community service agency supervising the person shall record the number of hours of community service completed and the date the community service hours were completed. The community service agency shall submit the data to the clerk of court on the letterhead of the community service agency, which must also bear the notarized signature of the person designated to represent the community service agency.

b. When the number of community service hours completed by the person equals the amount of the civil penalty, the clerk of court shall certify this fact to the court. Thereafter, the clerk of court shall record in the case file that the civil penalty has been paid in full.

4. As used in this paragraph, the term:

a. "Community service" means uncompensated labor for a community service agency.

b. "Community service agency" means a not-for-profit corporation, community organization, charitable organization, public officer, the state or any political subdivision of the state, or any other body the purpose of which is to improve the quality of life or social welfare of the community and which agrees to accept community service from persons unable to pay civil penalties for noncriminal traffic infractions.

(c) If the noncriminal infraction has caused or resulted in the death of another, the person who committed the infraction may perform 120 community service hours under s. 316.027(4), in addition to any other penalties.

(9) Five hundred dollars for a first violation and $1,000 for a second or subsequent violation of s. 316.1575.

(10) Five hundred dollars for a first violation and $1,000 for a second or subsequent violation of s. 316.1576. In addition to this penalty, for a second or subsequent violation, the department shall suspend the driver license of the person for not more than 6 months.

(11) Twenty-five dollars for a violation of s. 316.2074.

(12)(a) In addition to the stated fine, court costs must be paid in the following amounts and shall be deposited by the clerk into the fine and forfeiture fund established pursuant to s. 142.01 except as provided in this paragraph:

1. For pedestrian infractions: $4, from which the clerk shall remit $1 to the Department of Revenue for deposit into the General Revenue Fund.

2. For nonmoving traffic infractions: $18, from which the clerk shall remit $2 to the Department of Revenue for deposit into the General Revenue Fund.

3. For moving traffic infractions: $35, from which the clerk shall remit $5 to the Department of Revenue for deposit into the General Revenue Fund.

(b) In addition to the court cost required under paragraph (a), up to $3 for each infraction shall be collected and distributed by the clerk in those counties that have been authorized to establish a criminal justice selection center or a criminal justice access and assessment center pursuant to the following special acts of the Legislature:

1. Chapter 87-423, Laws of Florida, for Brevard County.
2. Chapter 89-521, Laws of Florida, for Bay County.
3. Chapter 94-444, Laws of Florida, for Alachua County.
4. Chapter 97-333, Laws of Florida, for Pinellas County.

Funds collected by the clerk pursuant to this paragraph shall be distributed to the centers authorized by those special acts.

(c) In addition to the court cost required under paragraph (a), a $2.50 court cost must be paid for each infraction to be distributed by the clerk to the county to help pay for criminal justice education and training programs pursuant to s. 938.15. Funds from the distribution to the county not directed by the county to fund these centers or programs shall be retained by the clerk and used for funding the court-related services of the clerk.

(d) In addition to the court cost required under paragraph (a), a $3 court cost must be paid for each infraction to be distributed as provided in s. 938.01 and a $2 court cost as provided in s. 938.15 when assessed by a municipality or county.

(13) Two hundred dollars for a violation of s. 316.520(1) or (2). If, at a hearing, the alleged offender is found to have committed this offense, the court shall impose a minimum civil penalty of $200. For a second or subsequent adjudication within a period of 5 years, the department shall suspend the driver license of the person for not less than 1 year and not more than 2 years.

(14)(a) In addition to any penalties imposed for noncriminal traffic infractions pursuant to this chapter or imposed for criminal violations listed in s. 318.17, a board of county commissioners or any unit of local government that is consolidated as provided by s. 9, Art. VIII of the State Constitution of 1885, as preserved by s. 6(e), Art. VIII of the State Constitution:

1. May impose by ordinance a surcharge of up to $30 for any infraction or violation to fund state court facilities. The court shall not waive this surcharge. Up to 25 percent of the revenue from such surcharge may be used to support local law libraries provided that the county or unit of local government provides a level of service equal to that provided prior to July 1, 2004, which shall include the continuation of library facilities located in or near the county courthouse or any annex to the courthouse.

2. May, if such board or unit imposed increased fees or service charges by ordinance under s. 28.2401, s. 28.241, or s. 34.041 for the purpose of securing payment of the principal and interest on bonds issued by the county before July 1, 2003, to finance state court facilities, impose by ordinance a surcharge for any infraction or violation for the exclusive purpose of securing payment of the principal and interest on bonds issued by the county before July 1, 2003, to fund state court facilities until the date of stated maturity. The court shall not waive this surcharge. Such surcharge may not exceed an amount per violation calculated as the quotient of the maximum annual payment of the principal and interest on the bonds as of July 1, 2003, divided by the number of traffic citations for county fiscal year 2002-2003 certified as paid by the clerk of the court of the county. Such quotient shall be rounded up to the next highest dollar amount. The bonds may be refunded only if savings will be realized on payments of debt service and the refunding bonds are scheduled to mature on the same date or before the bonds being refunded. Notwithstanding any of the foregoing provisions of this subparagraph that limit the use of surcharge revenues, if the revenues generated as a result of the adoption of this ordinance exceed the debt service on the bonds, the surplus revenues may be used to pay down the debt service on the bonds; fund other state-court-facility construction projects as may be certified by the chief judge as necessary to address unexpected growth in caseloads, emergency requirements to accommodate public access, threats to the safety of the public, judges, staff, and litigants, or other exigent circumstances; or support local law libraries in or near the county courthouse or any annex to the courthouse.

3. May impose by ordinance a surcharge for any infraction or violation for the exclusive purpose of securing payment of the principal and interest on bonds issued by the county on or after July 1, 2009, to fund state court facilities until the stated date of maturity. The court may not waive this surcharge. The surcharge may not exceed an amount per violation calculated as the quotient of the maximum annual payment of the principal and interest on the bonds, divided by the number of traffic citations certified as paid by the clerk of the court of the county on August 15 of each year. The quotient shall be rounded up to the next highest dollar amount. The bonds may be refunded if savings are realized on payments of debt service and the refunding bonds are scheduled to mature on or before the maturity date of the bonds being refunded. If the revenues generated as a result of the adoption of the ordinance exceed the debt service on the bonds, the surplus revenues may be used to pay the debt service on the bonds; to fund other state court facility construction projects certified by the chief judge as necessary to address unexpected growth in caseloads, emergency requirements to accommodate public access, threats to the safety of the public, judges, staff, and litigants, or other exigent circumstances; or to support local law libraries in or near the county courthouse or any annex to the courthouse.

(b) A county may impose a surcharge under subparagraph (a)1., subparagraph (a)2., or subparagraph (a)3., but may not impose more than one surcharge under this subsection. A county may elect to impose a different authorized surcharge but may not impose more than one surcharge at a time. The clerk of court shall report, no later than 30 days after the end of the quarter, the amount of funds collected under this subsection during each quarter of the fiscal year. The clerk shall submit the report, in an electronic format developed by the Florida Clerks of Court Operations Corporation, to the chief judge of the circuit and to the Florida Clerks of Court Operations

Corporation. The corporation shall submit the report in an electronic format to the Governor, the President of the Senate, the Speaker of the House of Representatives, and the board of county commissioners.

(15) In addition to any penalties imposed for noncriminal traffic infractions under this chapter or imposed for criminal violations listed in s. 318.17, any unit of local government that is consolidated as provided by s. 9, Art. VIII of the State Constitution of 1885, as preserved by s. 6(e), Art. VIII of the State Constitution, and that is granted the authority in the State Constitution to exercise all the powers of a municipal corporation, and any unit of local government operating under a home rule charter adopted pursuant to ss. 10, 11, and 24, Art. VIII of the State Constitution of 1885, as preserved by s. 6(e), Art. VIII of the State Constitution, that is granted the authority in the State Constitution to exercise all the powers conferred now or hereafter by general law upon municipalities, may impose by ordinance a surcharge of up to $15 for any infraction or violation. Revenue from the surcharge shall be transferred to such unit of local government for the purpose of replacing fine revenue deposited into the clerk's fine and forfeiture fund under s. 142.01. The court may not waive this surcharge. Proceeds from the imposition of the surcharge authorized in this subsection shall not be used for the purpose of securing payment of the principal and interest on bonds.

(16)(a)1. One hundred and fifty-eight dollars for a violation of s. 316.074(1) or s. 316.075(1)(c)1. when a driver has failed to stop at a traffic signal and when enforced by a law enforcement officer. Sixty dollars shall be distributed as provided in s. 318.21, $30 shall be distributed to the General Revenue Fund, $3 shall be remitted to the Department of Revenue for deposit into the Brain and Spinal Cord Injury Trust Fund, and the remaining $65 shall be remitted to the Department of Revenue for deposit into the Emergency Medical Services Trust Fund of the Department of Health.

2. One hundred and fifty-eight dollars for a violation of s. 316.074(1) or s. 316.075(1)(c)1. when a driver has failed to stop at a traffic signal and when enforced by the department's traffic infraction enforcement officer. One hundred dollars shall be remitted to the Department of Revenue for deposit into the General Revenue Fund, $45 shall be distributed to the county for any violations occurring in any unincorporated areas of the county or to the municipality for any violations occurring in the incorporated boundaries of the municipality in which the infraction occurred, $10 shall be remitted to the Department of Revenue for deposit into the Department of Health Emergency Medical Services Trust Fund for distribution as provided in s. 395.4036(1), and $3 shall be remitted to the Department of Revenue for deposit into the Brain and Spinal Cord Injury Trust Fund.

3. One hundred and fifty-eight dollars for a violation of s. 316.074(1) or s. 316.075(1)(c)1. when a driver has failed to stop at a traffic signal and when enforced by a county's or municipality's traffic infraction enforcement officer. Seventy-five dollars shall be distributed to the county or municipality issuing the traffic citation, $70 shall be remitted to the Department of Revenue for deposit into the General Revenue Fund, $10 shall be remitted to the Department of Revenue for deposit into the Department of Health Emergency Medical Services Trust Fund for distribution as provided in s. 395.4036(1), and $3 shall be remitted to the Department of Revenue for deposit into the Brain and Spinal Cord Injury Trust Fund.

(b) Amounts deposited into the Brain and Spinal Cord Injury Trust Fund pursuant to this subsection shall be distributed quarterly to the Miami Project to Cure Paralysis and shall be used for brain and spinal cord research.

(c) If a person who is mailed a notice of violation or cited for a violation of s. 316.074(1) or s. 316.075(1)(c)1., as enforced by a traffic infraction enforcement officer under s. 316.0083, presents documentation from the appropriate governmental entity that the notice of violation or traffic citation was in error, the clerk of court or clerk to the local hearing officer may dismiss the case. The clerk of court or clerk to the local hearing officer may not charge for this service.

(d) An individual may not receive a commission or per-ticket fee from any revenue collected from violations detected through the use of a traffic infraction detector. A manufacturer or vendor may not receive a fee or remuneration based upon the number of violations detected through the use of a traffic infraction detector.

(e) Funds deposited into the Department of Health Emergency Medical Services Trust Fund under this subsection shall be distributed as provided in s. 395.4036(1).

(17) One hundred dollars for a violation of s. 316.622(3) or (4), for a vehicle that fails to display a sticker authorizing it to transport migrant or seasonal farm workers or fails to display standardized notification instructions

requiring passengers to fasten their seat belts. Two hundred dollars for a violation of s. 316.622(1) or (2), for operating a farm labor vehicle that fails to conform to vehicle safety standards or lacks seat belt assemblies at each passenger position.

(18) In addition to any penalties imposed, a surcharge of $3 must be paid for all criminal offenses listed in s. 318.17 and for all noncriminal moving traffic violations under chapter 316. Revenue from the surcharge shall be remitted to the Department of Revenue and deposited quarterly into the State Agency Law Enforcement Radio System Trust Fund of the Department of Management Services for the state agency law enforcement radio system, as described in s. 282.709, and to provide technical assistance to state agencies and local law enforcement agencies with their statewide systems of regional law enforcement communications, as described in s. 282.7101. This subsection expires July 1, 2026. The Department of Management Services may retain funds sufficient to recover the costs and expenses incurred for managing, administering, and overseeing the Statewide Law Enforcement Radio System, and providing technical assistance to state agencies and local law enforcement agencies with their statewide systems of regional law enforcement communications. The Department of Management Services working in conjunction with the Joint Task Force on State Agency Law Enforcement Communications shall determine and direct the purposes for which these funds are used to enhance and improve the radio system.

(19) In addition to any penalties imposed, an administrative fee of $12.50 must be paid for all noncriminal moving and nonmoving violations under chapters 316, 320, and 322. Of this administrative fee, $6.25 must be deposited into the Public Records Modernization Trust Fund and used exclusively for funding court-related technology needs of the clerk, as defined in s. 29.008(1)(f)2. and (h), and $6.25 must be deposited into the fine and forfeiture fund established pursuant to s. 142.01.

(20) In addition to any penalties imposed, an Article V assessment of $10 must be paid for all noncriminal moving and nonmoving violations under chapters 316, 320, and 322. The assessment is not revenue for purposes of s. 28.36 and may not be used in establishing the budget of the clerk of the court under that section or s. 28.35. Of the funds collected under this subsection:

(a) The sum of $5 shall be deposited in the State Courts Revenue Trust Fund for use by the state courts system;

(b) The sum of $3.33 shall be deposited in the State Attorneys Revenue Trust Fund for use by the state attorneys; and

(c) The sum of $1.67 shall be deposited in the Indigent Criminal Defense Trust Fund for use by the public defenders.

(21) In addition to any other penalty, $65 for a violation of s. 316.191, prohibiting racing on highways, street takeovers, and stunt driving, or s. 316.192, prohibiting reckless driving. The additional $65 collected under this subsection shall be remitted to the Department of Revenue for deposit into the Emergency Medical Services Trust Fund of the Department of Health to be used as provided in s. 395.4036.

(22) Five hundred dollars for a violation of s. 316.1951 for a vehicle that is unlawfully displayed for sale, hire, or rental. Notwithstanding any other law to the contrary, fines collected under this subsection shall be retained by the governing authority that authorized towing of the vehicle. Fines collected by the department shall be deposited into the Highway Safety Operating Trust Fund.

(23) In addition to the penalty prescribed under s. 316.0083 for violations enforced under s. 316.0083 which are upheld, the local hearing officer may also order the payment of county or municipal costs, not to exceed $250.

(24) In addition to any penalties imposed, a fine of $200 for a first offense and a fine of $500 for a second or subsequent offense for a violation of s. 316.293(5).

History.—s. 1, ch. 74-377; s. 38, ch. 76-31; s. 3, ch. 79-27; s. 1, ch. 80-179; s. 195, ch. 81-259; s. 2, ch. 82-58; s. 2, ch. 84-73; s. 15, ch. 84-359; s. 25, ch. 85-167; s. 3, ch. 85-250; s. 2, ch. 85-255; s. 6, ch. 85-309; s. 4, ch. 85-337; s. 3, ch. 86-49; s. 7, ch. 86-154; s. 4, ch. 86-185; s. 3, ch. 86-260; s. 2, ch. 87-108; s. 2, ch. 87-167; ss. 2, 5, ch. 88-50; s. 2, ch. 88-305; ss. 61, 72, ch. 88-381; s. 6, ch. 89-212; s. 2, ch. 90-141; s. 8, ch. 90-290; ss. 10, 26, ch. 90-330; s. 3, ch. 91-136; s. 3, ch. 91-200; s. 1, ch. 92-192; s. 21, ch. 93-164; s. 14, ch. 94-306; s. 2, ch. 96-185; s. 8, ch. 96-200; s. 47, ch. 96-350; s. 2, ch. 97-10; s. 9, ch. 97-76; s. 13, ch. 97-225; ss. 3, 4, ch. 97-300; s. 4, ch. 98-202; s. 6, ch. 98-223; s. 8, ch. 98-251; s. 3, ch. 98-319; ss. 9, 252, ch. 99-248; s. 42, ch. 2000-152; s. 10, ch. 2001-122; s. 4, ch. 2001-196; s. 107, ch. 2002-20; s. 4, ch. 2002-217; s. 6, ch. 2002-235; s. 99, ch. 2003-402; s. 60, ch. 2004-265; s. 3, ch. 2005-194; s. 48, ch. 2005-236; s. 4, ch. 2006-81; s. 24, ch. 2006-290; s. 3, ch. 2006-296; s. 1, ch. 2007-71; s. 21, ch. 2007-196; s. 33, ch. 2008-111; s. 1, ch. 2008-137; s. 1,

ch. 2008-205; s. 3, ch. 2009-6; s. 1, ch. 2009-14; s. 12, ch. 2009-61; s. 32, ch. 2009-80; s. 1, ch. 2009-138; s. 16, ch. 2009-204; s. 58, ch. 2010-5; s. 12, ch. 2010-80; s. 3, ch. 2010-161; s. 24, ch. 2010-162; s. 5, ch. 2010-198; s. 13, ch. 2010-223; s. 14, ch. 2010-225; s. 15, ch. 2012-100; s. 7, ch. 2012-123; s. 6, ch. 2012-141; s. 1, ch. 2012-157; ss. 18, 75, ch. 2012-181; s. 9, ch. 2013-160; s. 17, ch. 2014-216; s. 5, ch. 2015-163; s. 3, ch. 2017-189; ss. 39, 40, ch. 2018-10; s. 2, ch. 2018-66; s. 18, ch. 2019-58; ss. 61, 63, ch. 2019-116; s. 61, ch. 2020-2; s. 1, ch. 2020-64; ss. 61, 63, ch. 2020-114; s. 1, ch. 2021-3; s. 4, ch. 2021-5; s. 24, ch. 2021-186; s. 4, ch. 2021-188; s. 3, ch. 2022-180; s. 4, ch. 2023-171; s. 7, ch. 2023-174; s. 2, ch. 2023-197; s. 19, ch. 2024-57; s. 10, ch. 2024-153; s. 2, ch. 2024-190.

[1] **Note.**—Section 14, ch. 2018-66, provides that "[i]f the provisions of this act relating to s. 395.4025(16), Florida Statutes, are held to be invalid or inoperative for any reason, the remaining provisions of this act shall be deemed to be void and of no effect, it being the legislative intent that this act as a whole would not have been adopted had any provision of the act not been included."

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Select Year: 2024 Go

The 2024 Florida Statutes (including 2025 Special Session C)

Title XXIII MOTOR VEHICLES | Chapter 316 STATE UNIFORM TRAFFIC CONTROL | View Entire Chapter

316.614 Safety belt usage.—

(1) This section may be cited as the "Florida Safety Belt Law."

(2) It is the policy of this state that enactment of this section is intended to be compatible with the continued support by the state for federal safety standards requiring automatic crash protection, and the enactment of this section should not be used in any manner to rescind or delay the implementation of the federal automatic crash protection system requirements of Federal Motor Safety Standard 208 as set forth in S4.1.2.1 thereof, as entered on July 17, 1984, for new cars.

(3) As used in this section:

(a) "Motor vehicle" means a motor vehicle as defined in s. 316.003 which is operated on the roadways, streets, and highways of this state or when stationary at a traffic control device. The term does not include:

1. A school bus.
2. A bus used for the transportation of persons for compensation.
3. A farm tractor or implement of husbandry.
4. A truck having a gross vehicle weight rating of more than 26,000 pounds.
5. A motorcycle, a moped, a bicycle, or an electric bicycle.

(b) "Safety belt" means a seat belt assembly that meets the requirements established under Federal Motor Vehicle Safety Standard No. 208, 49 C.F.R. s. 571.208.

(c) "Restrained by a safety belt" means being restricted by an appropriately adjusted safety belt which is properly fastened at all times when a motor vehicle is in motion.

(4) It is unlawful for any person:

(a) To operate a motor vehicle or an autocycle in this state unless each passenger and the operator of the vehicle or autocycle under the age of 18 years are restrained by a safety belt or by a child restraint device pursuant to s. 316.613, if applicable; or

(b) To operate a motor vehicle or an autocycle in this state unless the person is restrained by a safety belt.

(5) It is unlawful for any person 18 years of age or older to be a passenger in the front seat of a motor vehicle or an autocycle unless such person is restrained by a safety belt when the vehicle or autocycle is in motion.

(6)(a) Neither a person who is certified by a physician as having a medical condition that causes the use of a safety belt to be inappropriate or dangerous nor an employee of a newspaper home delivery service while in the course of his or her employment delivering newspapers on home delivery routes is required to be restrained by a safety belt.

(b) An employee of a solid waste or recyclable collection service is not required to be restrained by a safety belt while in the course of employment collecting solid waste or recyclables on designated routes.

(c) The requirements of this section do not apply to the living quarters of a recreational vehicle or a space within a truck body primarily intended for merchandise or property.

(d) The requirements of this section do not apply to motor vehicles that are not required to be equipped with safety belts under federal law.

(e) A rural letter carrier of the United States Postal Service is not required to be restrained by a safety belt while performing duties in the course of his or her employment on a designated postal route.

(7) It is the intent of the Legislature that all state, county, and local law enforcement agencies, safety councils, and public school systems, in recognition of the fatalities and injuries attributed to unrestrained occupancy of motor vehicles, shall conduct a continuing safety and public awareness campaign as to the magnitude of the problem and adopt programs designed to encourage compliance with the safety belt usage requirements of this section.

(8) Any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in chapter 318.

(9) Each law enforcement agency in this state shall adopt departmental policies to prohibit the practice of racial profiling. When a law enforcement officer issues a citation for a violation of this section, the law enforcement officer must record the race and ethnicity of the violator. All law enforcement agencies must maintain such information and forward the information to the department in a form and manner determined by the department. The department shall collect this information by jurisdiction and annually report the data to the Governor, the President of the Senate, and the Speaker of the House of Representatives. The report must show separate statewide totals for the state's county sheriffs and municipal law enforcement agencies, state law enforcement agencies, and state university law enforcement agencies.

(10) A violation of the provisions of this section shall not constitute negligence per se, nor shall such violation be used as prima facie evidence of negligence or be considered in mitigation of damages, but such violation may be considered as evidence of comparative negligence, in any civil action.

History.—s. 2, ch. 86-49; s. 24, ch. 90-119; s. 7, ch. 93-260; s. 331, ch. 95-148; s. 36, ch. 96-350; s. 44, ch. 97-300; s. 2, ch. 99-316; s. 2, ch. 2000-239; s. 97, ch. 2005-164; s. 10, ch. 2008-176; s. 2, ch. 2009-32; s. 1, ch. 2015-81; s. 4, ch. 2018-130; s. 44, ch. 2019-3; s. 10, ch. 2020-69; s. 2, ch. 2021-187.

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Florida's FY2026 405(c) State Traffic Safety Information System Improvements Grants

Traffic Records Coordinating Committee

- The Florida Traffic Records Coordinating Committee (TRCC) is an active coalition that meets at least quarterly. The last three meeting dates preceding this application were:

    - December 13, 2024
    - April 4, 2025
    - June 27, 2025

- The Florida TRCC Coordinator is Charlton Bradley, Traffic Safety Program Manager/TRCC Coordinator within the Florida Department of Transportation State Safety Office.

State Traffic Records Strategic Plan

The Florida TRCC Strategic Plan describes specific, quantifiable, and measurable improvements that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate

quantifiable and measurable progress. The State tracks and identifies which traffic records assessment recommendations it does and does not intend to address in the fiscal year and explains why it does not plan on implementing them in a separate tracking spreadsheet. A copy of the Florida Traffic Safety Information System TRCC Strategic Plan is provided as an attachment **FL_FY26_405c_ Strategic Plan Update**. Florida's action regarding assessment recommendation priorities is provided as an attachment **FL_FY26_405c_ TR Assessment**.

Proof of Quantitative Improvement

A written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application in relation to one or more of the significant data program attributes is provided as attachment **FL_FY26_405c_Quantitative Progress**.

State Traffic Records Assessment

The date of the most recent Traffic Records assessment is November 12, 2020, and is provided as attachment **FL_FY26_405c_TR Assessment**.

Section 405c Quantitative Progress Report

State: ***Florida*** **Report Date:** ***08/20/25*** **Submitted by:** ***Charlton Bradley***

Regional Reviewer:

System to be Impacted	**__X__CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**____ACCURACY ____TIMELINESS __ X __COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** *The most recent quarterly percentage of statewide crash reports submitted electronically by agencies using Traffic and Criminal Software (TraCS).*
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** *Traffic and Criminal Software Support & Enhancement, and Training*
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** *The achieved improvement is an increase in electronically crash reports utilizing TraCS – as demonstrated through an increase in the total percentage of statewide crash reports submitted electronically into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing TraCS.* *During the baseline period from April 1, 2023 to March 31st, 2024, there was steady improvement among the number of crash reports submitted to the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies using TraCS. Each quarter a report is prepared that documents the number of crash reports submitted to the database using TraCS. The most recent quarter for which data is complete and available indicates that 78,349 of 129,290 total crash reports (60.59%) were submitted to the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies using TraCS. This compares to a quarterly snapshot from the previous year where75,505 of 130,214 total crash reports (57.98%) were submitted to the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies using TraCS.* *The percentage of accurately located electronic crash reports entered into the database increased 2.96% during this quarterly snapshot compared to the previous year.* *During this period, a total of 222 law enforcement agencies used the tool, which is an increase of 4 agencies compared to last year.*
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** *The total number of accurately geo-located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash master database will be divided by the total*

	number of electronic crash reports submitted into the database. To normalize the data, the measure is compared for the same time period for consecutive years.
Date and Baseline Value for the Measure	*Date: 4/01/2023-3/31/2024 Baseline: 75,505 of 130,214 (57.99%) statewide crash reports submitted electronically into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing TraCS within the quarterly snapshot.*
Date and Current Value for the Measure	*Date: 04/01/2024-03/031/2025 Current Value: 78,349 of 129,290 (60.59%) statewide crash reports submitted electronically into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing TraCS.*
Regional Reviewer's Conclusion	**Check one** **___Measurable performance improvement *has* been documented** **___Measurable performance improvement has *not* been documented** **___Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

Section 405c Quantitative Progress Report

State: ***Florida*** **Report Date:** ***6/27/25*** **Submitted by:** ***Charlton Bradley***

Regional Reviewer:

System to be Impacted	**____CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION __X__EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**____ACCURACY ____TIMELINESS ____COMPLETENESS ____ACCESSIBILITY __X__UNIFORMITY ____INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** *The percentage of Florida's Public or private entities involved in Emergency Medical Services (EMS) systems which have been licensed by the State of Florida, who are submitting National EMS Information System (NEMSIS) Version 3 (V3) compliant run reports to the Florida Department of Health via the Bureau of EMS, Prehospital EMS Tracking and Reporting System (EMSTARS).* *Currently, Florida has a total of 338 licensed EMS agencies of which 314 are EMSTARS participating agencies. Of the 314 EMSTARS participating agencies, 261 agencies are submitting run reports by V3 data standards.* *The number of licensed EMS agencies fluctuates due to agency mergers, closures and/or new agencies licensed. Florida remains in compliance with the NEMSIS V3 standards to provide a uniform data collection across all licensed agencies.*
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** *Field Data Collection for National Emergency Medical Services Information System (NEMSIS) Compliance (Florida Traffic Safety Information System Strategic Plan 2022-2026, Table 4, page 13)* *Public or private entities involved in emergency medical services systems are minimally required to provide patient care summary level data to the Florida Department of Health, Bureau of EMS, Prehospital Aggregate System per Florida Administrative Code 64J-1.014. This administrative code defines two options for the submission of patient care data. One being the submittal of summary level data to the Prehospital Aggregate System and the second option being the submission of runs reports via EMSTARS.* *The patient care data submitted via the Prehospital Aggregate System is only summary information which does not include EMS runs report record level data. Also, the EMS response and patient care summary data does not include information on Incident Date. The runs reports submitted through EMSTARS is Florida's only database that collects and transmits the incident level data required for NEMSIS compliance. EMSTARS does not accept EMS agency records that are not NEMSIS compliant. EMSTARS reporting requirements far exceed the aggregate summary requirements; therefore, submission of runs data to EMSTARS is voluntary.*
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** *The achieved improvement is an increase in the completeness of EMS run data reports – as demonstrated through an increase in percent of licensed EMS agencies who are submitting NEMSIS*

	V3 compliant run reports via EMSTARS. *For the baseline period, the number of licensed EMS agencies in Florida was 324, of which 286 were EMSTARS participating agencies (84.88%) For the current period, the number of licensed EMS agencies in Florida was 338 of which 314 were EMSTARS participating agencies (92%).* *The current number of licensed EMS agencies differs from the baseline due to mergers of multiple agencies, new agencies added and agencies no longer in business.* *For the baseline period from April 1, 2023, to March 31, 2024, the number of licensed EMS agencies in Florida was 324, of which 275 were EMSTARS participating agencies (84.88%). For the current period from April 1, 2024, to March 31, 2025, the number of licensed EMS agencies in Florida was 338, of which 314 were EMSTARS participating agencies (92.89%). The percentage of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS increased by 12.3% compared to the previous year.*
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** *The total number of agencies submitting emergency run data to the Florida Department of Health via EMSTARS is divided by the total number of agencies.*
Date and Baseline Value for the Measure	*Date: 4/1/23 – 3/31/24 Baseline Value: 275 of 324 (88%) licensed EMS agencies reporting to EMSTARS.*
Date and Current Value for the Measure	*Date: 4/1/24 – 3/31/25 Current Value: 314 of 338 (92%) licensed EMS agencies reporting to EMSTARS.*
Regional Reviewer's Conclusion	**Check one** **___Measurable performance improvement *has* been documented** **___Measurable performance improvement has *not* been documented** **___Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	



TRCC

DATA WHEN, WHERE, AND HOW YOU NEED IT

FLORIDA TRAFFIC SAFETY INFORMATION SYSTEM STRATEGIC PLAN

2022-2026



FDOT

FLORIDA TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

Updated June 2025

TARGET ZERO
FATALITIES & SERIOUS INJURIES

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1. INTRODUCTION

The Florida Traffic Safety Information System (TSIS) Strategic Plan serves as a guiding document for Florida's Traffic Records Coordinating Committee (TRCC). The plan covers a five-year period from 2022 through 2026. The purpose of the TSIS Strategic Plan is to provide a blueprint for measuring progress towards advancing the accessibility, accuracy, completeness, timeliness, and uniformity of Florida's traffic records systems and strengthening the TRCC program. It also provides Florida state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis required to conduct highway safety analyses in the State. The plan sets forth the specific actions and projects that will be undertaken over the next five years to accomplish these goals.

STRATEGIC PLANNING PROCESS

This TSIS update was guided and approved by the TRCC Executive Board and published by the Florida Department of Transportation (FDOT). Participants in the strategic planning process included the TRCC Executive Board members and other interested representatives from TRCC member agencies. The following agencies were represented during the strategic planning process: FDOT, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), Florida Department of Health (FDOH), Agency for Health Care Administration (AHCA), Florida Highway Patrol (FHP), Florida Police Chiefs Association (FPCA), Florida Sheriffs Association (FSA), TraCS/ELVIS Florida, University of Florida (UF), Florida Court Clerks and Comptrollers (FCCC), Cambridge Systematics Inc., and National Highway Traffic Safety Administration (NHTSA). Participants in the strategic planning process are listed in Appendix B.

In 2020, the FDOT State Safety Office (SSO) requested that the NHTSA facilitate a new Traffic Records Assessment (TRA), which was conducted from July 21, 2020, and concluded November 12, 2020. The recommendations from this assessment are included in Appendix A.

The planning process spanned a four-month period beginning with several meetings held virtually due to travel restrictions from Covid-19 between June 2020 and July 2020. These meetings focused on the six individual traffic record data systems including data usage and integration. At the December 4, 2020, meeting, the TRCC was presented with an overview of the results and discussions on next steps to improve Florida's TSIS began. With the assessment results as an impetus, the TRCC has updated this year's TSIS Strategic Plan's Action Plan (Appendix C) to provide focus and direction to the high priority recommendations that came out of the assessment process.

The strategic planning process consisted of three phases, as shown in Figure 1. The activities that took place during each phase are discussed in more detail below.

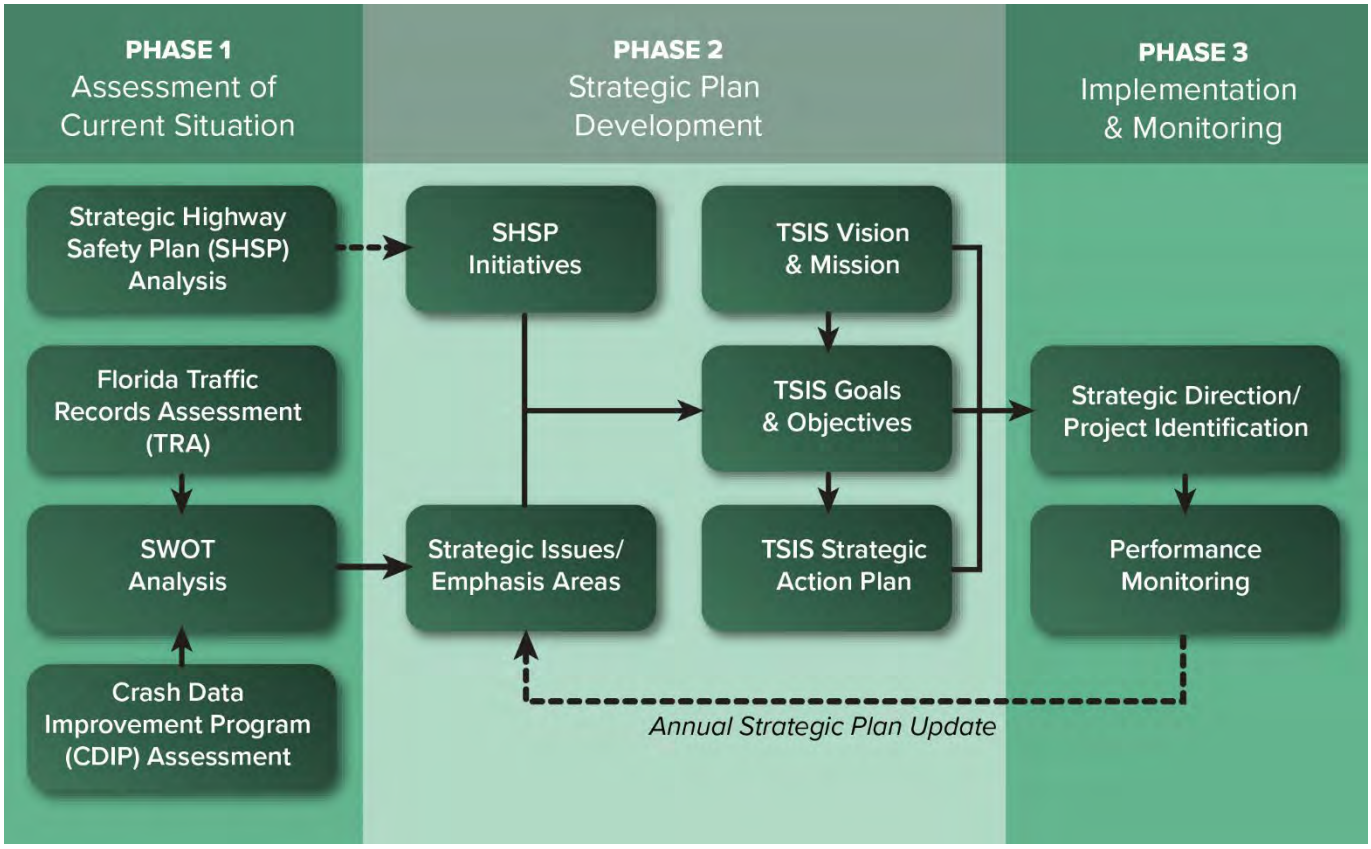


FIGURE 1: STRATEGIC PLANNING PROCESS

PHASE I: ASSESSMENT OF CURRENT SITUATION

Phase I involved an assessment of the current situation for Florida's traffic records information systems. This is largely defined by the traffic records and data collection deficiencies identified in the 2020 Traffic Records Assessment. Attendees participated in a SWOT analysis to identify strengths (S), weaknesses (W), opportunities (O), and threats (T) of Florida's traffic records information systems and the TRCC. The SWOT analysis provided a framework for matching Florida's strategy to the current situation. The results of the SWOT assessment were used to identify the following goals for the strategic plan: 1) Coordination; 2) Data Quality; 3) Integration; 4) Accessibility, and 5) Utilization.

PHASE II: STRATEGIC PLAN DEVELOPMENT

Phase II involved the development of the TSIS Strategic Plan, which consists of the vision, mission, goals, objectives, and strategies/action steps for improving the accessibility, accuracy, completeness, timeliness, integration, and uniformity of Florida's traffic records systems over the next five years.

Strategic planning participants conducted a visioning exercise and agreed that the vision and mission should focus on the State's traffic records information systems, and not the TRCC as a group. The vision defines where Florida traffic records information systems will be in five years, while the mission is an overall statement of the desired result of Florida's planning efforts for traffic records systems. The TSIS vision and mission are detailed in Section 3.

Participants agreed the data quality objectives should focus on completeness, timeliness, accuracy, and uniformity, and owner agencies for each system determined whether the strategic plan would address each or a select few of the data quality attributes for their systems. Participants agreed objectives for integration should focus on the ability to link traffic

records data through a common or unique identifier, rather than achieving data integration through a data warehouse or similar environment.

Goals, objectives, and strategies/action steps were developed for each of the emphasis areas: timeliness, accuracy, completeness, uniformity, integration and accessibility. The results are detailed in Section 3.

PHASE III: IMPLEMENTATION AND MONITORING

Phase III is ongoing and involves identification of potential projects and systems improvement programs designed to move the State's traffic safety information systems in the direction defined by the goals, objectives, and strategies/action steps. Potential projects were identified at the June 2023 TRCC Executive Board meeting. Selected projects detail their purpose/description, lead agency, resource requirements, likely timeline, benchmarks, and expected impact on achieving the goals.

For performance monitoring, each owner agency was provided with NHTSA's Model Performance Measure for State Traffic Records Systems report to serve as a guide for identifying appropriate performance measures in meeting the TSIS Strategic Plan goals and objectives. Owner agencies will monitor progress on their established performance measures and use a worksheet to report progress on each measure. Performance measures are detailed in Section 3. An update on progress in implementing the 2022 – 2026 TSIS Strategic Plan will be prepared on an annual basis in conjunction with Florida's Section 405(c) grant application process.

STRATEGIC PLAN ORGANIZATION

The TSIS Strategic Plan is organized as follows:

- Section 1 provides an introduction and overview of the strategic planning process.
- Section 2 describes the operations, governance, and membership of Florida's Traffic Records Coordinating Committee.
- Section 3 presents the TSIS Strategic Plan elements, which include the TSIS vision, mission, goals, objectives, and action steps.
- Section 4 provides a current report on accomplishments for the current fiscal year, and a description of how Florida's Section 405(c) and 402 grant funds will be used to address the goals and objectives of the TSIS Strategic Plan.
- Appendix A provides the 2020 Traffic Records Assessment Executive Summary.
- Appendix B lists the participants in the strategic planning process.
- Appendix C provides the annually updated TSIS Action Plan which lists specific objectives, strategies, and action steps to advance traffic records systems in Florida.

2. TRAFFIC RECORDS COORDINATING COMMITTEE

Florida's Traffic Records Coordinating Committee (TRCC) is a statewide stakeholder forum created to facilitate the planning, coordinating and implementation of projects to improve the State's traffic records information systems. This section summarizes the mission, purpose, governance, and membership of Florida's TRCC.

TRCC MISSION

Through the coordinated efforts of its member organizations, the TRCC will provide a forum for the creation, implementation, and management of a traffic safety information system that provides accessible, accurate, complete, consistent, integrated, and timely traffic safety data to the State of Florida. The TRCC Executive Board shall include policy level representatives of the following data systems: Crash Data, Roadway Inventory, Citation/Adjudication, EMS/Injury Control, Driver License/Driver History, and Vehicle Registration.

TRCC PURPOSE

To ensure that accurate, complete, and timely traffic safety data is collected, analyzed, and made available to those agencies and individuals that need the information. Key functions of the TRCC include, but are not limited to:

- Maintain authority to review Florida's highway safety data and traffic records systems.
- Provide a forum for discussion of highway safety data and traffic records issues and report on any issues to the agencies and the organizations in the State that create, maintain, and use highway safety data and traffic records.
- Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of the highway safety data and traffic records system.
- Represent the interests of the agencies and organizations within the traffic records system to outside organizations.
- Review and evaluate new technologies to keep the State's highway safety data and traffic records systems up to date.
- Assist TRCC members applying for public and private funds to support and improve traffic records.
- Approve Florida's annual Section 405(c) application submitted by the Florida Department of Transportation (FDOT) to the NHTSA.
- Approve expenditures of Section 405(c) funds received by the FDOT.
- Review and approve the Florida Traffic Safety Information System Strategic Plan and any updates to the plan annually if tasks or objectives must be modified based on project progress.

GOVERNANCE OF THE TRCC

The TRCC Executive Board will elect the chair and vice chair of the TRCC from among its membership. The vice chair will serve as chair in his/her absence. The TRCC Executive Board meets, as needed, to discuss issues affecting Florida's Traffic Safety Information System. The TRCC Charter dictates that the TRCC Executive Board will meet at least once annually, however the Board normally meets at least once each quarter to conduct TRCC business. A majority vote of the members present at a meeting of the Executive Board is required to conduct TRCC business. At least four members of the Executive Board must be present to conduct business.

MEMBERSHIP OF THE TRCC

The TRCC consists of an Executive Board and Subcommittees as needed.

TRCC EXECUTIVE BOARD

The membership of the TRCC Executive Board includes representatives from agencies, either responsible for managing at least one of the six information systems of the Traffic Safety Information System or with a vital interest in one or more of those systems. These agencies include the Florida Department of Transportation, Florida Department of Health, Florida Department of Highway Safety and Motor Vehicles, the State Court System, Florida Highway Patrol, Florida Sheriff's Association, and Florida Police Chiefs Association. Members of the Executive Board are appointed by the heads of their respective agencies. The FDOT State Safety Office provides staff support for the TRCC Executive Board and the TRCC Coordinator.

The Executive Board can vote to extend membership on the Executive Board to other Florida entities, public or private, that are part of the traffic safety information system. Representatives from all Florida entities which are part of the traffic safety information system can participate on the TRCC, but only Executive Board members can vote on TRCC business. Executive Board members who are unable to attend a meeting may provide their written proxy for voting purposes.

TABLE 1: TRCC EXECUTIVE BOARD MEMBERSHIP[1]

NAME	AGENCY	TRAFFIC RECORDS SYSTEM REPRESENTED
Beth Allman (Chair)	Florida Clerk Courts and Comptrollers	Driver License / History Data Citation Law Enforcement / Citation Adjudication Data
Major Lisa Barnett (Vice-Chair)	Florida Highway Patrol	Crash Citation Adjudication
Lt. Steve Barrow	Leon County Sheriff's Office, Florida Sheriffs Association	Crash Citation Adjudication
Mike Hall	Florida Department of Health	EMS / Injury Surveillance
Lora Hollingsworth	Florida Department of Transportation	Roadway System
Robert Kynoch	Florida Department of Highway Safety and Motor Vehicles	Crash Data System Driver Licensing System Vehicle Registration System Citation Adjudication Data
Deputy Chief Tonja Smith	Tallahassee Police Department, Florida Police Chiefs Association	Crash Citation Adjudication

[1] TRCC Executive Board membership as of June 2025.

TRCC SUBCOMMITTEES

The Executive Board can create subcommittees to perform work for the board. Membership on these committees can include representatives from any Florida entity that contributes to or makes use of the traffic safety information system. The TRCC Coordinator serves as subcommittee chair and manages reporting responsibilities. Subcommittees can meet as often as needed to perform the work assigned by the Executive Board. The TRCC Coordinator shall report committee activities and accomplishments to the Executive Board at least quarterly.

3. TRAFFIC RECORDS STRATEGIC PLAN ELEMENTS

TSIS VISION AND MISSION

The following vision and mission statements were developed for Florida's Traffic Records Information System:

Vision: Users have access to quality traffic records data when, where and in the form needed.

Mission: Maximize the efficiency and effectiveness of traffic records data resources, collection, analysis and reporting.

TSIS GOALS, OBJECTIVES, AND STRATEGIC ACTION PLAN

The following goals were identified for Florida's traffic safety information system based on assessment recommendations and stakeholder input during the strategic planning process:

Goal 1: Coordination. Provide ongoing coordination in support of multiagency initiatives and projects which improve traffic records information systems.

Goal 2: Data Quality. Develop and maintain complete, accurate, uniform, and timely traffic records data.

Goal 3: Integration. Provide the ability to link traffic records data.

Goal 4: Accessibility. Facilitate access to traffic records data.

Goal 5: Utilization. Promote the use of traffic records data.

Appendix C provides the annually updated TSIS Action Plan which lists specific objectives, strategies, and action steps associated with these goals in order to advance traffic records systems in Florida.

4. ANNUAL IMPLEMENTATION UPDATE

STATUS REPORT – TRAFFIC RECORDS PROJECTS FROM FY2026

Table 3 and Table 4 include the status of recent traffic records projects.

TABLE 2: TRAFFIC RECORDS PROJECTS FROM FY2026 USING SECTION 405(C) FUNDING

PROJECT LEAD AGENCY AND PROJECT TITLE	SECTION 405(C) FUNDING	PURPOSE	DESCRIPTION	PROGRESS

University of Florida/Signal Four Analytics
Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
	$878,000	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash, Roadway, and Citation/Adjudication data systems.	The S4 Analytics team will continue to provide a statewide analytical system that currently integrates crash, citation, and roadway data to approximately 6,000 users across 1,200 agencies/vendors to allow local, regional and state agencies to analyze and create maps and statistical reports of crash and citation data in a consistent, uniform, and timely fashion. This fiscal year the S4 team will work in coordination with the FLHSMV to fully synchronize the S4 Analytics and FLHSMV crash databases. These efforts will not only give users the necessary confidence on the reliability of the S4 data source but will also provide users with the most current data in the state that matches the original source-FLHSMV. The S4 team will continue the expansion of citation integration with crashes statewide by continuing to develop the executive level dashboard for citations as well as expanding the public facing Traffic Safety	S4 Database integrates crash reports, citation reports and roadway data.
				Usage:
				- 1,197 agencies
				- 6,231 active users
				Other Updates:
				- Network Analysis complete and available.
				- Developing new features including:
				  - Save/reuse queries.
				  - Save custom geographic areas.
				  - Upload user custom boundaries.
				  - New data visualization tools

			Dashboard to support Florida traffic safety data needs. To further improve the integration goal of the TRCC, S4 will assist in the TRCC cloud study to provide input on use cases for EMS data elements that may be considered for inclusion into S4. When EMS data becomes available, an ETL process to obtain the data, development of a dashboard and analytical functions needed to analyze the data will be created. Additional tasks are to perform data quality analysis; database updates; system monitoring and updates, marketing and training. NEW Personnel: Database Assistant NEW Objective: S4 and FLHSMV full crash data synchronization	
Florida Department of Health Field Data Collection for National Emergency Medical Services Information System (NEMSIS)	$690,029	Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the EMS/Injury Surveillance System, Crash, Roadway, and Vehicle data systems.	This project will help improve completeness, uniformity, accuracy and timeliness of EMS records systems by continuing to transition EMS agencies to the new national data collection NEMSIS V3.5 standards beginning 2023, while maintaining compliance with the prior NEMSIS V3 Data standards. NEMSIS V3 data standards improve the compatibility and interoperability of data between state, local and federal systems by defining a framework for the EMS submission process. Contractors will continue to assist and support licensed EMS agencies via direct technical support and/or training, conduct four quarterly workshops with	Usage: - 89.6% of EMS Agencies submitting to state incident level repository - 99% emergency run submissions to state repository. - 83.4% of EMS emergency run reports submitted in compliance with NEMSIS V3.5 - 90% Overall NEMSIS data quality - 74.37% of NEMSIS V3 EMS emergency runs received within 10 hours. Integration: - Health Information Exchange - Crash Records (need automated feed) - ESSENSE Integration - ODMAP Integration

			the Florida EMS Advisory Council Data Committee, and participate in meetings on implementing the national standard. The FDOH will acquire contractors to make improvements to its technical environment to address limitations in the current operational data store to support growing needs for reporting, analysis, and integration efforts. Specific problem areas are limitations for the ETL interface to ease collection of multiple data standards, analytics/reporting capabilities, and limitations to create additional export portals for research data sets, data exchange, and linkages. New Objectives: Currently there are no EMS emergency runs submitted in compliance w/V3.5. Objective is to increase the percentage of EMS emergency run reports in compliance with V3.5 to 50%. Demographic files have only been required to be submitted on an annual basis, but the submission policy has changed to require monthly submissions. Objective is to increase percentage of agency demographic resubmissions received every 30 days. Link two additional data sources to the EMS state repository (currently 3 data sources are linked).	- Trauma Data in biospatial (not linked) -
Florida State University/Electronic License and Vehicle Information System Electronic License and Vehicle	$560,807	Improve the Accessibility, Accuracy, Completeness, Timeliness, Uniformity of the	ELVIS will continue to provide LEAs, COCs, and other approved FDLE entities with the ability to query CJIS including FCIC and NCIC data at no cost.	Accessibility: Web-Based (no installation required) Tool to run FCIC/NCIC data.

Information System (ELVIS)		Crash and Citation/Adjudication, Driver, Vehicle data systems.	This web-based service is currently being utilized by 42,000 officers across 290 LEAs to populate driver license and vehicle tag information that is often repeated on crash, citation, and other traffic forms. The primary objective of this project is to improve the accuracy, uniformity, and timeliness of traffic records data (specifically vehicle and driver data) collected by LEAs which submit to the state level repositories. ELVIS will accomplish this by implementing a state-wide free web-based solution for performing FCIC/NCIC queries and integrating the information returned into an agency's existing traffic records software. Specific objectives are: Maintain parsing algorithms for out-of-state DMV data; Maintain compliance with all FBI and FDLE security policies including CJIS compliance; Maintain hosting servers and other hardware; Continue to setup new agencies and trainings; Develop new analytical tools; Expand application programming interface functionality to make ELVIS more accessible to other vendors; host an annual user forum; finalize the secondary disaster recovery site; and proactively respond to cyber security threats by monitoring all network activity, continually updating all servers, and implementing patches to mitigate known vulnerabilities.	Average year-to-date availability: 99.87% Usage: - 290 Agencies - 42,000 User Accounts - 13,231,322 Total Queries FY25 (2,200,000 queries per month) Other Updates: Secondary Disaster Recovery Site updates: reformat and reconfiguration of old hardware complete and test backups in place at primary site.

Florida Department of Highway Safety and Motor Vehicles Driver and Vehicle Data Quality Improvement	$148,000	Improve the Accuracy, Completeness, and Uniformity of the Crash and Citation/Adjudication data systems.	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) serves as the official custodian of Florida's driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. The National Traffic Highway Safety Administration (NHTSA) has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida's roadways. In November of 2020, the NHTSA concluded their Traffic Records Assessment to provide their recommendations for improving Florida's six traffic records systems. These recommendations will improve the data quality attributes of the driver and vehicle datasets and will also support the FLHSMV's Strategic Plan to improve the Traffic Records Information System (TRIS). An improvement in these strategic objectives further enhances the State's data-driven approach in developing traffic safety initiatives and law enforcement countermeasures.	Usage: -
University of Florida/Signal Four Analytics Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality	$684,000	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash and Citation/Adjudication data systems.	The FDOT current crash location system has several limitations that is preventing FDOT staff to map crashes in a timely fashion. This system is out of date, slow, requires extensive training, and can only handle on-system crashes, i.e. crashes only on state-maintained roads.	Crash Diagramming: Ensure consistency between crash location and crash diagram. Features Completed: - Diagram linked to geolocation and is pre-constructed.

			FDOT uses a second system to locate off-road system crashes which operate differently from the on-system and as such requires different training and different data management practices. Due to these challenges and the sheer number of crashes in the state (over 700,000 annually) FDOT experiences delays in providing timely geolocated crashes to Florida traffic improvement stakeholders. Of those 700,000 crash reports submitted by law enforcement agencies, 500,000 crash reports include a crash diagram based on Florida's crash data requirements and federal recommendations provided in the Model Minimum Uniform Crash Criteria Guidelines. This crash diagram is also necessary for the FDOT staff to accurately locate crashes. At this time, many Florida law enforcement agencies do not have a diagramming tool and could use a geo-location tool which would eliminate the discrepancies between the crash address information and the depiction of the same location on the crash diagram. Currently, S4 Analytics provides the automated geolocation of crashes but only for a portion of the crashes. The rest of the crashes are approximately located and not verified by a person. This creates challenges regarding the reliability of data analysis due to the discrepancy between FDOT and S4's location processes. This	- Vehicle path interactive, Prior/Post Positions. - Vehicle/Participant Symbology and Movement of Vehicles. - Reference Map, Map Transparency, Basemaps. - Save, load and edit the diagram. - Image Cropping. - Allow diagram to reposition crash location. - Finalized specifications for vendors – vendors may now start implementation. Geolocation Consolidation: Unify the geolocation process amongst FDOT, S4 and LE agencies to achieve one consistent statewide geolocation process. - Updated user interface - FDOT testing

			project with the UF will reduce these 3 systems to a single unified geolocation system for the State of Florida, by enhancing the S4 Geolocation tool to provide a verified crash location not only for FDOT analysts but Florida's traffic improvement stakeholders. This project will also develop a web-based diagram tool to work in compatibility with S4's Geolocation tool to improve location accuracy, reduce the time for an officer to complete the crash diagram in the field thus improving timeliness of the data, and aims to increase the utilization of the crash data.	

TABLE 3: TRAFFIC RECORDS PROJECTS FROM FY2025 USING SECTION 402 FUNDING

PROJECT LEAD AGENCY AND PROJECT TITLE	SECTION 402 FUNDING	PURPOSE	DESCRIPTION	PROGRESS
Florida State University/Traffic and Criminal Software Traffic and Criminal Software (TraCS) Support & Enhancement, and Training	$1,079,020	Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the Crash, Citation/Adjudication, Driver, Vehicle, and Roadway data systems	TraCS offers a cost-effective, field-based collection software solution to LEAs across the state that would otherwise require them to purchase separate software solutions or continue filling out paper crash and citation reports. This data is used to develop effective, evidence-based countermeasures for traffic safety problem areas, specifically areas identified as high crash fatalities and serious injuries. TraCS currently supports over 31,000 users and is responsible for approximately 60.59% of	Usage: - 89.6% of EMS Agencies submitting to state incident level repository - 99% emergency run submissions to state repository. - 83.4% of EMS emergency run reports submitted in compliance with NEMSIS V3.5 - 90% Overall NEMSIS data quality - 74.37% of NEMSIS V3 EMS emergency runs received within 10 hours. Integration:

			statewide e-crash submittals. There are 222agencies using this software for traffic crash reporting and about 174 for citation reporting. This project will continue the development/ enhancement of the TraCS software, including providing updates to meet state and federal guidelines; support current and future officers and IT staff at user agencies with technical support and training; continue rewriting external interfaces for case and form number management, FCIC/NCIC imports through various vendors and S4's Geolocation tool to work on both physical- and web-based platforms. At this time, 188 LEAs (91% of TraCS users) are required to use the location tool for crash reporting and 21 LEAs for citation reporting. Resources will maintain a cloud hosting environment for LEAs at the FDLE approved DSM hosting center (category 5 rated facility). This solution ensures no more than 4 seconds downtime per month as operations will not be dependent on physical hardware, and it is designed to fail over instantaneously when hardware fails or when the load is greater than what a physical server can handle. Contractual Services are still needed for FDLE Sponsoring Agency, Panama City PD, to continue to provide a daily database backup site. Due to an increase in tech support, (# of work orders: FY18 at 3,800; FY19 at 4,600; FY20 6,300) an OPS	- Health Information Exchange - Crash Records (need automated feed) - ESSENSE Integration - ODMAP Integration - Trauma Data in biospatial (not linked)

			IT Support position is being requested to support the demand of the software. New Objectives: Timeliness- Develop/Support S4 Geolocation/Diagram Tool; Accuracy- increase S4 Geolocation Tool usage for crash reporting to 95% or higher and to complete S4 Geolocation/Diagram Tool testing; Uniformity- increase usage of latest revision of the FLHSMV UTC and increase number of LEAs using V3 vs V2.3 of S4 Geolocation tool; Integration- encourage use of the location interface on the UTC and DUI citation; Accessibility- maintain onside/office data storage and increase the number of canned analysis reports available and provide training to LEAs to create their own ad-hoc reports	
Florida Department of Highway safety and Motor Vehicles/DUI Centralized Repository Database	$200,000	DUI Centralized Repository Database	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) will contract with a vendor to initiate the development of a DUI Centralized Repository Database (DCR) a statewide, real-time, electronic system that will be designed to track impaired driving offenders from arrest through disposition, treatment, and beyond. This initiative is aimed at supporting data-driven efforts to reduce DUI-related crashes, fatalities, and serious injuries across the state. To support this critical project, FLHSMV is engaging a specialized consultant to lead and advise on key aspects of system design, stakeholder coordination, and implementation strategy.	

			Steps include Collaborating with FLHSMV and key stakeholders—including state and national agencies, law enforcement, judicial circuits, and licensed DUI programs to define system requirements and ensure that the platform meets diverse data needs and functional expectations. Coordinating with entities such as the National Highway Traffic Safety Administration (NHTSA), Florida State Agencies, local law enforcement, courts, and DUI treatment providers to align data inputs, reporting standards, and access protocols across jurisdictions. Advising on the development of a secure, scalable system architecture that facilitates real-time data collection and retrieval, while ensuring compliance with state and federal data privacy laws. Identifying existing data silos and integration points to enable seamless data sharing across agencies. The consultant will also help establish standards for data accuracy, consistency, and validation to support actionable insights. Supporting FLHSMV in creating a phased implementation plan, including pilot testing, training for system users, and feedback loops to refine system performance before statewide rollout. The consultant's efforts will contribute to the creation of a robust, centralized DUI tracking system that	

			enhances Florida's ability to monitor and reduce impaired driving.	
Tallahassee State College TRCC Support	$65,000	Support for the TRCC and FDOT Safety Office.	The Florida TRCC was formed to bring together representatives from the agencies responsible for databases and representatives of the groups which must report data to the state and federal level. TRCC provides a statewide forum to facilitate the planning, coordination, and implementation of projects to improve the State's traffic records systems. Due to the diversity of Florida's reporting systems, the FDOT State Safety Office has a need to continue to provide staff support to the TRCC. This project will fund a contractor to provide assistance needed to coordinate committee efforts to develop and update the strategic plan, facilitate committee meetings and develop and host the TRCC website.	Meeting facilitation and summary provided for December 2024 meeting; April 2025 meeting; and June 2025 meeting. Website updates for Quarter 1, Quarter 2, and Quarter 3 completed.
Florida Department of Highway Safety and Motor Vehicles Crash and Uniform Traffic Citation (UTC) Data Improvement	$471,000	Improve the Accuracy, Completeness, and Uniformity of the Crash and Citation/Adjudication data systems.	This project will support the FLHSMV' Strategic Plan's data driven approach to improving data quality attributes, which includes the timeliness, accuracy, completeness, uniformity, accessibility, and integration of the crash and UTC datasets. CRASH DATA DICTIONARY: The NHTSA 2020 TRA identified Florida does not have a data dictionary showing links to other data systems or data elements populated from other traffic records systems. Although Florida has made strides to integrate data (driver info,	Usage: - 99.40% of crashes submitted electronically. - 81.40% timeliness Other Updates: - Conducting crash reporting audit with 146 agencies - Conducting data accessibility survey

			crash location, roadway data, injury severity) from other sources into its crash dataset to enhance both completeness and accuracy, this integrated data set's quality cannot be evaluated. Since edit checks and validation rules for the crash system are not included in the data dictionary document or within the Crash Report Manual (recorded in a third separate file), the NHTSA TRA recommended that this information be placed within the data dictionary document. CRASH & UTC SYSTEM INTERFACE PERFORMANCE METRICS: Currently the crash system has real-time interfaces with the Driver and Vehicle systems through the state-sponsored ELVIS and FLHSMV DAVID which allows officers to auto-populate the driver/vehicle information onto crash and UTC forms, there are no performance metrics that monitor and evaluate the effectiveness of these real-time interfaces. These performance metrics are valuable to ensure continued reliability, improvement, and expansion of these real-time interfaces between the crash, UTC, driver and vehicle systems. UTC: In accordance with the Federal Real-ID Act (6 CFR Part 37.29), all states are required to hold only one Real ID credential with compliance dependent upon participation in the AAMVA State-to-State (S2S) verification service. Florida is scheduled to implement S2S with the	

			Driver History Record component in Jan. 2023 but first must establish a Help Desk to identify potential duplicates to then update pointer records accordingly. AAMVA estimates approximately 900,000 duplicate credentials Florida must address to help facilitate a successful onboarding of S2S. To assist in the evaluation of current driver history data to identify and resolve potential duplicates as well as other data quality issues, two additional OPS records technicians are being requested in addition to the original OPS Management Analyst and Project Coordinator positions that will contribute their expertise for all tasks of this project.	

ACHIEVEMENT OF MEASUREABLE PROGRESS

The provisions of the Section 405(c) grant application require applicant States to demonstrate year-to-year traffic records improvement in at least one of the six core systems in at least one of the six performance areas (to include Other if specified):

- Timeliness
- Accuracy
- Completeness
- Uniformity
- Integration
- Accessibility

For FY25, the Florida TRCC submitted two performance measures which demonstrate significant, system-wide performance; improvements were to the Crash System and the EMS/Injury Surveillance System. The performance measures, and a description of each, are provided below:

1. Accurately located electronic crash reporting (i.e., the average percentage of accurately located electronic crash reports submitted into Florida Department of Highway Safety and Motor Vehicles (FLHSMV) Crash Master Database by law enforcement agencies utilizing the Geo-Location tool) – Crash/Completeness.
2. Completeness of EMS/Injury data (i.e., the percentage of Florida's Public or private entities involved in EMS systems which have been licensed by the State of Florida, who are submitting NEMSIS Version 3 compliant run reports to the FDOH EMS Tracking and Reporting System, EMSTARS) – EMS/Injury/Completeness.

PERFORMANCE MEASURE 1: COMPLETENESS OF CRASH REPORTS SUBMITTED ELECONTRICALLY TO FLHSMV DATABASE BY AGENCIES USING TRACS

Performance Measure Used to Track Improvement

The total percentage of statewide crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing TraCS..

Improvement Achieved or Anticipated

The achieved improvement is an increase in the percentage of crash reports submitted utilizing TraCS – as demonstrated through an increase in the total percentage of crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing TraCS.

During the baseline period from October 1, 2022, to January 1, 2023, 57.99% of accepted statewide crash reports were submitted through TraCS. The current period from October 1, 2024, to January 1, 2025, consisted of 129,290 total crash reports submitted Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing TraCS. The total percentage of statewide crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing TraCS increased by 2.6 percent. During this period, a total of 203 law enforcement agencies used the tool, which is an increase of 3 agencies compared to last year.

Specification of How Measure Is Calculated

The total number of electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash master database will be divided by the total number of electronic crash reports submitted into the database utilizing TraCS. To normalize the data, the measure is compared for the same time period for consecutive years.

TABLE 4: RESULTS FOR ACCURACY OF ELECTRONIC CRASH LOCATION REPORTING

TIME PERIOD	PERFORMANCE RESULTS
October1, 2023-January 1, 2024 (Baseline)	130, 214 electronic crash reports were submitted using TraCS out of the total number of electronically submitted crash reports and 75,505 (57.99%) electronic crash reports were entered into the crash database utilizing TraCS
October1, 2024-January 1, 2025 (Current Value)	129,290 electronic crash reports were submitted using TraCS out of the total number of electronically submitted crash reports 78,349 (60.59%) electronic crash reports were entered into the crash database utilizing TraCS

PERFORMANCE MEASURE 2: UNIFORMITY OF EMS DATA SUMBISSION INTO THE EMSTARS DATABASE

Performance Measure Used to Track Improvement

The percentage of Florida's Public or private entities involved in Emergency Medical Services (EMS) systems which have been licensed by the State of Florida, who are submitting National EMS Information System (NEMSIS) Version 3 (V3) compliant run reports to the Florida Department of Health via the Bureau of EMS, Prehospital EMS Tracking and Reporting System (EMSTARS).

Currently, Florida has a total of 338 licensed EMS agencies of which 314 are EMSTARS participating agencies (92.89%).

The number of licensed EMS agencies fluctuates due to agency mergers, closures and/or new agencies licensed. Florida remains in compliance with the NEMSIS V3 standards to provide uniform data collection across all licensed agencies.

Improvement Achieved or Anticipated

The achieved improvement is an increase in the uniformity of EMS run data reports – as demonstrated through an increase in the percentage of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS.

For the baseline period, the number of licensed EMS agencies in Florida was 324, of which 275 were EMSTARS participating agencies (84.88%). For the current period, the number of licensed EMS agencies in Florida was 338, of which 314 were EMSTARS participating agencies (92.89%).

The current number of licensed EMS agencies differs from the baseline due to mergers of multiple agencies, new agencies added and agencies no longer in business. For the baseline period from April 1, 2023, to March 31, 2024, the number of licensed EMS agencies in Florida was 306, of which 253 were EMSTARS participating agencies (82.68%). For the current period from April 1, 2024, to March 31, 2025, the number of licensed EMS agencies in Florida was 338, of which 314 were EMSTARS participating agencies (92.89%). **The percentage of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS increased by** 8.01**% compared to the previous year.**

Specification of How Measure Is Calculated

The total number of agencies submitting emergency run data to the Florida Department of Health via EMSTARS is divided by the total number of agencies.

TABLE 5: RESULTS FOR UNIFORMITY OF EMS DATA

TIME PERIOD	PERFORMANCE RESULTS
April 1, 2023-March31, 2024 (Baseline)	275 of 324 (84.88%) licensed EMS agencies reporting to EMSTARS.
April 1, 2024-March31, 2025 (Current Value)	314 of 338 (92.89%) licensed EMS agencies reporting to EMSTARS.

PLANS FOR FY2026 GRANT FUNDING

GRANT PROPOSAL PROCESS

For FY2026, the State of Florida sought grant proposals for potential projects to advance the goals and objectives of the 2022-2026 TSIS Strategic Action Plan. A draft version of the Action Step Matrix detailing the goals, objectives, and strategies of the Strategic Plan was made available to applicants. Proposals for FY2026 Section 405(c) and 402 funding were accepted from January 1 – February 28, 2025.

Nine funding requests were submitted during that time period totaling $4,775,856. All requests were related to existing statewide TRCC projects, and one was to continue to provide support services needed for the TRCC Executive Board and its Subcommittees.

PROJECT PRIORITIZATION PROCESS

At the April 4, 2025, meeting, the TRCC Executive Board was advised the state projected an estimated $ 2,960,836 in Section 405(c) and an estimated $1,815,020 in Section 402 funds to be available October 1, 2025. The TRCC Coordinator reviewed subgrant application details and budget requests, after which Executive Board Members asked questions about the proposals.

The Subcommittee recommended to fully fund all nine project requests. Five statewide projects for a total of $2,960,836 in Section 405(c) funds and the other four statewide projects for a total of $1,815,020 in Section 402.

The Executive Board voted and approved the eight statewide projects to be fully funded. Ultimately a total amount of $4,775,856 was approved, with final amounts pending the total Section 405(c) and 402 grant funding approved by the NHTSA.

TRAFFIC RECORDS PROJECTS TO BE FUNDED IN FY2025

See FY2024-2026 Triennial Highway Safety Plan for approved traffic records project summaries and funding amounts under Section 405(c) and 402.

A. 2020 TRAFFIC RECORDS ASSESSMENT SUMMARY

INTRODUCTION

The State of Florida has a Traffic Records System with a solid foundation of best practices in many system components, and the State uses its Traffic Records Coordinating Committee effectively to continue to improve through collaboration and creative projects. The Citation and Adjudication systems indicate plans to add a DUI tracking system, which would be a helpful addition to one of the premier citation tracking systems in the nation. An impaired driver tracking system that follows offenders throughout the adjudicative process allows law enforcement, alcohol and drug educators and evaluators, therapists, Ignition Interlock providers, probation personnel, and all those who interact with the impaired driver, the opportunity to follow the offenders' progress while helping to establish the types and combinations of sanctions and treatment options that best serve to prevent recidivism.

A great deal of progress has been made in building and improving the enterprise roadway system in this past Assessment period with the All Roads BaseMap and the continuing effort to complete the collection of MIRE Fundamental Data Elements for all public roads in the State. Having a single location referencing system to locate crashes is a means of ensuring the integrity of location data and can provide a means to analyze the effect of targeted enforcement on crash incidence and severity. Efforts to improve quality and accessibility of injury system data have improved ratings and helped to develop a more comprehensive system as well.

The driver and vehicle systems are actively involved Traffic Records stakeholders and report working toward a unified system in the near future. The Crash system is within a single percentage point of being totally electronic, which adds to the integrity of data in terms of timeliness, accuracy and completeness, while improving accessibility of the records and forging the path for integration with driver, vehicle and citation systems.

The development of a data warehouse provides a means by which the effort and expense of data collection and management pay dividends for the State by allowing for ease of access and additional skilled analytical resources available to data users. The warehouse currently contains crash, driver, vehicle, and citation data. Injury Surveillance data could be an obvious next choice for addition to the warehouse.

All in all, the State has made a good deal of progress, has several exciting opportunities and efforts underway and has changed a number of its ratings upward in this last Assessment cycle. It should be noted that the State is being assessed based on an ideal traffic records system--an ideal which might not comport with Florida's organizational/statutory framework. The Advisory is a construct for purposes of comparison; states are not expected to fulfill all aspects of the ideal system. Even so, Florida rated 'meets' or 'partially meets' the ideal on 83 percent of the items rated.

Florida's Traffic Records System and its supporting Coordinating Committee are functioning effectively and are operating in a way that is driving a great deal of progress and success. The one area where the State can improve is its data quality control program and performance monitoring. It is important to track data quality and report it; even though the State has made strides in improving its data quality, it should be monitored to ensure that quality remains high. Degradation of quality can be subtle, and it may take a great deal of time and effort to recover from lost ground if statutory or process changes unintentionally negatively impact that quality. Each system has some good performance measures, but it would behoove the Traffic Records Coordinating Committee to reevaluate the quality control program and refocus on capturing baseline data and developing numeric goals.

ASSESSMENT RESULTS

A traffic records system consists of data about a state's roadway transportation network and the people and vehicles that use it. The six primary components of a state traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels.

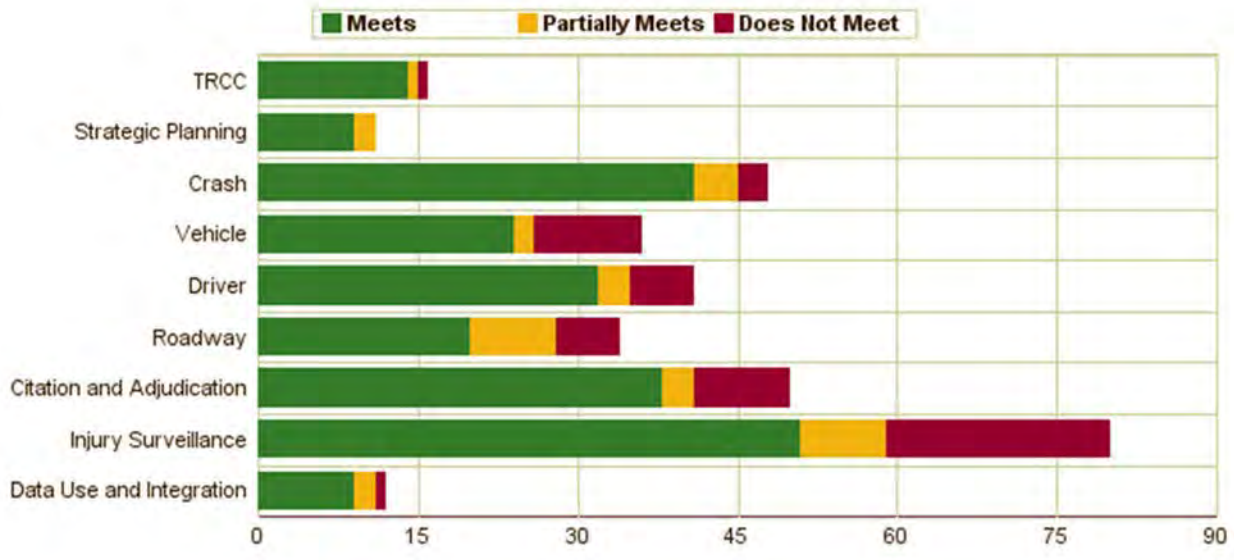
Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Bipartisan Infrastructure Law (BIL) requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Out of 328 assessment questions, Florida met the Advisory ideal for 238 questions (73%), partially met the Advisory ideal for 33 questions (10%) and did not meet the Advisory ideal for 57 questions (17%). As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Florida met the criteria outlined in the Traffic Records Program Assessment Advisory 88% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 85% of the time for Crash, 67% of the time for Vehicle, 78% of the time for Driver, 59% of the time for Roadway, 76% of the time for Citation and Adjudication, 64% of the time for EMS / Injury Surveillance, and 75% of the time for Data Use and Integration.

FIGURE 2: RATING DISTRIBUTION BY MODULE



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

RECOMMENDATIONS AND CONSIDERATIONS

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a state traffic records strategic plan that—

> *"(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."*

The following section provides Florida with the traffic records, assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Florida flexibility in addressing them in an appropriate manner for your state goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC RECOMMENDATIONS

None

Considerations for implementing your TRCC recommendations.

- Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly, a minimum of four times per year. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year.

- Consideration should be given to establishing a formal traffic records inventory. It can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reducing duplication of effort, and allowing data to be more fully utilized to make roadways safer.

- Consideration should be given to continuing and expanding on the initial user needs survey effort. Conducting similar surveys in the next assessment cycle may be beneficial, allowing the State to work towards identifying training and technical assistance needs across all traffic records systems.

Summary

Florida's Traffic Records Coordinating Committee (TRCC) comprises both executive and technical membership. All six core component areas have executive and technical level representation on Florida's TRCC. Participation from executive level members can serve to improve communication and sharing of knowledge across traffic records systems. Active participation across all core component areas at both levels increases collaboration and benefits traffic records system stakeholders.

The Florida TRCC is well established and adequately meets most of the Traffic Records Advisory ideals; however, there are still a few areas that have room for improvement. The Florida TRCC meets four times per year following recommendations outlined in the most recent Traffic Records Assessment. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year. Even if executive members are unable to attend a fourth meeting, there are many advantages to facilitation of ongoing communication amongst technical level members. In many cases, the TRCC meetings may be the only time these members have an opportunity to work together and discuss challenges and best practices in their respective traffic records areas.

It may be beneficial for Florida to pursue a more formal traffic records inventory, as there likely have been changes made to data collection systems, platforms, and processes in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make data-driven decisions. Florida's TRCC Data Subcommittee has done

excellent work to identify data gaps, improve processes, and enhance overall data quality through participation in a variety of projects. However, a more formal inventory document, shared across system stakeholders would be useful. An inventory can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems becomes more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Florida used a NHTSA GO Team to conduct a user needs survey in 2018. The Florida TRCC should consider expanding on that initial effort and continue conducting similar surveys in the next assessment cycle, working towards identifying training and technical assistance needs across all traffic records systems. Florida can further demonstrate adherence to this ideal by including training and technical assistance needs as a regular topic at TRCC meetings, encouraging the use of training needs assessments by TRCC members, and by fostering TRCC meeting presentations on this topic.

Overall, the Florida TRCC solidly meets the majority of the Traffic Records Advisory ideals and is to be commended for attributing focus to meeting these standards. Over the next assessment cycle, in addition to exploring the considerations mentioned above, it will be beneficial to continue to place attention on maintaining adherence to these Advisory standards. While much effort has been expended ensuring the standards are met, it is equally important the TRCC continues to operate accordingly in the next five years.

STRATEGIC PLANNING RECOMMENDATIONS

None

Considerations for implementing your Strategic Planning recommendations:

- Identifying and addressing training needs should be centralized within the Strategic Plan rather than having the information dispersed across agencies.

- Consideration should be given to highlighting efforts to coordinate with Federal data systems within the Strategic Plan. Another possibility is to provide references to other documents where this information can be found.

Summary

The Florida Traffic Safety Information System Strategic Plan is a well-written and comprehensive document. The strategic plan includes the membership of each level of the TRCC, which includes representatives from each of the core data systems as well as other stakeholders. The plan provides a status report of funded projects, demonstrated improvement in two of the core data systems, and plans for FY2023 grant funding. The TRCC is responsible for the development, tracking, and evaluation of the Traffic Records Strategic Plan and Florida has developed a very sound system for accomplishing this task. There is a prioritization methodology that the TRCC uses to identify projects funded with Section 405c funds.

The Strategic Plan includes details about each funded project including the responsible agency, its purpose, description, and progress. This information is summarized in an easily digestible table. The Strategic Plan is reviewed and updated annually. Areas of opportunity in the Strategic Plan were identified through the use of the previous Traffic Records Assessment and a recent GO Team report. The TRCC also conducted a survey of State and local users to aid in the identification of areas and data systems in need of improvement. The TRCC has appointed an Application Subcommittee to assess new technology and consider life cycle costs.

While each of the six core data systems are addressed by the Strategic Plan, the Annual Implementation Update only provides a comprehensive update regarding the accuracy of electronic crash reporting and the uniformity of the EMS data. The State is to be commended and should be proud of the progress made in these two areas. While not provided in such detail, the TRCC is encouraged to provide updates on the progress of other performance measures and the remaining four data systems.

The Strategic Plan contains much of the recommended information states are encouraged to include, but there are some deficiencies. Technical assistance and training needs are the responsibility of the data system owners and are not addressed in the Strategic Plan. While individual agencies are undertaking efforts to coordinate with Federal traffic

records systems, NEMSIS is the only Federal system specifically addressed by the Strategic Plan. The State is encouraged to consider incorporating some of this information into the Traffic Records Strategic Plan or inserting reference points to the specific sections of other reports where the information is housed.

CRASH RECOMMENDATIONS

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations:

- One hundred percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. The State should consider establishing a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision-makers at all levels.

- Consideration should be given to ensuring continued monitoring, improvement, and expansion to existing integration between the Crash system and Driver, Vehicle, Injury Surveillance, and Roadway systems. Now that it has been established, maintaining this integration between Crash and other systems is crucial. Additionally, identifying ways to encourage agencies submitting via 3rd party software to also take advantage of these tools is also important so that data quality across crash records is maintained.

- Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years.

Summary

Since the last assessment, Florida has made positive strides and improvements to its Crash System. They have improved the collection of electronic crash data and have strengthened their performance metrics dramatically. Florida has also established more integration between the Crash system and other State traffic records systems to improve the quality and accuracy of traffic safety data. They have increased the quality of their analytical capabilities and resource tools through the implementation of the Signal Four Analytics program which provides data accessibility in an easy-to-use format.

The Florida Crash System is consolidated into a single database housed within the Florida Department of Highway Safety and Motor Vehicles. Florida utilized MMUCC and ANSI D.16 as part of the establishment of their crash system and recently underwent a MMUCC mapping review based on the 5th MMUCC edition. Measuring a crash system against MMUCC standards is beneficial to the State and can help determine if further improvements or revisions to the crash report form are needed or desired.

In recent years, Florida has continued to make progress transitioning agencies to electronic crash reporting. They have reduced the number of agencies still submitting papers to just 28, reflecting just over 1.1 percent of all crashes submitted to the Crash system during 2019. For a State as large as Florida, this is an impressive accomplishment and excellent progress. The incentive program for submitting electronic crash reports, combined with grant funding opportunities, the FHP laptop surplus program and other initiatives are all great programs implemented to help push agencies towards the goal of 100 percent electronic crash reporting. Given the small number of agencies remaining, 100 percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. It may be beneficial for the State to establish a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address

and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision makers at all levels.

Population of data elements in the Crash system from other traffic records systems such as Driver, Vehicle, EMS, Injury Surveillance, or Roadway can have great benefits. Florida has taken positive steps in the area of data integration by linking its Crash system to the Driver, Vehicle, and Roadway systems. The ELVIS and DAVID systems allow officers to validate driver and vehicle information during the crash data collection process. There is also integration with the Roadway system which allows for pre-population of location data and data sharing between the two systems. These data integration components allow for more complete and accurate collection of crash data. Encouraging use of these tools among 3rd party submitting agencies should also be considered. Crash and EMS data is integrated through BioSpatial, allowing for improved analysis of crash injury outcomes. Additional integration with Injury Surveillance systems should also be explored, as well as continued monitoring and improvement to existing integration between the Driver, Vehicle, and Roadway systems.

Dialogue regarding possible opportunities for improvement or expansion of data linkages, interfaces, and integration amongst the State traffic records systems should be ongoing among TRCC membership where all core traffic records systems managers and stakeholders are represented. As traffic records systems data become more widely used, system interfaces and data integration will be crucial. Improved data linkage and integration will streamline processes, improve data quality, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Given the rising importance of traffic safety data which often starts with the Crash system, it is extremely helpful to establish and maintain useful performance measures and to ensure a robust quality control program for improving and monitoring completeness, timeliness, and accuracy. In-depth and detailed agency-level feedback for local law enforcement agencies is also useful. Strong performance measures and performance measure reporting are important aspects of a successful Crash system. Florida has established an excellent system of performance measures for its Crash system, making great strides since the previous assessment, and they should be proud of the progress made in this area.

Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years. There will also be opportunities to utilize NHTSA GO Teams to help improve traffic records systems processes following the completion of the assessment. Additional resources include the "NHTSA Model Performance Measures for State Traffic Records Systems" document, which is a good resource for identifying and implementing appropriate measures for all traffic systems.

Data accessibility is vital for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced, resulting in safer roadways. Florida's Signal Four Analytics program offers robust tools for end users to access and analyze crash data for their communities. Continuing to ensure end users are aware of the availability of these tools and receive training on their proper application is key and will lead to improved resource allocation and traffic safety on Florida roadways.

Overall, the Florida Crash System is functioning at a high level, with recent improvements to electronic data collection, data integration across traffic records systems, and performance metrics. Opportunities for crash system growth in the coming years include: drafting and implementing a plan for achieving 100 percent electronic crash data collection among the remaining agencies still utilizing the paper form; expanding already well-established system interfaces and data integration efforts to improve data quality across core component traffic records systems; and maintaining and sustaining useful crash system performance measures implemented since the previous assessment that can be frequently monitored by stakeholders.

VEHICLE RECOMMENDATIONS

4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

5. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
6. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Vehicle recommendations:

- Florida should consider further developing and adopting a comprehensive data quality management program. The program would consist of, at a minimum, development of performance standards regarding system data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline measures can be taken and metrics monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.

- Florida should consider implementing a vehicle system procedure for receiving and reviewing crash records where discrepancies have been identified during data entry in the crash data system. Adding this feature provides an opportunity to enhance the accuracy of the vehicle records.

- Florida should consider incorporating barcodes on vehicle registration documents to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

Summary

The State of Florida vehicle titling and registration program is administered by the Florida Department of Highway Safety and Motor Vehicles. All vehicle registration and title records are contained in the Florida Real-Time Vehicle Information System (FRVIS).

FRVIS is a real-time data entry and processing system that incorporates data entry validation through field and logical edits. Additionally, FRVIS queries outside databases to confirm Vehicle Identification Number (VIN) information and obtain vehicle title information from NMVTIS. FRVIS is supported by documented data elements and data structures in a comprehensive data dictionary while processing sequences are documented in training manuals for all vehicle title and registration transactions.

FRVIS is further supported by technical system workflow documentation, but no time annotation for routine workflow or alternative operational processing workflow documentation exists. Additional programs supporting FRVIS include: a program for making data corrections by internal quality assurance staff; a program for receiving user feedback to identify problems and receive ideas for system improvement; a program for detecting high frequency errors to identify issues; an audit program; and an evaluation program for long-term trend analyses.

Florida vehicle registration and title documents do not contain barcoded information allowing for rapid data collection by law enforcement equipped with barcode-reading technology. However, vehicle records for vehicles reported stolen to law enforcement are flagged within the system.

FRVIS is supported by some performance measures as a part of a comprehensive data quality management program described in the Advisory but there are several areas of performance for which measures have not been developed. Additionally, there is no interface with other traffic record systems such as the driver or crash databases. However, it was reported that a unified record system to combine driver and vehicle records is in the process of development.

DRIVER RECOMMENDATIONS

7. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Driver recommendations:

- Florida should consider further developing and enhancing a comprehensive data management program for the driver system. The program would consist of, at a minimum, development of performance standards regarding data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline metrics would be captured and monitored on a regular basis. The development and monitoring of data quality performance measures will enable the State to continually improve driver system data and enhance system availability and reliability.

- Florida is encouraged to continue developing and implementing the State-to-State driver history and facial image exchange transfer service.

- Florida should consider implementing one-to-one facial image verification on all driver license transactions.

- Florida indicated that development of ORION is underway with an anticipated implementation in 2023. As changes are planned and implemented, the State should consider utilizing the Advisory as a reference for minimum system functionality and program management that will improve the ratings in future Traffic Records Assessments.

Summary

The Florida Department of Highway Safety and Motor Vehicles is the custodian of driver data, including information related to commercial driver licensure. Florida driver records contain driver demographic data as well as original issuance dates for all classes of licenses, permits, and endorsements, novice driver training information, conviction records, and at-fault crashes. Florida obtains previous state of licensure driving records and provides Florida driver history information and related facial images to other states.

The Florida driver system front-end user processing system is the Florida Driver License issuance System (FDLIS). The system is supported by detailed data dictionaries describing data structures and data element definitions. The Florida FDLIS contains internal field level edit checks, input masking, lookup table validations, and business rule validations to enhance accurate data collection. The FDLIS is further supported by a structured change request process to define system or program changes and oversee the development, testing, and documentation of system updates. The FDLIS fully integrates with both CDLIS and PDPS and its users are supported by detailed procedure documentation contained in procedure materials. Additionally, the system is further supported by error correction policies and procedures to correct obvious errors.

The Florida driver system is supported by a comprehensive data system security plan and a formal data purge policy. Driver records and facial images are provided to law enforcement and driver record information is provided to the courts. The Florida driver program is supported by multiple programs and resources to deter fraud. False identity licensure fraud is deterred through employees receiving fraudulent document recognition (FDR) training and having integrated queries to SSOLV, PDPS, CDLIS and SAVE. Additionally, all license issuances are validated through facial image verification. Commercial Driver License (CDL) fraud is deterred through the recording and storage of testing results and audits of testing providers. Internal fraud is detected or deterred through a series of employee daily work audits, supervisory quality control checks, and internal audits.

The Florida driver system is supported by other proactive programs that promote data quality and identify potential enhancements. High frequency errors are evaluated to identify training issues or items that require system updates. User feedback is formally documented to drive data quality improvement and system enhancements. Sample-based audits are conducted periodically for critical driver record transactions and related database contents. Trend analysis reports are run to monitor activity and plan for workload changes.

Though the Florida driver system is supported by most of the monitoring and feedback programs outlined in the Advisory, the data quality management program, with associated system performance measures and baseline output expectations, is not as developed as the Advisory ideal.

Florida driver data is provided to the TRCC through the Electronic License and Vehicle Information System.

ROADWAY RECOMMENDATIONS

8. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
9. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations:

- FDOT might consider developing more formal project management techniques and status reporting to the TRCC and safety stakeholders for its projects to expand roadway data systems for all public roads.
- Consider expanding the RCI Handbook to include the collected MIRE and FDEs as well as their referencing numbers.
- Consider expanding roadway system timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures.
- The State might consider developing collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system.

Summary

The Florida Department of Transportation (FDOT) has a geospatial roadway system. The system supports a linear referencing system (LRS) and mapping functionality for all Florida public roads. Florida's roadway system includes approximately 12,103 miles which are State-maintained (10% of the total centerline miles) and approximately 110,996 miles (90%) of non-State-maintained roads.

Florida can identify crash locations using the linear referencing system on State maintained roadways and latitude/longitude coordinates on non-State-maintained roads.

Florida is similar to many other states nationally, in that, it is in the process of transitioning to the provisions outlined in the Bipartisan Infrastructure Law (BIL) of 2021, Fixing America's Surface Transportation (FAST) Act of 2015 and MAP-21, the Moving Ahead for Progress in the 21st Century Act. The legislation provides guidelines for states to develop a safety data system for all public roads and to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). BIL, FAST, and MAP-21 also provide guidance on collecting a subset of the Model Inventory of Roadway Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. FDOT collects some MIRE FDEs primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially available data from HERE GIS or through relationships with local or regional agencies. The State has established as one of their priorities the goal of collecting the FDEs on all public roads.

FDOT has made significant progress in improving its State Roadway Inventory System since the 2016 Assessment. This progress has been successful through active projects to provide a compatible location referencing system for all Florida public roads. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which provides commercially-available local roadway data. When complete, the projects will provide a comprehensive enterprise roadway system for all Florida public roads using the ARBM as the system's foundation. The projects are recognized as a best practice; however, ongoing project status is not clear. FDOT is encouraged to develop performance management for each of the projects and provide regular status reporting to the TRCC and safety stakeholders.

FDOT created the Roadway Characteristics Inventory (RCI) Handbook as the enterprise roadway system data dictionary. The Handbook provides data element and attribute definitions as well as instructions for those that collect, code, and use the RCI data. The RCI does not document the collection of MIRE FDEs, nor does it identify RCI data

elements that might conform to MIRE. Additional documentation was provided that supports a State comparison of the MIRE FDEs to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Cross-reference) of the RCI elements that meet the definition of the MIRE. The documentation also includes the referencing numbering systems for the MIRE and the RCI data elements. The State is encouraged to add information in this document to future editions of the RCI Handbook, and as it expands data coverage to all public roads, it might consider indicating the data elements that are collected and managed for each roadway system, possibly by functional class.

Even though Florida currently obtains some commercially available local data from the HERE GIS and a few data elements from local partnerships, no requirements currently exist for the local jurisdictions on the collection or management of roadway data. The State is encouraged to develop collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Florida TRCC.

Florida has made progress on key components of a comprehensive, roadway data quality control management process that ensures the efficient functioning of the system. FDOT utilizes the DART application that contains SQL queries to perform data edits and validation checks as data is entered into the RCI. The checks enforce the consistency and accuracy of the data elements. The system includes approximately 300 edit checks at this time. Routine quality assurance reviews are conducted by data collectors, feedback about the results is provided, and training is either developed or updated if needed. FDOT's Transportation Data and Analytics Office maintains the Quality Assurance Review Handbook. The Handbook documents several data quality management procedures. This is an excellent resource, and the State is encouraged to expand the document as the enterprise roadway system is expanded to include all Florida public roads. The Handbook mentions some timeliness and accuracy performance management; however, it is not clear if the processes include baseline measurement, actual measures over time or jurisdictions, or ongoing measurement and reporting of results to data collectors, the TRCC, and safety stakeholders.

FDOT is encouraged to review their current performance measures and expand them to include some aspects described in NHTSA's "Model Performance Measures for State Traffic Records Systems." Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data; continuous monitoring based on a set of metrics established by the State; and periodic reporting to the TRCC, data collectors, and managers.

CITATION ADJUDICATION RECOMMENDATIONS

10. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations:

- Develop an interface between the adjudication and crash systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.
- Develop performance measures for the adjudication systems. Relevant measures for accuracy and timeliness for the activities in the court could assist in improving the overall quality of traffic records.
- Develop an interface between the adjudication and driver systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.

Summary

The State of Florida has described a well-developed citation and adjudication system which provides information about citations, arrests and dispositions to the requisite State agencies. Although the State does not have a unified court system, using an impressive array of programs and methods, the State is able to retrieve and organize data from multiple courts and utilize citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis; the issuance of citations; and for traffic safety program planning purposes. “Signal Four”, a statewide analytical system integrating crash, roadway and citations data is used by local, regional and State agencies to analyze and create maps and statistical reports of crashes and citations. Florida maintains two systems designed to track all citation dispositions-both within and outside the judicial branch, namely the Citation Processing Inventory (CPI) and the Traffic Citation Accounting and Transmission System (TCATS). Florida enjoys statutory authority to assign unique citation numbers and verifies previously issued citation numbers are reconciled. Sixty-seven Florida Clerks of Court convey final dispositions and updates through a mandatory system, resulting in a comprehensive view of enforcement and adjudication activity statewide.

As stated in the ideal, State citation and adjudication agencies should participate in the appropriate national data systems to ensure compatibility and serve data management and exchange needs. Florida participates in and utilizes the systems and standards developed nationally. Ideally, the State maintains system-specific data dictionaries. A data dictionary documents all variables in the data collection form and/or software and all variables in the database. The data dictionary lists the name of the element in the database as well as the commonly understood description. The dictionary should provide an established data definition and validated values for each field in the data system. Florida has provided evidence these data dictionaries exist and are used in the manner envisioned by the ideal.

The State of Florida has some opportunity for improvement in the use of quality control programs and development of performance measures for the citation and adjudication systems. It is essential that each part of the citation and adjudication systems have a formal data quality assurance program. It would appear that the State has multiple robust sources of data from which meaningful performance measures can be crafted and monitored with the goal of an improved traffic records system. It is unclear if performance measures exist in the disparate court systems prior to the inclusion of data in the statewide mandatory database. The State should consider future enhancements in this area with the development of a performance measure for each of the attributes articulated in the ideal.

Florida is well-positioned to meet the few remaining Advisory ideals in the future. The State has articulated a well-developed citation and adjudication system which has many electronic components. The planned development of a DUI tracking system along with increasing the number of systems integrated with the adjudication systems will bring the State further in that regard by the next assessment.

INJURY SURVEILLANCE RECOMMENDATIONS

13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
14. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations:

- The TRCC should establish a process to identify independent projects that utilize Florida's injury surveillance data for possible inclusion in its highway safety program efforts.
- The TRCC is encouraged to work with the Florida Department of Health and the Agency for Health Care Administration to establish performance measures and metrics for each of the five injury surveillance data systems.
- The Agency for Health Care Administration and Florida Department of Health are encouraged to regularly share data quality reports with the TRCC for the emergency department, hospital discharge, trauma registry, and vital records data systems (similar to the EMS reports already being shared).

Summary

An injury surveillance system provides information about the characteristics and trends in non-fatal injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. With regard to traffic records, an injury surveillance system that is integrated with crash records can describe the true nature and severity of injuries sustained by persons involved in a motor vehicle crash by the status of the vehicle occupant, the type of restraint system used – or not used, the type of vehicle involved in the crash, crash location, or any number of other crash and person characteristics. An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This information is invaluable when determining the injury severity, costs, and clinical outcomes of the individuals involved.

Florida has all five major components of a traffic records injury surveillance system, and the available data is accessible to both traffic safety stakeholders and the public through either aggregate summary tables or agency-approved data use agreements. The Florida Department of Health's Injury Prevention Program is the lead agency in the ISS and analyzes traffic crashes for the State on an annual basis. The five core data systems are accessible for quality assurance activities by State statute. The Brain and Spinal Cord Injury Program's Central Registry is also a source of information for understanding the effects of traumatic injuries from crashes.

The pre-hospital data collection system, known as the Florida Prehospital EMS Tracking and Reporting System (EMSTARS), is managed by the Florida Department of Health's (FDOH) Bureau of Emergency Medical Oversight (BEMO). The State system is NEMSIS-compliant to version 3.4 and all vendors must be validated by BEMO. The Florida EMSTARS data dictionary is very detailed and available on the FDOH website (two files are available for NEMSIS v1.4 or v3). All software vendors must incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters from that dictionary. Agencies may submit data to the BEMO in a quarterly aggregate format or real-time incident level data. At the point of submission, any records rejected by the edit checks and validation rules are noted and returned to the agency for correction and resubmission. The State has established performance measures for five data categories in the State EMS Strategic Plan and a measure related to accuracy is also tracked in the Florida Traffic Safety Information System Strategic Plan. A quarterly progress report is shared with the Traffic Records Coordinating Committee (TRCC) that tracks timeliness, accuracy, completeness, and uniformity performance measures. There is a sound feedback loop through the EMS Advisory Council Data Committee and the FDOH has worked with Biospatial to generate dashboards and reports for each agency.

The statewide emergency department and hospital discharge data systems are managed by the Agency for Health Care Administration (AHCA). Data from both systems is shared quarterly with the FDOH and may be accessible to outside parties; a non-confidential dataset is available upon request and a confidential file may be available upon approval from the FDOH Institutional Review Board. Details about requesting the information are available in the AHCA Information Resources and Data Security Procedures Manual, which is available online. There is a very comprehensive data quality control system in place at AHCA, including 795 hospital discharge and 267 emergency department audits at the point of data submission. Policies, timelines, and thresholds have been established for submitting the data, but no performance measures have been developed. AHCA data administrators hold quarterly data standards meetings for review of the audit process and data user meetings open to all users/submitters. However, data quality reports are not currently provided to the TRCC.

There is a statewide trauma registry, the Next Generation Trauma Registry (NGTR), which is also managed by the FDOH. Although trauma registry data has not been used in traffic safety analyses, a Trauma System Advisory Council and Trauma Quality Collaborative were recently formed and anticipate conducting such projects. The NGTR complies with the National Trauma Data Bank (NTDB) standard per State statute and also includes several State-specific data fields. Three submission guidelines and data dictionaries are available online: the NTDB standard, the Florida Trauma Registry Data Dictionary with the State-specific fields, and the Florida Acute Care Data Dictionary for trauma patients treated at non-trauma hospitals. The data is made available through summary reports, FDOH IRB approval, and the Biospatial program with plans to build public dashboards. Performance measures and metrics have not been

established, but it is anticipated that the Trauma System Advisory Council will complete that effort in the future. As key updates are made to the system, that information and data quality reports are shared with the TRCC.

The FDOH Bureau of Vital Statistics is responsible for managing all vital statistics data including death certificates. As with most other states, Florida collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. The State uses a statewide electronic death registration system (EDRS), and data dictionaries (codebooks) are available online. Summary information is made available through the FLCharts program and confidential data may be accessed upon approval by the FDOH IRB. The State does not conduct quality reviews beyond the in-system edit checks and NCHS efforts and data quality reports are not shared with the TRCC.

DATA USE AND INTEGRATION RECOMMENDATIONS

None

Considerations for implementing your Data Use and Integration recommendations:

- Develop a FAQ that describes the general methodology for integrating the individual traffic records systems. While multiple projects have integrated specific data sets for analysis, it is not always clear which data elements are used or how successful the linkage steps have been. Developing a standard methodology for conducting the linkages would be beneficial to all users of the data systems.

- Continued expansion of the data warehouse to include data sets from all traffic records components - specifically, hospital and ambulatory care data.

Summary

Data integration involves the use of disparate datasets in varying combinations to provide data managers, data users, and policy makers with the ability to view and analyze data in a manner that is not possible using a single data source. Integrated data can be used to improve problem identification and program evaluation activities at the State and local level by incorporating other traffic records systems to provide additional levels of information and detail. This integrated data can often help decision-makers develop a more accurate picture of existing and emerging highway safety problems and can support more in-depth evaluation of highway safety programs.

The process of integrating data, however, can be challenging as the databases are managed and housed by different agencies and collected for the specific business activities of those agencies. Consequently, the individual data elements within each system that can be used for integration must be identified and standardized. This can be a difficult and time-consuming process and thus, is not normally identified as a high priority activity within the states.

Overall, Florida has been highly successful using crash data, and other traffic records systems, to support their highway safety efforts. The Florida Department of Transportation (FDOT) and the Department of Highway Safety and Motor Vehicles (FLHSMV) has created a data warehouse to provide a central repository for their crash, vehicle, drivers, and citation data files.

Through this data warehouse and partnerships with other agencies, Florida's highway safety community has on-line access to traffic records data as well as access to skilled personnel that can support the analysis and interpretation of this information.

The ability of Florida's Traffic Records Coordinating Committee (TRCC) to bring together the data owners and facilitate the development of this warehouse is a key component to continuing the development and use of integrated data sets. This effort is supported by the State's data governance policy which is overseen by the State's chief data officers. The departments involved in highway safety and traffic records also have well-documented policies related to the use and integration of their data sets.

While the data warehouse does not currently include injury surveillance data (i.e., EMS, hospital, and trauma registry data), the Florida Department of Health has supported preliminary linkage between the State's EMS records and the crash reports as part of their Biospatial project.

For a full report, please visit www.fltrafficrecords.com.

B. STRATEGIC PLANNING PARTICIPANTS

NAME	AGENCY
TRCC EXECUTIVE BOARD	
Beth Allman (Chair)	Florida Court Clerks and Comptrollers
Major Lisa Barnett (Vice-Chair)	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
Lt. Steve Barrow	Leon County Sheriff's Office, Florida Sheriffs Association
Mike Hall	Florida Department of Health
Lora Hollingsworth	Florida Department of Transportation
Robert Kynoch	Florida Department of Highway Safety and Motor Vehicles
Deputy Chief Tonja Smith	Tallahassee Police Department, Florida Police Chiefs Association
OTHER PARTICIPANTS	
Seth Bartee	Florida State University/Traffic and Criminal Software (TraCS)
Dr. Ilir Bejliri	University of Florida/Signal Four Analytics
Danielle Bell	Florida Department of Law Enforcement
Charlton Bradley	Florida Department of Transportation
Brenda Clotfelter	Florida Department of Health
Chris Craig	Florida Department of Transportation
Chief Jeffery Dixon	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
Luis Domingez	Florida Department of Health
Margaret Edwards	Florida State University/Electronic License and Vehicle Information System (ELVIS)
Cosmos Ficklin	Florida Department of Highway Safety and Motor Vehicles
Dr. Rupert Giroux	Florida Department of Transportation
Melissa Gonzalez	Florida Department of Highway Safety and Motor Vehicles
Joey Gordon	Florida Department of Transportation
Larry Gowen	Florida Department of Highway Safety and Motor Vehicles
Raymond Hemmes	Florida Department of Highway Safety and Motor Vehicles
Major Gary Howze	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
Ben Jacobs	Florida Department of Transportation
Zhaochen Jiang	University of Florida/Signal Four Analytics
Scott Lindsay	Florida Department of Highway Safety and Motor Vehicles

Asher Lucas	Florida Department of Highway Safety and Motor Vehicles
Angela Lynn	Florida Department of Highway Safety and Motor Vehicles
Becky Marsey	Florida Department of Transportation
Erin McDade	Florida Department of Transportation
Arthur Nelson	Florida Department of Transportation
Travis Pelham	Florida Department of Highway Safety and Motor Vehicles
Bradley Perry	Florida Department of Highway Safety and Motor Vehicles
DaNa' Perry	Florida Department of Highway Safety and Motor Vehicles
Kathleen Perry	Florida State University/TraCS/ELVIS
Amy Pontillo	Florida State University/Traffic and Criminal Software (TraCS)
Thomas Rast	Florida Department of Highway Safety and Motor Vehicles
Tim Roberts	Florida Department of Transportation
William Roseburgh	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
Dr. Lisa Spainhour	Florida State University/TraCS/ELVIS
Mike Suleski	Tallahassee Police Department
Zoe Williams	Florida State University/Electronic License and Vehicle Information System (ELVIS)
Thomas Wilson	Florida Department of Highway Safety and Motor Vehicles
Joel Worrell	Florida Department of Transportation
Dr. Xingjing Xu	University of Florida/Signal Four Analytics
Brenda Young	Florida Department of Transportation
CONSULTANT SUPPORT	
Alan Amidon	Cambridge Systematics
Danny Shopf	Cambridge Systematics

C. ACTION PLAN FOR THE 2022-2026 FLORIDA TRAFFIC RECORDS STRATEGIC PLAN

UPDATED APRIL 2025

Goal 1: PROVIDE ONGOING COORDINATION IN SUPPORT OF MULTI-AGENCY INITIATIVES AND PROJECTS WHICH IMPROVE TRAFFIC RECORDS INFORMATION SYSTEMS.

Objective 1: *The TRCC Executive Board (EB) will meet three times per year with 70 percent participation from representative agencies.*

Strategy 1.1: Conduct Executive Board meetings no fewer than three times each calendar year.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
1.1a	- Examine current TRCC Charter to determine membership qualifications and expectations. - Establish and implement pre-meeting procedures to ensure 70 percent membership participation in each full Executive Board meeting. - Develop procedure for designating alternates for Executive Board members. - Identify potential dates for additional TRCC meeting per NHTSA Traffic Record Assessment (2020) recommendation.	Number of TRCC Executive Board meetings each year with 70 percent participation	Quarterly	TRCC Chairperson	TRCC Executive Board Meeting were held on: FY23 - 12/2/2022; 2/03/2023; 6/02/2023, 9/15/2023 FY24 – 12/1/2023, 3/29/2024, 6/21/2024, 9/13/2024 FY25 – 12/13/2024, 4/4/2025, 6/27/2025
1.1b	- Conduct subcommittee meetings with data managers, as needed. - Identify data managers for agencies with systems to participate in the TRCC subcommittees	Number of TRCC data manager meetings each year w/70% participation	Ongoing	TRCC Coordinator	Application Subcommittee meetings: 3/11/2022

1.1c	- Develop a comprehensive meeting summary for each TRCC Executive Board meeting. - Include percent of member participation	Meeting Summary is developed and approved at the following TRCC Meeting	Quarterly	TRCC Coordinator	Meeting minutes approved by Executive Board for all dates up to April 4, 2025

Objective 2: Establish roles and responsibilities for the TRCC Executive Board and Subcommittees.

Strategy 2.1: Ensure TRCC membership includes agencies and organizations representing key data collectors, managers and users or members who are positioned to share traffic data information with pertinent organizations.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.1a	Review current TRCC membership to identify missing data systems or agencies with data interests not currently represented	Gaps in representation identified, additional members invited	Ongoing	TRCC Coordinator	- Metropolitan Planning Organization Advisory Council (MPOAC) members added (FY22) - Space Coast Transportation Planning Organization (TPO) (FY22)
2.1b	Identify similar working groups (e.g., Safe Mobility for Life/ Aging Road Users Coalition) with strategic plans which include a data component and ensure the TRCC includes representatives from those groups, or that a TRCC member shares traffic data information between the two groups	Similar working groups with traffic data goals or projects identified	Ongoing	TRCC Coordinator	- MPOAC members added (FY22) - Vision Zero Space Coast TPO members added (FY22)

Strategy 2.2: Promote and market TRCC work through information sharing.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.2a	Establishing a master calendar of potential participation opportunities	Master calendar established;	Ongoing	TRCC Coordinator	Calendar maintained on TRCC website. - Latest updates reflect up to FY25 Quarter 3

2.2b	Coordinating and communicating data needs among data collectors, managers, and users	Mechanism to share traffic data information established among similar working groups	Ongoing	TRCC Coordinator	- Florida Cloud-Based Traffic Safety Information System (TSIS) Project proposed to TRCC EB at 9/11/2020 meeting. - NH presented SOW for Florida Cloud-Based TSIS Project to TRCC EB on 4/9/2021. - Cloud-Based TSIS Project final report out presented to EB at 9/10/2021 TRCC meeting.
2.2c	Reporting on outreach efforts to other groups - Request EB approval for addition of fourth TRCC meeting per NHTSA TRA recommendations to allow participation of other safety groups	Outreach efforts conducted and reported	Ongoing	TRCC Coordinator	Outreach conducted as needed. FY22 12/3/2022- EB approved fourth TRCC meeting to be scheduled during second quarter of FY to allow quarterly project updates and opportunities for safety coalition meet and greet.

Strategy 2.3: Establish TRCC roles and responsibilities.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.3a	Establish roles and responsibilities for TRCC Executive Board - Identify present Executive Board roles and responsibilities. - Discuss and develop Executive Board roles and responsibilities with input from all members	Executive Board roles and responsibilities established	Complete	TRCC Coordinator	Complete: TSIS 2022-2026
2.3b	Establish roles and responsibilities for Executive Board assigned subcommittees. - Identify past/present subcommittees roles and responsibilities. - Develop subcommittees roles and responsibilities with input from all members	Working group roles and responsibilities established	Complete	TRCC Coordinator	Application Subcommittee established on 3/23/2017. Meetings: 03/13/2020; 03/12/2021; 03/11/2022 Go Team (Data) Subcommittee established on 8/17/2018. [Consists of TR Data System Subject Matter Experts (SMEs)] Cloud Subcommittee established at 09/11/2020 TRCC meeting for Florida Cloud-Based TSIS Project. - Meeting held on 2/1/2021 to receive feedback and approve scope. - 12 Workshops held w/Cloud Subcommittee and stakeholders on: 6/10/21; 6/17/21; 6/21/21; 6/23/21; 6/28/21; 6/30/21; 7/1/21; 7/6/21. - Final report out to EB presented at 9/10/2021 TRCC meeting.

Strategy 2.4: Establish TRCC subcommittees.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.4a	Establish at least one data subcommittee under the Executive Board	Data subcommittee established	Complete	Executive Board	Formally initiated: 3/29/18 Go Team Subcommittee members AKA Data Subcommittee consists of SMEs representing each TR data system—established on 8/17/2018. Cloud Subcommittee was established on 09/11/2020 and participate in 12 workshops for the Florida Cloud-Based TSIS Project.
2.4b	Establish reporting responsibilities for TRCC subcommittee group Chairpersons	Reporting responsibilities established	Complete	TRCC Coordinator	The TRCC Coordinator serves as the Chairperson for all subcommittees, manages reporting responsibilities and delegates responsibilities as needed for: - Go Team Phase II (6/10/19 close out) - NH FDOT CAR/S4 Project (1/31/2020 close out) - Cloud Subcommittee established on 9/11/2020 (scope feedback/ approval); Execution of contract April 2021. - Florida Cloud Based TSIS Project final report out on 9/10/2021.
2.4c	Establish reporting mechanism/protocols for subcommittees Chairpersons. - Subcommittees Chairpersons follow established protocols and report to the Executive Board	Reporting protocols established	Ongoing	TRCC Coordinator	The TRCC Coordinator will serve as the subcommittees chairperson and updates the Executive Board as necessary.
2.4d	TRCC Coordinator monitors the progress of subcommittees activities	Number of reports/briefings provided in compliance with protocol	Ongoing	TRCC Coordinator	- Go Team (Data) Subcommittee—update provided to Executive Board (EB) at 12/7/18 and at the 4/5/19 TRCC meetings. - Application Subcommittee meetings: 3/12/21; 3/11/22; update reported to EB April 2021 and 2022. - Florida Cloud-Based TSIS Project proposed to TRCC EB at 9/11/2020 meeting. - NH presented SOW for Florida Cloud-Based TSIS Project to TRCC EB on 4/9/2021. - Coordinated/Facilitated 12 workshops for the Florida Cloud-Based TSIS Project. - Florida Cloud Based TSIS Project final report out to EB on 9/10/2021.

Objective 3: Develop a 5- year Traffic Records Information System (TRIS) Strategic Plan by FY22.

Strategy 3.1: Develop a Traffic Records Information System (TRIS) Strategic Plan.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
3.1a	Ensure all TRCC members participate in the development of the TRIS Strategic Plan and selection and prioritization of the projects in the Plan. - Address other needs identified by canvassing collectors, managers, and users of each traffic records system component	5-year TRIS Strategic Plan developed	June 2022	TRCC Coordinator Executive Board	Complete. The TRCC developed a five-year Traffic Safety Information System Strategic Plan for years 2022 through 2026; Approved 4/8/2022
3.1b	Develop TRIS Action Plan - Identify performance measures for the TRIS Action Plan - Identify performance measures for each system and project based on guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems	TRIS Action Plan Developed	Updated Annually	TRCC Coordinator and Data Sub-committee	FY21 State Application: Action Plan (FY20) updates received on 3/20/2020 and 4/16/2020. FY22 State Application: Action Plan (FY21) updates received on 3/31/2021. FY23 State Application: Action Plan (FY22) updates received on 3/25/2022. FY24 State Application: Action Plan (FY23) updates received on 6/2/2023

Objective 4: Track progress quarterly of TRIS Strategic Plan implementation through December 2021.

Strategy 4.1: Implement the Traffic Records Information System Strategic Plan.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
4.1a	Establish reporting mechanism and protocols to track progress quarterly of the performance measures for each system and project in the TRIS Strategic Plan	Reporting mechanism and protocols established	Quarterly	Executive Board & Project Directors	Reporting mechanism and protocols established Updates provided at each TRCC meeting.
4.1b	Track progress of performance measures for each system and project in the TRIS Strategic Plan	Project activity reported	Quarterly	Executive Board & Project Directors	Updates provided at each TRCC meeting. FY23 updates provided on: 12/2/2022; 2/03/2023; 6/02/2023, 9/15/2023.

					FY24 updated provided on: 12/1/2023, 3/29/2024, 6/21/2024, 9/13/2024 FY25 updates provided on: 12/13/2025, 4/4/2025, 6/27/2025
4.1c	Report progress on meeting performance measure goals to the TRCC quarterly.	Progress reports submitted to TRCC Executive Board quarterly	Quarterly	Executive Board and Project Directors	Goal leaders report on quarterly progress. FY23 updates provided on: 12/2/2022; 2/03/2023; 6/02/2023, 9/15/2023. FY24 updated provided on: 12/1/2023, 3/29/2024, 6/21/2024, 9/13/2025 FY25 updates provided on: 12/13/2024, 4/4/2025, 6/27/2025

Objective 5: Ensure the Section 405(c) grant application is approved and submitted to FDOT by June 1st annually.

Strategy 5.1: Report on progress in achieving TRIS Strategic Plan goals and objectives at each TRCC Executive Board Meeting

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
5.1a	Include items on each TRCC meeting agenda regarding progress reports on each system and project.	Progress documented in meeting minutes.	Each Meeting	TRCC Coordinator & Project Directors	Quarterly updates reported at all TRCC meetings. FY23 updates provided on: 12/2/2022; 2/03/2023; 6/02/2023, 9/15/2023. FY24 updated provided on: 12/1/2023, 3/29/2024, 6/21/2024, 9/13/2025 FY25 updates provided on: 12/13/2025, 4/42025, 6/27/2025
5.1b	Include items in each TRCC meeting agenda regarding status of quality measures for each system and project	Progress documented in meeting minutes	Each Meeting	TRCC Coordinator & Project Directors	Quarterly updates reported at all TRCC meetings.
5.1c	Submit an interim progress report to NHTSA prior to annual submission deadline.	Interim Progress Report submitted.	April/May (Annually)	TRCC Coordinator & Data SC	FY22- Interim progress report submitted to NHTSA on 4/07/2021; Pre-approval received 4/29/2021. FY23- Interim progress report submitted to NHTSA on 5/10/2022.
5.1d	Submit a TRCC approved Section 405(c) Application to FDOT by June 1st annually	405(c) grant application submitted by June 1st	June 1st (Annually)	TRCC Coordinator	FDOT Pre-approval required before NHTSA July 1st submittal date. FY22 Application submitted to FDOT for pre-approval on 05/26/2021. FY23 Application submitted to FDOT for pre-approval on 05/25/2022

					FY24 Application submitted to FDOT for pre-approval on 07/24/2023 FY25 Application submitted to FDOT for pre-approval on 06/16/2025

Goal 2: Develop and maintain complete, accurate, uniform, and timely traffic records data.

Objective 6: Improve the completeness of traffic records systems by December 2026.

Strategy 6.1: Improve the completeness of the **Crash Data System** by expanding collection of crash reports to include collection of Short Form Reports.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.1a	Establish and maintain complete data collection of local crash reports, both long form and short form reports for ALL participating law enforcement agencies (LEAs)	Percent of crash records with no missing critical data elements	July 2012 Complete	FLHSMV	The following stats consist of long, short, and updates submitted to the crash database: FY22: Total crashes 754,146 (98.7% electronic and 1.3% paper) as of May 2025; completion rates: Event 99.88%; Person 99.54%; Vehicle 98.92% FY23: Total crashes 759,806 (99.08% electronic and 0.92% paper) as of May 2025; completion rates: Event 99.89%; Person 99.48%; Vehicle 98.80% FY24: Total crashes 738,451 (99.39% electronic and 0.61% paper) as of May 2025; completion rates: Event 99.59%; Person 99.46%; Vehicle 98.74%; FY24 Crash & UTC data improvement: 7 LEA submitting via paper were converted to electronic;

6.1b	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for incomplete crash reports. Establish performance measurements (baselines) based on previous FY crash data for crash report accuracy and completeness. Analyze number of reports in the crash database that would fail one or more of the measures established for accuracy. Disseminate conclusions by distributing Accuracy, Completeness, Timeliness (ACT) reports and conducting LEA trainings to reduce error rates by 5 percent each year.	Improve completeness of crash reports by 5% from baseline data. ACT Reports sent	Annually Quarterly	FLHSMV FLHSMV	FY22 Crash and UTC Data Improvement Project developed a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system's accuracy, completeness, and uniformity; 151 reports reviewed (84 long forms / 67 updates) across 67 LEAs. Baseline Results: 11 (or 0.03%) data fields of 47,146 reviewed were inaccurate; 55 (or 0.06%) data fields of 47,146 reviewed were incomplete; 35 (or 0.07%) data fields of 47,146 reviewed had a uniformity discrepancy. - FY 26 project will identify how to automate the FY22 manual sample audit process (pending NHTSA approval) FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures: Workplan draft is being implemented by grant staff and includes mapping our current ACT construction and possible housing of the report in a LEA controlled environment; implementation of workplan will need to be conducted with FLHSMV internal resources at a future date.
6.1c	Establish and maintain a viable communication plan with vendors, agencies and other stakeholders. Establish a process for formalizing feedback to LEAs. Establish and maintain current contact information on key players (vendors, agencies, OPS, FLHSMV) Develop and maintain an online crash manual that is relevant with current practices, policies, and procedures.	Law enforcement contact information updated; online crash manual developed and reviewed for updates	Annually	FLHSMV	Contacts updated / verified on every crash number request. Online crash report manual completed and published on 2/5/19. FY22 TraCS Project: continued functionality in software that links to the most recent PDF crash manual. FY23 Crash and UTC Data Improvement Project consolidated crash data dictionary and validation rules and edit checks into one. FY25 Crash and UTC Data Improvement Project- Crash grant team and Office of Performance Management have conducted quarterly vendor support meetings on the following days: 1/13/25; 4/23/25; Grant staff created a Tableau pre-crash submission report to allow vendors to monitor errors. TraCS conducted pilot; All vendors will have access to this report. FY25 Crash and UTC Data Improvement Project- Crash grant team and Office of Performance Management have conducted quarterly vendor support meetings on the following days: 1/13/25; 4/23/25; Grant staff created a Tableau pre-crash submission report to allow vendors to monitor errors. TraCS conducted pilot; All vendors will have access to this report.

Strategy 6.2: Improve completeness of the **Roadway Data System** by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite).

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.2a	Work with local governments to maintain relationships for the sharing of local roadway data. Assess opportunities to share data with local entities. Assess value for stakeholder buy-in Coordinate with State GIO representative. Find out who is asking for local data within FDOT	Maintain a contact list of the number of local relationships established and inventory the number of characteristics collected.	December 2021 (with census update)	FDOT SSO & Transportation Data Analytics Office (TDA)	FDOT has met with MPOAC to coordinate SHSP safety goals. List of contacts (2 contacts per city). Summary data is provided; 480 entities
6.2b	Gather an inventory of existing data from local governments, MPOs or transportation planning organizations (what are they willing to share)		December 2021 (with census update)	FDOT SSO and TDA	FDOT TDA and Office of Policy Planning will be planning on the Decennial update of Urban Boundaries and Functional Classifications starting 2021
6.2c	Establish a plan to collect additional public roadway data to include local roadway data. Evaluate / Review current data and processes. Establish a needs and requirements document to meet all local and Federal reporting requirements. Develop and conduct a survey to determine the number of additional attributes that should be collected		December 2021 (with census update)	FDOT SSO and TDA	
6.2d	Coordinate MIRE requirements with roadway database owners. Identify MIRE elements to the RCI Handbook for reference. Review current inventory in existing SSO and Roadway Databases Identify MIRE to include in IRAIS Project (RCI Rewrite)	Maintain an established inventory of the number of contacts made and the number of elements included.	December 2021	SSO and TDA; Traffic Operations; Roadway Design	Crosswalk developed – Traffic OPS Charter currently in place; Identified needs weekly meetings. Anticipated vendor to be in place by June 2019. Not all data components have been established. ARNOLD Data Set consists of a layer of all public roads Submitted to FHWA to meet Federal requirements. Additional work is still needed to fully merge local roads data with current FDOT linear referencing system. Safety Office continues to update the All Roads Basemap based on NavTeq/HERE dataset. FY21 Cloud Feasibility Study to identify/create an ARBM inventory of elements to include MIRE FDEs.

6.2e	Evaluate potential base map considerations. ARNOLD; ARBM; NavTeq (HERE); RCI LRS		January 2021	SSO and Traffic Operations	SSO and GIS Solutions have discussed current modifications needed to the HERE contract agreement to allow the HERE NAVSTREETS data to be shared with USDOT FHWA to meet Federal requirements
6.2f	Publicize the Department's local roads map and encourage use of the map by local governments in their own applications and data interfaces. Develop software tools for internal use to create links between local roadway/map data and the FDOT's local roadway dataset	Number of downloads of the UBR (Identify baseline)	Annually	SSO and TDA. CIM (Civil Integrated Management)	TDA has made the ARNOLD dataset available for Department use on its internal network. SSO is releasing a GIS map service of the ARBM to share with Florida government partners in traffic safety before the end of FY21
6.2g	Identify and evaluate current FDOT Roadway data dictionaries		December 2021		ROADS Initiative will address updates to data dictionaries through data stewards and custodians. FY21: RCI handbook has incorporated the MIRE reporting element number system in association with the HPMS data item numbering system.

Strategy 6.3: Improve completeness of the **Citation/Adjudication System** by monitoring data elements and identifying those elements which are 'critical' and increase the completeness of these fields by 3 percent annually.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.3a	Review and evaluate existing data; identify critical elements by data mining to compare completeness of data. - Compare DUI conviction data from the court's dispositions to Driver Record Conviction data to identify incomplete records. - Establish a baseline for UTC completeness. - Maintain training on how to complete the UTC. - Review Clerk of Court (COC) case management software systems	Percent of citation records with no missing critical data elements (target – 3% increase per year).	Annually	FLHSMV	FLHSMV FY 21-22 Internal Project: Develop a Performance Measure for Data Integration Project, Dispositions have been identified that are not posting to the driver history that were disposed more than 365+ days ago. FY24 Driver and Vehicle Data Quality Improvement Project has identified dispositions clerks of the court have not submitted to FLHSMV for cases closed a year or more ago. A completeness performance measure is established, and tracking continues. Data has been distributed to UTC Field Liaisons to investigate with clerks of court. FY25 Driver and Vehicle Data Quality Improvement Project continues monitoring outstanding dispositions for cases closed a year or more ago. Created a dashboard to assist field liaisons and clerks of court to improve disposition completeness by identifying and monitoring the counties most in need of special attention and training. The dashboard enables the liaisons to query the completeness measure by county and statewide, view historical stats, and generate reports on demand. Completeness baseline and target were established at 99.49% and 99.52% respectively. The target has been achieved.
6.3b	Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders. - Establish a process for formalizing feedback to LEAs. - Establish and maintain current contact information on key players (vendors, clerks, agencies, FLHSMV)	Maintain Citation/Adjudication contact list.	Annually	FLHSMV	FY22: Crash and UTC Data Improvement Project: UTC accessibility survey delivered successfully to 1,716 users (S4 Analytics, FCCC, LEAs, State Attorneys) with 568 surveys completed during the period of 8/31/22-9/14/22. Performance measure and baseline established under Goal 4. Contact Information is verified / maintained by FLHSMV field Liaisons. FLHSMV continues to meet with the FCCC on a monthly basis to coordinate efforts with Clerk of Courts on system enhancements for citation processing and legislative change. In 2024, FCCC deployed the Central Repository which will allows participating LEAs to submit citation data directly to the repository to validate citation data before being sent to the courts. As of May 2025, currently 65 agencies across 31 counties are participating.

Strategy 6.4: Improve completeness of the **EMS System** by continuing to work to increase the number of emergency runs submitting to the state EMSTARS repository.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.4a	Work on identifying high-volume agencies on their aggregate system and transition agencies to EMSTARS. - Increase % of EMS agencies submitting to state incident level repository to 90% by 9/30/22	Number of agencies reporting to EMSTARS contributing to the statewide database	Quarterly	FDOH	FY22/23 NEMSIS Project: 253 of 306 licensed Florida agencies reporting to EMSTARS (82.35 participation); Worked with the remaining 49 aggregate agencies to develop a transition plan for EMSTARS reporting. Increased % of EMS runs report submission to state repository to 98.65%; FY 23/24 NEMSIS Project (as of 6/1/24) 286 of 325 licensed Florida agencies reporting to EMSTARS (88 participation); Worked with the remaining aggregate agencies to develop a transition plan for EMSTARS reporting. Increased % of EMS runs report submission to state repository to 99%; FY 24/25 NEMSIS Project (as of 5/1/25) 314 of 338 agencies 92% agency participation. Worked with remaining aggregate agencies to develop transition plan
6.4b	Assist agencies with mapping issues, software to enable transition to most current NEMSIS data standard etc.	Number of critical data elements monitored.		FDOH	FY22/23 NEMSIS Project: Currently monitoring 5 critical data categories as defined by NEMSIS. - Overall NEMSIS Data Quality at 91% for patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, other incident information. FY 22/23 NEMSIS Project – Will be working with EMS State Plan to incorporate any other identified data elements for quality monitoring. Will identify a minimum of three additional data quality measures. FY22/23 – Develop scenario-based training for V3.5 disposition fields FY23/24 NEMSIS Project: Currently monitoring 5 critical data categories as defined by NEMSIS. - Overall NEMSIS Data Quality at 91% for patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, other incident information. FY 23/24 NEMSIS Project – Implemented Data Quality Score for completeness, timeliness and validity. Implemented clinal measures quality score for 1st clinical Coverdell Stoke measures.

					FY23/24 – Delivered training for V3.5 disposition fields at 10/23 and 1/24 Data Committee Meeting FY 24/25 – Provided Data Quality Dashboard to Regional Coordinators for direct agency review and assistance, provided training class for "warnings" to improve data quality submissions. Continued on-on-one assistance to agencies with mapping and data submission and quality issues.
6.4c	Review and refine the list of critical data elements	Number of critical data elements monitored	December 2023	FDOH	Currently monitoring 5 critical data elements FY 22/23 NEMSIS Project: Will be working with EMS National Measures to ensure that the most critical elements are being tracked. Working to identify three additional quality measures FY23/24 NEMSIS Project: Currently monitoring 5 critical data categories as defined by NEMSIS. - Overall NEMSIS Data Quality at 91% for patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, other incident information. FY 23/24 NEMSIS Project – Implemented Data Quality Score for completeness, timeliness and validity. Implemented clinal measures quality score for 1st clinical Coverdell Stoke measures. FY 24/25 – Provided Data Quality Dashboard to Regional Coordinators for direct agency review and assistance, provided training class for "warnings" to improve data quality submissions. Continued on-on-one assistance to agencies with mapping and data submission and quality issues.
6.4d	Reduce the number of missing critical elements (blank elements)	Percent of EMS records with no missing critical data elements	Quarterly	FDOH	FY22/23- 91% of agencies are reporting with valid data from the 5 data categories - Reported quarterly updates to TRCC. FY22/23 NEMSIS Project: Will continue to monitor any revised critical elements. FY22/23 – Will begin monitoring and will report to TRCC 3rd qtr. % of "fully validated" record submissions- records with no errors or warnings FY23/24- 91% of agencies are reporting with valid data from the 5 data categories - Reported quarterly updates to TRCC. FY23/24 NEMSIS Project: Will continue to monitor any revised critical elements. FY23/24 – monitoring and reporting to TRCC % of "fully validated" record submissions- records with no errors or warnings • 12/31/23 - 28.4% • 3/31/24 – 15%

					• 6/1/24 – 9.9% Drop in fully validated reports due to implementation of additional business rule warnings FY 24/25 – • Provided Data Quality Dashboard to Regional Coordinators for direct agency review and assistance, • provided training class for "warnings" to improve data quality submissions. • Continued on-on-one assistance to agencies with mapping and data submission and quality issues. • Implemented "fully validated" metric in State EMS Strategic Plan as major objective, report on this quarterly o 12/24 – 8.19% o 3/25 - 11.1% o 6/1/25 – 9% Drop in fully validated reports due to implementation of additional business rule warnings

Strategy 6.5: Improve completeness of the **Trauma System**.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.5a	Increase the number of acute care hospitals submitting to the Trauma System	Percent of Trauma centers reporting complete and timely data		FDOH	Requested grant funding to conduct training to educate local EMS agencies on data collection standards. Unknown
6.5b	Quarterly reporting of compliance to Trauma Centers			FDOH	Unknown

Strategy 6.6: Improve completeness of the **Driver Records System** by reviewing the driver dataset to identify trends and gaps in the current process.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.6a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. - Review and evaluate existing driver data to establish performance measure for completeness	Completeness gaps identified for performance measure	Quarterly	FLHSMV	FY23 Driver and Vehicle Data Quality Improvement Project has developed a standing report to monitor SSN Verification status as a completeness measure. The Project will continue to pursue performance measures and recommendations for ongoing monitoring of data quality management and evaluation for the driver records system. FY24 Driver and Vehicle Data Quality Improvement Project developed a report to monitor the State Pointer Exchange Services (SPEXS) data as a completeness measure. A baseline measures of 90.28% was established with a target of 93.28%. FY25 Driver and Vehicle Data Quality Improvement Project continues monitoring of the expanded SPEXS Queue data pull that include measures for accuracy, completeness and timeliness. Baseline measures are 91.16% for accuracy, 90.28% for completeness, and 36.15 days for timeliness. Targets were set at 94.16% for accuracy, 93.28% for completeness, and 24.5 days for timeliness. The timeliness target was achieved in fourth quarter FY24 grant cycle. FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (unable to complete); identify and delete duplicate records as part of onboarding process for State2State (S2S) project and create performance metric for future monitoring. Florida S2S (Driver History Component) Go live date: 1/17/23 with 1.9 million duplicates and ended FY with 1.433 million remaining;

					FY24 Crash and UTC Data Improvement Project identified duplicates Q1: 1,700,000; Q2; 1,360,000; Q3 : 1,275,000; Q4: 1,360,000 The 4 OPS staff completed 108,782 FY25 Crash and UTC Data Improvement Project identified duplicates Q1: 1,061,082; Q2: 908,578; Q3 (May 2025) 854,948; grant staff completed the following:40,528

Strategy 6.7: Improve completeness of the **Vehicle System** by reviewing the vehicle dataset to identify trends and gaps in the current process.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.7a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for completeness.	Completeness gaps identified for performance measure	Quarterly	FLHSMV	FY24 Driver and Vehicle Data Quality Improvement Project has developed a report to monitor Fuel Type data completeness. FY25 Driver and Vehicle Data Quality Improvement Project continues monitoring Fuel Type completeness via VIN decoding technology. FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (unable to complete). FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures: contractual services to hire business analyst (BA) was completed 3/17/25; BA will document vehicle and driver elements being passed via FLHSMV/FDLE FCIC interface to assist in creating performance measures;

Objective 7: Improve accuracy of traffic records systems by December 2026.

Strategy 7.1: Improve accuracy of **the Crash Data System** by reducing errors by 5 percent per year.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.1a	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate crash reports. - Establish baselines for data accuracy based on previous FY crash report data. - Analyze number of reports in the crash database that would fail one or more of the measures established for accuracy. - Disseminate conclusions by conducting LEA training to reduce error rates by 5 percent each year. - Establish and maintain current contact and contact information on key players (vendors, agencies, OPS, FLHSMV)	Improve accuracy and completeness of crash reports from previous FY baseline data by evaluating the number of crash reports in the crash database that would fail established baselines due to validation errors.	Annually	FLHSMV	TraCS provides updates at TRCC meetings on which additional validation checks were added to the system as a result of common errors determined during FLHSMV training. FY22 Crash and UTC Data Improvement Project developed a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system's accuracy, completeness, and uniformity; 151 reports reviewed (84 long forms / 67 updates) across 67 LEAs. Baseline Results: 11 (or 0.03%) data fields of 47,146 reviewed were inaccurate; 55 (or 0.06%) data fields of 47,146 reviewed were incomplete; 35 (or 0.07%) data fields of 47,146 reviewed had a uniformity discrepancy. - FY 26 project will identify how to automate the FY22 manual sample audit process (pending NHTSA approval) FY24 Crash and UTC Data Improvement Project conducted 4 state-wide LEA trainings: 9/12/24; 9/9/24; 9/16/24; 9/19/24; FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures: contractual services to hire business analyst (BA) was completed 3/17/25; BA will document vehicle and driver elements being passed via FLHSMV/FDLE FCIC interface to assist in creating performance measures Contacts updated / verified on every crash number request.

7.1b	Continue to pursue improving the efficiency of the location coding process, including use of up-to-date maps and utilities. - Obtain data on scheduled intervals for evaluation. - Mandate S4 geo-location tool for TraCS crash reporting and encourage for citation reporting. - Encourage another vendor to utilize S4 geolocation and diagram tool.	Promote Signal 4 and Geolocation tool.	Ongoing Ongoing	FLHSMV University of Florida (UF) FDOT FLHSMV	TraCS S4 geolocation tool mandate for e-crash: FY21 (Sept. 2021) - Crash Reporting: 183 TraCS LEAs or 24,231 users (91%) of TraCS users. - Citation Reporting: 13% of TraCS LEAs or 7% of TraCS users - Baseline Period (Oct. 1, 2020-Sept. 30, 2021) consisted of 675,481 crash reports of which 187,529 were officer mapped and 159,096 mapped computer confident for a 51.31% accepted as accurate. FY22 (Sept. 2022) - Crash Reporting: 196 of 203 TraCS LEAs mandated. - Citation Reporting: 17 of 166 TraCS LEAs mandated. - Period (Oct. 1, 2021-Sept. 30, 2022) consisted of 689,606 crash reports of which 198,150 were officer mapped and 164,485 mapped computers confident for 52.58% accepted as accurate. FY22: Jacksonville Sheriff's Office (SmartCop) began utilizing this S4 Geolocation Tool
7.1c	Coordinate among the various providers to complete a mapping of all crash systems to identify any redundancies in crash systems and how they relate to one another.	Percent of crashes locatable using roadway location coding method Identify system owners, gathered data and data process.	Ongoing	FLHSMV FDOT FDOH UF	NHTSA Go Team Project Phase I completed. NHTSA Go Team Project Phase II: 6/10/19 close out. NH FDOT CAR/S4 Project began 12/5/2019-Conducted Gap Analysis for S4/CAR capabilities and crash data process, created Crash System Business Context Diagrams. Close out presented to Go Team (Data) Subcommittee on 1/31/2020 and TRCC EB on 4/3/2020. Florida Cloud-Based TSIS Project Phase I: Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; TR Inventory captured/classified 4 TR data sets (1,427 data elements) for potential integration in a cloud data catalog/warehouse. FY21-23 (state fy) CAR Rewrite Project- Moving CAR analytical and crash location process into S4 Analytics.

7.1d	Develop and maintain an online crash manual that is relevant with current practices, policies and procedures	Online crash manual developed and maintained	Annually	FLHSMV	Online crash report manual completed (3/8/2018); Revised crash manual to reflect MMUCC new definition for Serious Injuries (2/5/2019) FY23 Crash and UTC Data Improvement Project consolidated crash data dictionary and validation rules and edit checks into one doc. SEDC grant was executed on 1/15/25 and held a kick-off meeting on 2/25/25. This project will work towards aligning to the MMUCC 6th Edition.
7.1e	Reduce the occurrence of illegitimate null values from mailed in reports. - Check for missing fields. - Review excessive use of "unknown" and/or "other," decreasing the use of these options by 2 percent annually. - Implement a quality control process to ensure the accuracy and completeness of crash reports submitted via mail.	Reduce number of crash reports returned to Agency.	Annually	FLHSMV	Quality control process is conducted by Crash Unit on monthly basis to ensure all paper reports key punched by third party vendor are in crash database. Paper Submission: FY22- 1.36%; FY23- 0.92%; FY24- 0.61%; FY24 Crash and UTC Data Improvement Project Objectives: to conduct 4 state-wide LEA trainings on the importance of e-crash by Sept. 2024; AND achieve full adoption of e-crash- 19 paper LEAs of which 4 went e-crash, 4 with go-live dates, 4 in progress; A total of 7 LEA submitting via paper went live w/e-crash;
7.1f	Improve the crash data quality program by: - Developing the ability to conduct sample-based audits to compare e-crash data received in the FLHSMV database against local agency level data. Applying for the State Electronic Data Collection (SEDC) Grant	Number of discrepancies Submit Application	Annually Completed 5/15/24	FLHSMV	FY22 Crash and UTC Data Improvement Project developed a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system; Competed - FY 26 project will identify how to automate the FY22 manual sample audit process (pending NHTSA approval) FY22: Total crashes 754,146 (98.7% electronic and 1.3% paper) as of May 2025; accuracy rates: Event 96.69%; Person 99.26%; Vehicle 98.31% FY23: Total crashes 759,806 (99.08% electronic and 0.92% paper) as of May 2025; accuracy rates: Event 96.69%; Person 99.21%; Vehicle 98.29% FY24: Total crashes 738,451 (99.39% electronic and 0.61% paper) as of May 2025; accuracy rates: Event 96.82%; Person 98.64%; Vehicle 98.28%; SEDC grant was executed on 1/15/25 and held a kick-off meeting on 2/25/25. This project will work towards aligning to the MMUCC 6th Edition and updating crash database. FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures: workplan to improve accessibility and enhance the ACT report with driver and vehicle elements is being created.

Strategy 7.2: Improve accuracy of the **Roadway Data System** by constant review and improvement in the QA/QC processes for the roadway dataset.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.2a	Expand coverage of data quality checks to include maps. - Annually review dataset edits and find ways to improve the monitoring of date error-correction	Number of new edits implemented	TBD	FDOT	LRS reconciliation process is monthly
7.2b	Perform a Quality Assurance Review Program for all Districts within 2 years.	Number of District reviews conducted	Quarterly	FDOT	Natural Disaster and Travel ban impacted schedule (only 2 field visits conducted) but in office review was conducted
7.2c	Perform District Quality Evaluations to ensure Districts are meeting deadlines (RCI, HPMS, RITA, SLDs, Key Sheets, etc.)	Number of Evaluations completed	Biannual	FDOT	Completed all periods; Ongoing

Strategy 7.3: Improve accuracy of the **Driver Records System** by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.3a	Review, evaluate, and analyze driver data to find errors, duplicates, and missing data entry elements by developing citation inventory system.		Dec. 2026	FLHSMV	New citation inventory system handles duplicate citation numbers. Citation Inventory System will be included in the department's Motorist Modernization Phase II re-write of our systems. (August 2023)

7.3b	Track the number of duplicate record entries and reduce those entries by 6 percent in five years	Percent reduction in duplicate record entries (target – 1.2% per year)	Annually	FLHSMV	FLHSMV documented conviction data edit requirements to increase accuracy FY23 Crash and UTC Data Improvement Project : FLHSMV to identify and delete duplicate records as part of onboarding process for State2State (S2S) project and create performance metric for future monitoring. Florida S2S (Driver History Component) Go live date: 1/17/23 with 1.9 million duplicates and ended FY with 1.433 million remaining. FY24 Crash and UTC Data Improvement Project identified duplicates Q1: 1,700,000; Q2; 1,360,000; Q3 : 1,275,000; Q4: 1,360,000 The 4 OPS staff completed 108,782 FY25 Crash and UTC Data Improvement Project identified duplicates Q1: 1,061,082; Q2: 908,578; Q3 (May 2025) 854,948; grant staff completed the following:40,528
7.3c	Improve integrity of data by identifying and implementing a means to electronically receive and post-conviction codes for all serious and/or major offenses used by AAMVA/FMCSA so that driver record is accurate and consistent when transferred to other jurisdictions	Track the number of improvements based on Federal or state laws.	Ongoing	FLHSMV	Modernization Project to improve Issuance system by redefining codes / business rules to unify four systems: DL / tag / title / and citation (Dec. 2021).
7.3d	Continue to participate in workshops with AAMVA to achieve data accuracy. - Provide updates to crash and citation reporting vendors when AAMVA barcode formats change in Florida to ensure imports from barcode readers are successful.	Number of AAMVA workshops attended	Annually	FLHSMV	FLHSMV attended the 2024 Workshop & Law Institute AAMVA conference on May 24-28, 2024. FLHSMV went live with AAMVA's State2State platform on Jan. 17, 2023, which will improve the accuracy of driver records.

7.3e	Establish a process for gathering data, analyzing the data, and monitoring results regularly. - Review and evaluate existing driver data to establish performance measure for accuracy.	Accuracy issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project developed an accuracy performance measure for the driver records system. An outcome of this project was the development of a report for monitoring duplicate SSN data in the driver records system. Baseline measurement taken 06/06/2022 showed 107,282 duplicate records out of 25,092,818 records, giving an accuracy rate of 99.57%. As of 03/13/2023, accuracy percentage improved to 99.75% (63,765 duplicates out of 25,294,529 total records). FY23 Driver and Vehicle Data Quality Improvement Project developed a report to monitor proper enforcement of the FLHSMV driver license (DL) record purge rules as an accuracy performance measure. Baseline measurements of 88.07% accuracy were established 12/19/23. The Project resulted in identifying 3,032,144 records to be purged, and the current accuracy rate is 99.88%. FY 24 Driver and Vehicle Data Quality Improvement Project is evaluating the State Pointer Exchange Services (SPEXS) system for accuracy in the electronic submission of data and records for out of state surrenders of driver's licenses. Baseline was established at 91.16% and target is 94.16%. FY25 Driver and Vehicle Data Quality Improvement Project is exploring several potential accuracy measures and data sets. Pending further investigation.

Strategy 7.4: Improve accuracy of the **Vehicle Data System** by expanding use of Vehicle Identification Number (VIN) decoding through the Florida Real- Time Vehicle Information System (FRVIS) application and its remaining subsystems.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.4a	Request programming plan to implement VIN decoding throughout remaining motor vehicle applications	Percent of VINs successfully validated with VIN checking software	Annually	FLHSMV	FLHSMV has implemented VIN decoding in FRVIS, along with augmented NHTSA VIN decoding, for improved accuracy. This technology was already implemented in the EFS system. FY20 Update: The VIN decoding system will be augmented with a NHTSA VIN decoding system to ensure decoding accuracy. The augmented system will be implemented by Fall 2020.
7.4b	Route plan through the agency's governance process		Annually	FLHSMV	FLHSMV is unable to provide the percentage of vehicle records with no errors in critical data elements at this time.
7.4c	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for accuracy	Accuracy issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project developed a report to monitor VIN accuracy on new and used title transactions. Baseline accuracy rate taken as an average from May 2019 to April 2022 is 99.737%. The 12-month moving average rate as of March 2023 is 99.713%. FY23 Driver and Vehicle Data Quality Improvement Project examined accuracy measures with regards to temporary registration ("temp tag") transactions. The baseline accuracy of 99.96% was taken as a weighted average over the two-year period from February 2021 through January 2023. The target minimum of accuracy of 99.90% was set, and the accuracy rate has remained above it, with value currently at 99.98%. FY24 Driver and Vehicle Data Quality Improvement Project is examining vehicle weight accuracy. The Project will continue to develop performance measure(s) and recommendations for ongoing monitoring of data quality management and evaluation. FY25 Driver and Vehicle Data Quality Improvement Project continues examining vehicle weight accuracy in registration transactions. Using a heat map to visualize the accuracy measure and clearly show areas (counties and agencies) with the lowest accuracy. This visualization tool will help address vehicle weight accuracy at a specific office/location level to

					determine which offices may require special attention. The report can also provide data by employee to assist with training and employee performance issues. FY25 Driver and Vehicle Data Quality Improvement Project is exploring several potential accuracy measures and data sets. Pending further investigation.

Strategy 7.5: Improve accuracy of the **EMS System** by monitoring previously implemented data quality measures.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.5a	Monitor measurements for error in critical data elements quarterly. - Update of Florida Data Dictionary to reflect NEMSIS V3.5 and associated business rules to decrease error rates for critical data elements (Approved Data Dictionary – 12/1/2021)	Number of measures implemented.	Quarterly December 2021	FDOH	Quality measures are reported quarterly to TRCC. FY22/23 – Identify Data quality measures consistent with State EMS Strategic Plan are being monitored on a quarterly basis. . FY22/23 NEMSIS Project: 98% Emergency runs in EMSTARS; 91% of these agencies are reporting with valid data from the 5 NEMSIS data categories. FY22 Florida Data Dictionary implemented for V3.5 with associated business rules Quality mea4ures are reported quarterly to TRCC. FY23/25 – Identified three data quality measures consistent with State EMS Strategic Plan are being monitored on a quarterly basis. . FY23/24 NEMSIS Project: 99% Emergency runs in EMSTARS; 91% of these agencies are reporting with valid data from the 5 NEMSIS data categories. FY23/4 Two revisions made to the Florida Data Dictionary implemented for V3.5 with associated business rules FY24/25 – implemented additional measures for monitoring quality – implemented new strategic plan objectives and currently monitoring elements which define the metrics for the critical measures

Strategy 7.6: Improve accuracy of the **Trauma System** by updating business rule validations on edit checks.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.6a	Improve accuracy by developing quality performance errors for Trauma data		Quarterly	FDOH	Utilizing the NEMSIS Data Quality Reports to track national measures. Implemented 5 data quality categories to measure: Patient Information; Cardiac Arrest; Valid System Times; Cause of Injury; Clinical Times Recorded FY24/25 – implemented additional measures for monitoring quality – implemented new strategic plan objectives and currently monitoring elements which define the metrics for the critical measures – New elements currently being monitored for quality include the Coverdell stroke strategic measures
7.6b	Develop accuracy performance measures	Number of performance measures established	Quarterly	FDOH	

Strategy 7.7: Improve accuracy of the **Citation/Adjudication System** by reducing errors by 3 percent per year.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.7a	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate citation reporting. - Establish a baseline for UTC accuracy. - Maintain training on how to complete the UTC. - Review Clerk of Court (COC) case management software system - Disseminate conclusions by conducting COCs training to reduce error rates by 3 percent each year.	Improve accuracy of citation reports from previous FY baseline data	January 2018 (Complete) Annually Annually Annually	FLHSMV	FY21 Crash and UTC Data Improvement Project: Conducted 4 train-the-trainer workshops with over 335 participants (19 COCs & 59 LEAs). The FLHSMV team surpassed the UTC 3% accuracy goal by +0.20% and also exceeded the UTC completeness goal by +0.16%. FY 21-22 Project: Develop a Performance Measure for Data Integration Project, Dispositions have been identified that are not posting to the driver history that were disposed more than 365+ days ago.

Objective 8: Improve uniformity of traffic records systems by December 2026.

Strategy 8.1: Improve uniformity of the **Crash Data System** by continuing to comply with MMUCC Standard and Compliance.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.1a	Continue review of FLHSMV processes and MMUCC Standards to ensure consistency and uniformity. - Perform an analysis on the stance of new MMUCC Standards to create baselines on a National Standard. - Create an implementation plan for MMUCC Compliance - Develop a crash report control Document, based on the most recent MMUCC version, which would serve as a reference resource for the new crash report and the associated database changes, including XSD definitions and report layout.	Crash Report comparison to National MMUCC standards. Number of Crash Report Control Documents developed	December 2026 Ongoing	FLHSMV	MMUCC goal: 90% compliant MMUCC standards analysis completed in 2018. Uniformity baseline was established in December 2017. FY23 Crash and UTC Data Improvement Project consolidated crash data dictionary and validation rules and edit checks into one doc FY24 Crash and UTC Data Improvement Project: 7 LEA submitting via paper were converted to electronic; 4 state-wide LEA trainings held on: 9/12/24; 9/9/24; 9/16/24; 9/19/24; trainings included an overview of MMUCC; SEDC grant was executed on 1/15/25 and held a kick-off meeting on 2/25/25. This project will work towards aligning to the MMUCC 6th Edition.
8.1b	Develop and maintain an online crash manual that is relevant with current practices, policies and procedures	Online crash manual developed	Annually	FLHSMV	Online crash report manual completed and published on 2/5/19. FY23 Crash and UTC Data Improvement Project consolidated crash data dictionary and validation rules and edit checks into one doc
8.1c	Develop a centralized crash locating database by creating tools in S4 Analytics for the FDOT Crash Analysis Reporting (CAR) System analysts to manually verify all crash reports (meeting FDOT requirements).	Tools Developed	September 2021	UNF FDOT FLHSMV	FY21 Geolocation-Based Crash Diagramming & FDOT Crash Mapping to Improve Crash Location Timeliness and Quality mock-ups presented to TRCC crash team on 12/18/20; tool development continues. FY22 Geolocation-Based Crash Diagramming & FDOT Crash Mapping to Improve Crash Location Timeliness and Quality

Strategy 8.2: Improve uniformity of the **Roadway Data System** by working with internal FDOT offices and local governments.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES

8.2a	Monitor the process on updating Data Inventory Applications IRAIS to improve uniformity and integration	TBD	December 2021	FDOT	FDOT is coordinating internally to expand the collection of RCI data to local roads IRAIS. IRAIS implementation services to replace the RCI application and database. Tentative award date is June 2019. FY21: IRAIS data model still being developed. Discussions with Safety Office on ARBM needs being affected by transition of the RCI to IRAIS Roads and Highway platform held on 5/5/21.
8.2b	Provide a modified process of data collection methods and adding the MIRE Fundamental Data Elements to be collected	Methods and techniques implemented	Ongoing	FDOT CIM	FDOT is currently reviewing data collection methods and techniques. FY21 Cloud Feasibility Study to identify/create an ARBM inventory of elements to include MIRE FDEs.
8.2c	GIS will provide uniform data in LRS format. - Evaluate potential basemap considerations	Testing results shared; Prototype finalized	December 2021	FDOT	FDOT working with vendor to provide and test new tools

Strategy 8.3: Improve uniformity of **Driver Records System** by focusing on driver record data fields not electronically provided via TCATS.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.3a	Review TCATS data collection and submission process and target specific data elements for improvement for the new ICD 7.0.		Annually	FLHSMV	FLHSMV has met with the Florida Court Clerks and Comptrollers and the list of data elements for improvement is up to date. These fields will be considered in the Citation Inventory Phase II project rewrite of systems (August 2023)
8.3b	Compare targeted fields with data record requirements		September 2023	FLHSMV	FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (unable to complete). FY24 Crash and UTC Data Improvement Project identified duplicate driver credentials- Q1: 1,700,000; Q2; 1,360,000; Q3 : 1,275,000; Q4: 1,360,000 The 4 OPS staff completed 108,782 FY25 Crash and UTC Data Improvement Project identified duplicate driver credentials- Q1: 1,061,082; Q2: 908,578; Q3 (May 2025) 854,948; grant staff completed the following:40,528

8.3c	Establish common rules for data elements (i.e. Naming conventions, address, zip code, etc.)		December 2026	FLHSMV	Modernization project will create uniformity by creating common rules. FY24 Driver and Vehicle Data Quality Improvement Project established a uniformity measure using the driver data elements in the AAMVA D20 against the driver data elements in the FLHSMV driver system. A baseline of 98.26% was established for all data elements and a baseline of 100% was established for mandated data elements. A discretionary target of 100% was set for all driver data elements and a firm target of 100% was set for mandated elements. Among all driver data elements included in the D20, FLHSMV was only missing two (hair and eye color). The D20 states that it is not intended or anticipated any single user incorporate all the elements listed in the D20. FLHSMV rates 100% uniformity on mandated driver data elements.

Strategy 8.4: Improve uniformity of the **Vehicle Data System** by completing a data reconciliation/synchronization project with the American Association of Motor Vehicle Administrators (AAMVA) and the National Motor Vehicle Title Information System (NMVTIS) to ensure a uniform data exchange between the two entities.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.4a	Conduct a comparison and correction (data synchronization) to ensure the data Florida provides is accurate, reliable, and complies with NMVTIS uniform titling standards that will aid in preventing the processing of stolen vehicles in other states. Engage in a project with the American Association of Motor Vehicle Administrators (AAMVA) to synchronize our data with NMVTIS. Initiate one to one file comparison to determine the root cause of any data discrepancies and correct the data. Ensure an analysis/comparison of Florida's active and cancelled title records	The percentage of NMVTIS standards-compliant data elements in the Vehicle Data System	Annually	FLHSMV	The NMVTIS project has produced the following improvements: Identified the primary reason sending duplicate VIN's. The issue was corrected, and we have seen a significant drop in the number of duplicate records being reported to NMVTIS. Reviewing a daily report and removing duplicate records from NMVTIS when applicable. (manual process) Received AAMVA tool (SWI) to correct current / older records. System updates most current title records based on files received from AAMVA (based on states that supply data to AAMVA).
8.4b	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for uniformity.	Uniformity issues identified for performance measure	Quarterly	FLHSMV	FY25 Driver and Vehicle Data Quality Improvement Project to begin reconciling FLHSMV data elements against the AAMVA D20 standard.

Strategy 8.5: Improve uniformity of the **EMS System** by transitioning agencies to most current NEMSIS compliance standard.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.5a	Maintain data dictionary in compliance with current NEMSIS standards. - Update of Florida Data Dictionary to reflect NEMSIS V3.5	Percent of EMS runs that are NEMSIS compliant	Annually	FDOH	FY22/23 NEMSIS Project: 253 of 306 licensed agencies submitting to EMSTARS, of which 253 (100%) of the EMSTARS reporting agencies are submitting by V3 standards. FY22/23 NEMSIS Project: Objective- Published Florida Data Dictionary to reflect NEMSIS V3.5 12/2021 FY23/24 NEMSIS Project: 286 of 325 licensed agencies submitting to EMSTARS, of which 205 (71.8%) of the EMSTARS reporting agencies are submitting by V3.5 standards. FY23/25 NEMSIS Project: Objective- Published update to Florida Data Dictionary to reflect NEMSIS V3.5 with Florida business rule changes and element updates. 10/23 and 6/24 FY24/25 – Draft business rule changes and Data Dictionary changes in review and expect publishing 4th qtr 25
8.5b	Implement training on current data dictionary standards. Conduct work sessions to continue to maintain Florida data standards, business rules and implementation of best practices consistent with NEMSIS.	Number of trainings conducted	Annually	FDOH	Formal adoption of Florida V3.5 data dictionary by 7/1/22 Anticipate training on V3.5 to begin March 2023 and continue on a quarterly basis. Continuing quarterly EMSAC BioSpatial Training: FY22/23 NEMSIS Project: - 2 completed EMSAC Data Committee work sessions on 9/13/22 and 1/18/23. - Participated in biweekly Technical advisory calls; NEMSIS TAC and NASEMSO annual meetings TBD. FY22 NEMSIS Project- Anticipate 2 additional EMSAC Data Committee work sessions and continued participation in NEMSIS TAC and NASEMSO annual meetings FY23/24 Continuing quarterly EMSAC BioSpatial Training: - 2 completed EMSAC Data Committee work sessions on 10/23, 1/24.

					- Participated in biweekly Technical advisory calls; NEMSIS TAC annual meeting 10/23 and NASEMSO annual meeting 5/24 FY24/25 NEMSIS Project: - 5 completed EMSAC Data Committee work sessions on 10/24, 12/24, 1/25, 4/18, 5/23. - Participated in biweekly Technical advisory calls; NEMSIS TAC and NASEMSO annual meetings TBD.
8.5c	Track the percent of EMS runs that are in compliance with the current NEMSIS standard	Number of EMS submitting agencies transitioned to current standard			FY22 NEMSIS Project: 253 of 306 licensed agencies submitting to EMSTARS, of which 253 (100%) of the EMSTARS reporting agencies are submitting by V3 standards. FY23/24 NEMSIS Project: 286 of 325 licensed agencies submitting to EMSTARS, of which 205 (71.8%) of the EMSTARS reporting agencies are submitting by V3.5 standards. FY24/25 NEMSIS Project: 314 of 338 licensed agencies submitting to EMSTARS, of which 261 (84.3%) of the EMSTARS reporting agencies are submitting by V3.5 standards.

Objective 9: Improve timeliness of traffic records systems by December 2026.

Strategy 9.1: Improve timeliness of the **Crash Data System** by increasing the number of crash reports received within 10 days.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.1a	Develop outreach program and provide training with LEAs to increase their interest in electronic submissions	Number of training classes with LEAs conducted	Annually	FLHSMV	FY22 Crash and UTC Data Improvement Project: Continue distribution of scorecards each quarter, which cover accuracy, completeness, timeliness, and crash location accuracy of crash data. FY24 Crash and UTC Data Improvement Project: 7 LEA submitting via paper were converted to electronic; 4 state-wide LEA trainings held on: 9/12/24; 9/9/24; 9/16/24; 9/19/24;
9.1b	Decrease time from crash date to date of crash submission by scan and data entry process by 5 percent annually	Percent of crash reports submitted electronically (baseline is 60 percent; target – 10% increase yearly); Percentage of crash records aged more than 10 days	Annually	FLHSMV	As of June 2025: FY22: FY22: Total crashes 754,146 (98.7% electronic and 1.3% paper) w/80% timely FY23: Total crashes 759,806 (99.08% electronic and 0.92% paper) with 72% timely FY24: Total crashes 738,451 (99.39% electronic and 0.61% paper) with 80% timely

Strategy 9.2: Improve timeliness of the **Roadway Data System**.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.2a	Perform a Quality Assurance Review Program for all Districts within 2 years	Number of District reviews conducted	Quarterly	FDOT	Natural Disaster and Travel ban impacted schedule (only 2 field visits conducted) but in office review was conducted
9.2b	Perform District Quality Evaluations to ensure Districts are meeting deadlines (RCI, HPMS, RITA, SLDs, Key Sheets, etc.)	Number of Evaluations completed	Biannually	FDOT	Completed all periods- Ongoing

Strategy 9.3: Improve timeliness of the **Driver Records System** by measuring both the internal and external average of the length of time between the occurrence of adverse action by a driver and the time it takes for that information to appear in the FLHSMV database.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.3a	Reduce the average time required for disposition information to be added to the driver record. Establish a baseline for the length of time it takes an adverse action by a driver to be entered into the DHSMV database (external measure) Establish a baseline for the length of time it takes for disposition information to be added to the driver record (internal measure)	Average number of days from the date of a driver's adverse action to the date the adverse action is entered into the database (target – 2% reduction per year); Average number of days from the date of citation disposition notification by the driver repository to the date the disposition report is entered into the database	Annually	FLHSMV	Requested grant to work on improving TCATS submissions September 2018/2019. Citation Inventory System will be included in the department's Motorist Modernization Phase II re-write of our systems. 2020 electronic Citation submission is 94.93% received electronically an increase of 1.31% from 2019. UTC has a timeliness report for dispositions which can be ran statewide or by county.

Strategy 9.4: Improve timeliness of the **Citation/Adjudication System** by reducing the time between citation issuance and disposition.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.4a	Establish a baseline for timeliness			FLHSMV/ Clerks	UTC has a timeliness report for dispositions which can be ran statewide or by county.
9.4b	Increase the number of Clerk of Courts submitting citations electronically	Number of Clerks submitting electronically		FLHSMV/ Clerks	FY21- As of March 2021, 3 COCs do not accept E- Citation processing. FY22 – As of March 2022, 4 COC's do not accept E- Citation processing. FY23 – As of March 2023, 3 COC's do not accept E – Citation processing. All 67 clerks submit electronically to FCCC. There are 326 Law Enforcement agencies using E-Citations.
9.4c	Identify counties/agencies with longer average processing times between the issuance of a citation and the disposition; work with these counties/agencies to reduce average processing time	Average number of days between citation issuance and disposition		Clerks	The department is reviewing Citation Inventory, to identify the citation offenses received and the department has not received a disposition within 365 days. This data is sent to the individual clerks to review and advise the status of each citation identified. If a disposition has been rendered the clerk notifies the department of their research. Any disposition we do not have in the system are transmitted to the department through the TCATS system.
9.4d	Continue education efforts on the benefits of electronic data submission to the Clerks.			FLHSMV/ Clerks	2020 electronic Citation submission is 94.93% received electronically an increase of 1.31% from 2019. FY24 – electronic citation submission is 97.7% received electronically. Increase of 4.2% from 2019.

9.4e	Continue outreach program with Law Enforcement Agencies to increase their interest in and awareness of e-citation programs	Number of LEAs educated on e-citation programs		FLHSMV	44 law enforcement agencies (LEA) have been identified for using paper citations only. An email has been sent to the directors, chiefs and Sheriffs over these agencies. The email explains the reasons to go with electronic submission. We are requesting to know when their agency plans to move towards electronic submission and provided the approved eCitation vendors list for their review. The department's goal is to be 100% electronic. We are waiting to hear back from the agencies with their response. 11 responses were received back from the contacted LEAs, and the results are as follows: - Zero anticipated less than 6 months (0%) - Five anticipated 6 months -1year (46%) - Three anticipated 1-2 years (27%) - One anticipated more than 2 years (9%) - One stated only if it is made mandatory and the other agency was dissolved. (18%)

Strategy 9.5: Improve timeliness of the **EMS System** by continuing to monitor timeliness of submission indicators.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.5a	Continue to define timeliness measures and monitor quarterly	Percent of EMS run reports sent within 10 hours	Quarterly	FDOH	FY22/23: Project: increase in timeliness measure to 85% of EMS runs reports sent within 10 hours of run FY23/24 Objective change - Increase % of V3 EMS emergency run reports received within 10 hours of the run to 70% by September 30, 2024 Q1 – 2023 – 74.37% Q2 – 2024 – 74.36%

Strategy 9.6: Improve timeliness of the **Trauma System** by establishing timeliness performance measure.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.6a	Establish timeliness performance measures	Performance measures established	December 2018	FDOH	Timeliness performance measure established. FY23/24 Objective change - Increase % of V3 EMS emergency run reports received within 10 hours of the run to 70% by September 30, 2024/

Strategy 9.7: Improve timeliness of the **Vehicle System** by reviewing the vehicle dataset to identify trends and gaps in the current process.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.7a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for timeliness.	Timeliness issues identified for performance measure	Quarterly	FLHSMV	

Goal 3: Provide the ability to link traffic records data.

Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2026.

Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES

10.1a	Establish user and stakeholder needs by conducting crash data survey, research studies, assessments, etc. and implement findings/recommendations:
	- Conduct Cloud-Based TSIS Project to improve data sharing and identify integration opportunities to establish S4 Analytics as Florida's analytical central repository (Go Team Recommendation). Project will consist of the following:
	  - Identify Current State Systems and Traffic Data Inventory
	  - Document the Current State Data Management in place.
	  - Document Current State Systems Assessment to create a data blueprint.
	  - Develop High Level Cloud Architecture
	- Create a Diagram Tool compatible with S4's Geolocation Tool to be used by LEAs to improve crash data location (Go Team Recommendation)
	  - Update FLHSMV's CRSCAN ingestion process to accept high resolution aerial photography in crash diagrams.
	- Reduce crash systems by:
	  - Enhancing S4 Geolocation Tool for FDOT crash analysts to verify crash locations within S4 Analytics to create
		Survey conducted.
		
		Implementation Plan and High-Level Cloud Architecture Complete
		
		Tool Developed
		
		Number of high-resolution diagrams accepted in repository.
		
		Tool Developed
		
		Webservice Developed
			Ongoing	TRCC stakeholders	NH Final Report (1/31/2020) conducted GAP Analysis on CAR vs S4 capabilities and functions across geolocating, analytics and roadway reference category areas.
					Florida Cloud-Based TSIS Project Scope approved by Data Subcommittee 2/1/21 and NH Phase I contract executed May 2021; Scope presented to EB on 4/9/21 at the TRCC Meeting. Final deliverables presented to EB at 9/10/2021 TRCC meeting:
					Current State Systems & TR Data Inventory
					Current State Data Management Assessment
					Systems Assessment w/Priority Use Cases
					Current State Data Blueprint
					High-level Cloud Architecture Recommendation
					Barriers found: driver/vehicle inventory and driver/vehicle/ EMS data system architectures not created due to privacy concerns.
					FY22 Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality Project
					FDOT Tool: Completed mockups, process flow, data model, database schema; final stages of internal testing for editor & admin user interface in progress.
					Diagram Tool: Tool linked to geolocation tool and basemap (aerial/cartographic; development continues and testing in progress
					FY22 Central Crash Data Repository and Improved Crash Data Quality Project
					Completed light synchronization between S4 & FLHSMV crash databases for 2011-2021 crash data; monthly reports generated to address data discrepancies; Full/detailed synchronization being developed; web image service in testing to eliminate duplicate storage of crash reports to S4/FDOT; high resolution aerial photography solution currently in review and testing.
					CAR Rewrite: State funds approved for FY21 & FY22. Kickoff meeting was held 12/20.

	a single unified crash location database. - Develop a webservice to serve the crash report images directly from FLHSMV to eliminate distribution of crash data to S4 and FDOT crash databases. - Develop process to fully synchronize FLHSMV and S4 crash databases to allow users access to the most current data available. - FDOT CAR Analysis function to be moved and developed within S4 Analytics Environment (CAR Rewrite)	Crash data elements matched.			Functional requirements and mock-ups for new filters developed; security plan completed; currently analyzing summary reports, ensuring S4 access to FDOT SSO FLARIS 2.1 data (w/shared geodatabases files), and a draft crash tree analysis.
10.1b	Create a framework for all system user needs based on findings of survey, research, assessments, etc. - Create Implementation Plan built on Agency/Stakeholder input to create strategy for data sharing across multiple agencies	Develop a framework for all systems	December 2026	Data System Owners / Data SC	Framework Implementation began in NH CAR/S4 GAP Analysis Project. FY21 TSIS Cloud Project Scope finalized on 4/9/21; Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS. Phase II Florida TSIS Cloud Project—to focus on EMS/Driver/ Vehicle use cases and data linkage opportunities between EMS/Crash/Citation/Roadway data (ongoing)
10.1c	Form a subcommittee of data system representatives	Committee established representing data system owners		TRCC Executive Board	Go Team/Data Subcommittee established. Continued efforts on “Special Projects”: - NH FDOT CAR/S4 (Dec. 2019-Jan. 2020) - Florida Cloud-Based TSIS Phase I Project (study) Scope approved on 2/1/21; Data Subcommittee participated in 12 workshops; Final report out on 9/10/21;

Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2026.

Strategy 11.1: Identify key data fields which should exist in the traffic records information systems.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES

11.1a	Data Subcommittee (from Action 10.1c) will participate in Florida Cloud-Based TSIS Project to assist with the following:
	- Implementation Plan to:
	  - Create a strategy for data integration within a cloud environment between the 6 TR systems.
	  - Project communications and governance
	- Identifying the Current State of the TR Systems to Create a Traffic Records Inventory to include:
	  - General overview of the TR systems
	  - Information on the owner, users, and contact info for the systems.
	  - Descriptions and standards used for each system.
	  - Master data and systems of record
	- Documenting the Current State Data Management to define business insights, user personas, data security and confidentiality requirements, and current data governance.
	- Documenting the Current State Systems Assessment and data blueprint to:
	  - Measure the relative strength and limitations of each system.
		Number of meetings participated in
		
		Implementation Plan created.
		
		TR Inventory created.
		
		Data blueprint created.
			December 2026	Data Subcommittee & TRCC Coordinator	- Received Go Team Phase II funding to explore linkage possibilities. Final report June 10, 2019.
					- NH CAR/S4 Project began documentation of Crash Business Models (current/future state) to map Florida's Crash System's physical and logical data flow to identify linkage and data improvement opportunities; GAP Analysis on CAR/S4 demonstrated benefits gained with the consolidation of location processes in a central database; (Final report provided 1/31/2020)
					- FY22 and FY23S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data.
					- Florida Cloud-Based TSIS Project (study) Scope approved by Data Subcommittee on 2/1/21; Finalized by EB on 4/9/21; Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; TR Inventory captured/classified 4 TR data sets (1,427 data elements) for potential integration in a cloud data catalog/warehouse.

	- Map traffic data flow against current systems involved in TR data exchanges. - Define current data integration points and access methods. - Identify current issues with data flow and integration. - Identify how each core component validates the data collected				
11.1b	Progress update will be provided at quarterly TRCC meetings	Progress reports provided	Quarterly	TRCC Coordinator	FY21 Florida Cloud-Based TSIS Phase I Project: TRCC Meeting on April 9, 2021, EB was presented Florida TSIS Cloud Project Scope to be conducted by NH. Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; Barriers found- driver/vehicle inventory and driver/vehicle/ EMS data system architectures not created due to privacy concerns;

Objective 12: Expand integration of Traffic Records (TR) projects to maintain a uniform data collection platform across key data fields needed to facilitate linking traffic records information systems by December 2026.

Strategy 12.1: Continue to support and increase Law Enforcement Agency (LEA) utilization of TR data collection systems/tools and S4 Analytics by providing the integration of Traffic Records Projects: Systems and/or Software.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
12.1a	Track the utilization of traffic records systems/software for the following TR projects: - Tracs (Traffic and Criminal Software) - ELVIS (Electronic License and Vehicle Information System) - Signal Four Analytics' Geo-Location Tool - National Emergency Medical Services Tracking and Reporting System Version 3 standards	Number of users/agencies	Annually	Project Leads	FY23-24 Oct. 1, 20230-Sept. 30, 20241: TraCS- 26,636 users / 192 LEAs ELVIS- 3724,237986 users / 224287 LEAs S4's Geo-Location Tool - Crash Reporting: 183 TraCS LEAs or 24,231 users (91%) of TraCS users. - Citation Reporting: 13% of TraCS LEAs or 7% of TraCS users S4 Analytics- 4,218 users / 556 agencies/contractors NEMSIS: 220 of 223 EMS Agencies submitting by NEMSIS V3 standards. FY24-252 Oct. 1, 20241-AprilFeb. 304, 20252 TraCS- 26,791 users / 195 Total LEAs ELVIS- 4125,563738 users / 29133 LEAs S4's Geo-Location Tool - Crash Reporting: 191 TraCS LEAs (mandated: 99.4% or 186 LEAs) - Citation Reporting: 155 of TraCS LEAs (mandated: 13.5% or 21 LEAs) S4 Analytics- 4,589 users / 730 agencies EMSTARS Reporting Agencies: 230 of 231 EMS Agencies submitting by NEMSIS V3 standards (total of 302 total EMS agencies w/72 reporting in aggregate form)
12.1b	Improve key data field collection across traffic records reporting: - By integrating S4's Geo-location Tool w/TraCS crash and citation reporting - By integrating ELVIS with TraCS	Number of incidents and agencies Pilot conducted	Annually	Project Leads	FY21: S4 Geo-Location Tool usage Oct. 1, 2020-Sept. 30, 2021: - 188 TraCS agencies mandating use for crash reporting. - 21 TraCS agencies mandating use for citation reporting. - 91% or 24,231 TraCS users - 187,228 crash reports

	- Conduct pilot with S4 Diagram/Geo-location web-based tool within TraCS environment.		December 2022		- 85,714 citation reports - 46,442 traffic warnings - 8,975 tow sheets - 2,829 DUI Citations - 1,699 Parking Citation - 874 Field Interview Report - 166 Offense Incident Report - 115 Boating Warning - 193 Boating Citation FY23-24 ELVIS Usage, Oct. 1, 2023-Sept. 30, 2024: FY21: ELVIS Usage Oct. 1, 2020- Sept. 30, 2021: Total LEAs 287224 and 3724,237986 users 99% or 194 TraCS LEAs agencies are using ELVIS. FY22: S4 Geo-Location Tool usage Oct. 1, 2021- May 31, 2022: - 191 agencies using for crash reporting. - 155 agencies using for citation reporting. - Total usage crash/citation 67,342 (Oct. 1-Dec. 30, 2021) - 67,342 crash reports (Oct. 1-Dec. 30, 2021) - 16,626 citation reports FY24-25 ELVIS Usage, Oct. 1, 2024-April. 30, 2025 FY22: ELVIS Usage till Oct.1, 2021-Feb. 4, 2022: Total LEAs 29133 and 4125,563738 users 99% or 195 TraCS LEAs agencies are using ELVIS

Goal 4: Facilitate access to traffic records data.

Objective 13: Identify high priority user needs and develop a strategy to improve accessibility by December 2026.

Strategy 13.1: Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
13.1a	Identify agency to lead needs assessment	Needs assessment conducted (survey)	December 2026	FDOT FLHSMV	- FY21: FDOT SSO implemented Florida TSIS Cloud Project. Scope approved 2/1/21; NH contract executed May 2021. Final deliverables presented to EB at 9/10/2021 TRCC meeting
13.1b	Create a framework based on results from surveys or assessment projects. - Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data. - Explore a possible UTC accessibility performance measure with baseline. - Conduct Cloud-Based TSIS Feasibility Study to improve accessibility by identifying data use cases	Performance measure established. Final assessment report delivered to TRCC.	December 2026	FDOT FLHSMV	- FY20: NH Final Report findings for CAR/S4 Project presented on 4/3/20: documented data system capabilities/functions to assist with consolidation of both systems. - FY21: Florida TSIS Cloud Project Scope presented on 4/9/21. Recommendations were for FDOT to consume S4 Analytics within their cloud environment due to FDOT resources allocated for CAR and S4 systems consolidation projects and multiple point to point interfaces between S4 and FDOT roadway data. - Phase II Florida TSIS Cloud Project Scope drafted and pending execution- focus on EMS/Driver/ Vehicle use cases. - FY22: Crash and UTC Data Improvement Project: UTC accessibility survey delivered successfully to 1,716 users (S4 Analytics, FCCC, LEAs, State Attorneys) with 568 surveys completed during the period of 8/31/22-9/14/22. Performance measure and baseline established.

13.1c	Apply framework to Signal Four Analytics - Develop and present FDOT executive leadership proposal document on the Florida TSIS Cloud Project Recommendations. - Inform TRCC EB of FDOT leadership proposal and next steps. - Execute Phase II Florida TSIS Cloud Project Scope of work to include: - S4 Analytics business case for state agency consumption - EMS use cases to assist with request for EMS data exchange. - Driver and Vehicle (S4's crash and citation data) use cases to be developed to improve safety analysis	Develop framework for all system needs. Business Case developed. Use cases identified.	December 2026	FDOT FLHSMV FDOH UF	Executive Board updated at 4/3/20 TRCC meeting on the following: NH CAR/S4 Project: Crash Business Models (current/future state) to include consolidation- 2 CAR System functions (location and analytics) within S4 Analytics; CAR/S4 GAP Analysis. (Final report provided 1/31/2020) Executive Board updated at 4/9/21 TRCC meeting on the following: - FY21: Florida TSIS Cloud Project Final deliverables presented to EB at 9/10/2021 TRCC meeting. Recommendations were for FDOT to consume S4 Analytics within their cloud environment due to FDOT resources allocated for CAR and S4 systems consolidation and multiple point to point interfaces between S4 and FDOT roadway data. - Phase II Florida TSIS Cloud Project (pending execution)—to focus on EMS/Driver/ Vehicle use cases and data linkage opportunities between EMS/Crash/Citation/Roadway data (ongoing) - Meeting held with stakeholders on 4/1/2021.

Objective 14: Improve accessibility to data for all systems by December 2026

Strategy 14.1: Increase public record data availability through online access.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
14.1a	Assist agencies with public-facing websites to make data available through online access. - Signal Four (S4) Analytics to develop public facing Florida Traffic Safety Dashboard (crash) - S4 Analytics to develop public facing dashboard for citations data	Number of users accessing traffic records data	December 2021	Executive Board/Data System Owners	- FY21: S4 Analytics currently provides linkage between crash, citation, and roadway data. Public facing portal developed for crash data and went live December 2020. - FY22 S4 will focus on expanding crash dashboard capabilities to include mobile platform as well as creating a citations data dashboard (pending approval). - FY21: S4 Analytics- to focus on data linkage opportunities w/EMS/Crash/Citation/Roadway data to enhance safety analysis (ongoing) - FY22 S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data (pending approval).

14.1b	Provide access to real-time summary data reports	Number of users accessing real-time summary data reports	December 2021	Executive Board/Data System Owners	See notes above;
14.1c	Implement web development standards to make data accessible as public data based on needs assessment	User satisfaction with (a) the quality of traffic records data, and (b) their ability to obtain the data when, where, and in the form needed.	December 2021	Executive Board/Data System Owners	See notes above;
14.1d	Provide Federal, state, and local agencies with access to the linkable data among traffic safety information system databases. - Conduct Florida Cloud-Based TSIS Project to improve data sharing and identify data integration opportunities		December 2021	Executive Board/Data System Owners	- S4 Analytics currently provides linkage between crash, citation, and roadway data. Public facing portal developed and went live Dec. 2020. FY22 will focus on citations data dashboard and continue identifying EMS linkage opportunities. - FY21: Florida Cloud-Based TSIS Phase I Project approved and executed May 2021.

GOAL 5: Promote the use of traffic records data.

Objective 15: Promote the understanding and use of available data.

Strategy 15.1: Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.1a	Maintain a metadata resource that describes available data and how it can be accessed		Ongoing	TRCC Coordinator	
15.1b	Post metadata resource on respective agency websites	Publish on TRCC Website	Ongoing	TRCC Coordinator	Information published on TRCC website

Strategy 15.2: Educate users on what systems are available and how to use them by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.2a	Conduct user training	Number of training sessions, type, frequency, online tutorials, PowerPoints	Annually	Project Leads	The following trainings were conducted: Crash and UTC Data Improvement: FY20 Crash and UTC dates: Crash- 9/2/20 (virtual stakeholder meeting) UTC- 7/13/20 (2 sessions) and 7/20/20 (2 sessions). FY21 Crash and UTC dates: UTC Workshops: TBD; Curriculum is being routed for approvals. TraCS: FY20: 13 user trainings- 10/2/19; 10/17/19; 10/23/19 (2 trainings); 11/7/19; 11/15/19; 11/20/19; 12/5/19 and 12/6/19 (1 training); 12/6/19; 1/9/20; 2/7/20; 2/19/20; 3/4/20; 6/16/20; 6/23/20. FY21: 21 user trainings-10/2/20; 10/8/20; 12/1/20; 12/14/20 (2 sessions); 12/15/20; 1/6/21; 1/29/21 (2 sessions); 2/3/21 (2 sessions); 2/18/21; 2/24/21; 3/5/21; 3/9/21; 3/14/21; 3/19/21; 3/22/21; 3/23/21; 3/24/21; 3/30/21. Signal 4 and Geo-location: FY20 S4: 11/5/2019 at Ninth International Visualization in Transportation Symposium; 6/19/20 Intersection DB meeting w/FDOT; Geo-location: 4/27/20; 6/3/20; 8/6/20; 9/4/20; 9/23/20; 9/29/20. FY21 S4: 2/9/21 (2 sessions); 2/10/21 (2 sessions). FDOH NEMSIS Compliance: FY20: EMSAC BioSpatial Training: 3/3/20, 6/10/20 EMSAC Data Committee: 10/2019; 1/2020; 3/3/2020, 6/10/20; NEMSIS TAC and NASEMSO: 08/2020. FY21: EMSAC Data Committee: 11/17/20; 2/9/21; 2/24/21; 3/3/21; 3/23/21; 4/27/21. NEMSIS TAC and NASEMSO: TBD. FY22: EMSAC Data Committee: 9/13/22, 1/18,23, NEMSIS TAC: 8/22 ELVIS FY23-24: 64 Trainings: 10/12/2023, 10/18/2023, 10/20/2023, 10/29/2023, 11/6/2023 (2 trainings), 11/8/2023 (2 trainings), 11/14/2023, 11/15/2023 (2 trainings), 12/4/2023, 12/5/2023, 12/8/2023, 12/12/2023 (2 trainings), 12/14/2023, 12/15/2023, 12/19/2023, 12/27/2023, 1/12/2024, 1/16/2024, 1/26/2024 (3 trainings), 1/31/2024, 2/7/2024, 2/13/2024 (2 trainings), 2/20/2024, 2/21/2024, 2/22/2024, 2/23/2024 (2 trainings), 2/28/2024, 2/29/2024, 3/8/2024, 3/11/2024, 3/12/2024,

					3/19/2024, 3/20/2024, 3/22/2024, 3/23/2024, 3/25/2024, 3/26/2024, 3/28/2024, 3/29/2024, 4/23/2024, 4/25/2024, 4/26/2024, 4/29/2024, 5/2/2024 (2 trainings), 5/13/2024, 5/16/2024, 5/28/2024, 6/4/2024, 6/6/2024, 6/17/2024, 6/18/2024, 7/30/2024, None in August 2024, 9/12/2024, 9/16/2024, 9/20/2024 3 Demonstrations: 10/19/2023, 1/31/2024, 2/23/2024 FY24-25 (thru April 30, 2025): 11 Trainings: 12/3/2024, 12/4/2024, 12/11/2024, 1/16/2025, 1/22/2025, 2/7/2025, 2/26/2025, 3/6/2025, 3/7/2025, 3/19/2025, 4/10/2025 1 Demonstration: 2/18/2025

Strategy 15.3: Monitor utilization of traffic records data by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.3a	Monitor utilization of traffic records data		Annually	Data System Owners	
15.3b	Monitor utilization of web-based system		Annually	Data System Owners	
15.3c	Report utilization results by month at quarterly TRCC meetings	Reports provided	Annually	Data System Owners	

State of Florida

Traffic Records Assessment

November 12, 2020

National Highway Traffic Safety Administration

Technical Assessment Team

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Introduction

The State of Florida has a Traffic Records System with a solid foundation of best practices in many system components and the State uses its Traffic Records Coordinating Committee effectively to continue to improve though collaboration and creative projects. The Citation and Adjudication systems indicate plans to add a DUI tracking system, which would be a helpful addition to one of the premier citation tracking systems in the nation. An impaired driver tracking system that follows offenders throughout the adjudicative process allows law enforcement, alcohol and drug educators and evaluators, therapists, Ignition Interlock providers, probation personnel, and all those who interact with the impaired driver, the opportunity to follow the offenders' progress while helping to establish the types and combinations of sanctions and treatment options that best serve to prevent recidivism.

A great deal of progress has been made in building and improving the enterprise roadway system in this past Assessment period with the All Roads BaseMap and the continuing effort to complete the collection of MIRE Fundamental Data Elements for all public roads in the State. Having a single location referencing system to locate crashes is a means of ensuring the integrity of location data and can provide a means to analyze the effect of targeted enforcement on crash incidence and severity. Efforts to improve quality and accessibility of injury system data have improved ratings and helped to develop a more comprehensive system as well.

The driver and vehicle systems are actively involved Traffic Records stakeholders and report working toward a unified system in the near future. The Crash system is within a single percentage point of being totally electronic, which adds to the integrity of data in terms of timeliness, accuracy and completeness, while improving accessibility of the records and forging the path for integration with driver, vehicle and citation systems.

The development of a data warehouse provides a means by which the effort and expense of data collection and management pays dividends for the State by allowing for ease of access and additional skilled analytical resources available to data users. The warehouse currently contains crash, driver, vehicle, and citation data. Injury Surveillance data could be an obvious next choice for addition to the warehouse.

All in all, the State has made a good deal of progress, has several exciting opportunities and efforts underway and has changed a number of its ratings upward in this last Assessment cycle. It should be noted that the State is being assessed based on an ideal traffic records system--an ideal which might not comport with Florida's organizational/ statutory framework. The Advisory is a construct for purposes of comparison; states are not expected to fulfill all aspects of the ideal system. Even so, Florida rated 'meets' or 'partially meets' the ideal on 83 percent of the items rated.

Florida's Traffic Records System and its supporting Coordinating Committee are functioning effectively and are operating in a way that is driving a great deal of progress and success. The one area where the State can improve is its data quality control program and performance monitoring. It is important to track data quality and report it; even though the State has made strides in improving its data quality, it should be monitored to ensure that quality remains high. Degradation of quality can be subtle, and it may take a great deal of time and effort to recover from lost ground if statutory or process changes unintentionally negatively impact that quality. Each system has some good performance measures, but it would behoove the Traffic Records Coordinating Committee to re-evaluate the quality control program and refocus on capturing baseline data and developing numeric goals.

Assessment Results

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

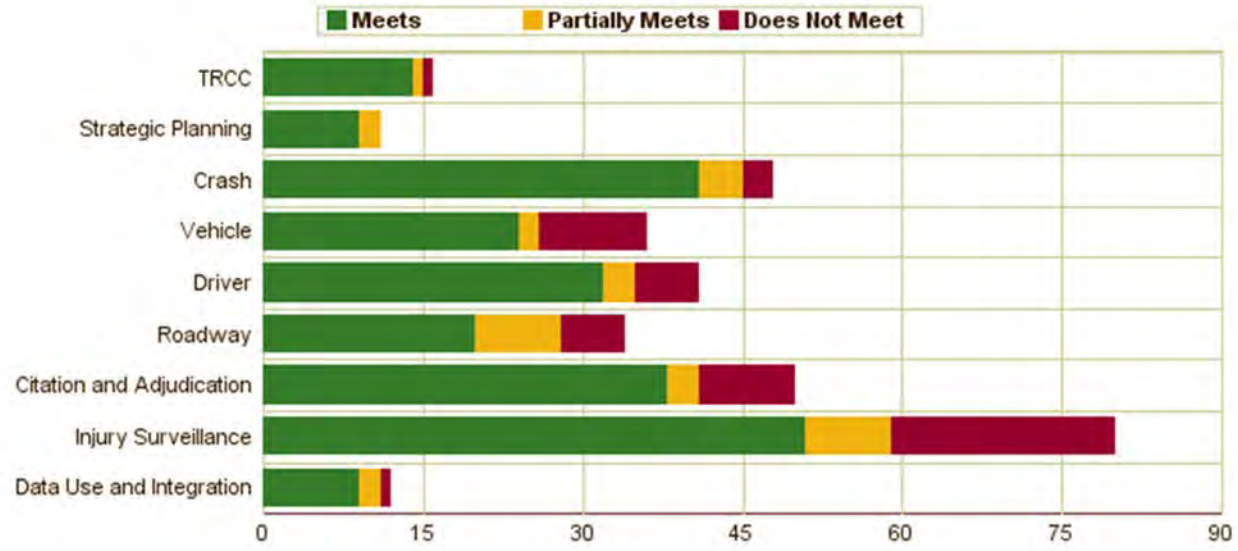
State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Fixing America's Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Out of 328 assessment questions, Florida met the Advisory ideal for 238 questions (73%), partially met the Advisory ideal for 33 questions (10%), and did not meet the Advisory ideal for 57 questions (17%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Florida met the criteria outlined in the Traffic Records Program Assessment Advisory 88% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 85% of the time for Crash, 67% of the time for Vehicle, 78% of the time for Driver, 59% of the time for Roadway, 76% of the time for Citation and Adjudication, 64% of the time for EMS / Injury Surveillance, and 75% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

Recommendations & Considerations

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

> *"(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."*

The following section provides Florida with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Florida flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC Recommendations

None

Considerations for implementing your TRCC recommendations

- Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly, a minimum of four times per year. Quarterly meetings help ensure continuity of communication

amongst traffic records system stakeholders across the State throughout the calendar year.

- Consideration should be given to establishing a formal traffic records inventory. It can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reducing duplication of effort, and allowing data to be more fully utilized to make roadways safer.
- Consideration should be given to continuing and expanding on the initial user needs survey effort. Conducting similar surveys in the next assessment cycle may be beneficial, allowing the State to work towards identifying training and technical assistance needs across all traffic records systems.

Summary

Florida's Traffic Records Coordinating Committee (TRCC) is comprised of both executive and technical membership. All six core component areas have executive and technical level representation on Florida's TRCC. Participation from executive level members can serve to improve communication and sharing of knowledge across traffic records systems. Active participation across all core component areas at both levels increases collaboration and benefits traffic records system stakeholders.

The Florida TRCC is well established and adequately meets most of the Traffic Records Advisory ideals; however, there are still a few areas that have room for improvement. The Florida TRCC meets three times per year. Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year. Even if executive members are unable to attend a fourth meeting, there are many advantages to facilitation of ongoing communication amongst technical level members. In many cases, the TRCC meetings may be the only time these members have an opportunity to work together and discuss challenges and best practices in their respective traffic records areas. The group can work towards establishing a regular, recurring schedule, or set all four dates for the year well ahead, so that meetings are on everyone's calendars far in advance. This gives all members ample opportunity to prioritize the TRCC meetings within their schedules.

It may be beneficial for Florida to pursue a more formal traffic records inventory, as there likely have been changes made to data collection systems, platforms, and processes in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make data-driven decisions. Florida's TRCC Data Subcommittee has done excellent work to identify data gaps, improve processes, and enhance overall data quality through participation in a variety of projects. However, a more formal inventory document, shared across system stakeholders would be useful. An inventory can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems becomes more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Florida used a NHTSA GO Team to conduct a user needs survey in 2018. The Florida TRCC should

consider expanding on that initial effort and continue conducting similar surveys in the next assessment cycle, working towards identifying training and technical assistance needs across all traffic records systems. Florida can further demonstrate adherence to this ideal by including training and technical assistance needs as a regular topic at TRCC meetings, encouraging the use of training needs assessments by TRCC members, and by fostering TRCC meeting presentations on this topic.

Overall, the Florida TRCC solidly meets the majority of the Traffic Records Advisory ideals and is to be commended for attributing focus to meeting these standards. Over the next assessment cycle, in addition to exploring the considerations mentioned above, it will be beneficial to continue to place attention on maintaining adherence to these Advisory standards. While much effort has been expended ensuring the standards are met, it is equally important the TRCC continues to operate accordingly in the next five years.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- Identifying and addressing training needs should be centralized within the Strategic Plan rather than having the information dispersed across agencies.
- Consideration should be given to highlighting efforts to coordinate with Federal data systems within the Strategic Plan. Another possibility is to provide references to other documents where this information can be found.

Summary

The Florida Traffic Safety Information System Strategic Plan is a well-written and comprehensive document. The strategic plan includes the membership of each level of the TRCC, which include representatives from each of the core data systems as well as other stakeholders. The plan provides a status report of funded projects, demonstrated improvement in two of the core data systems, and plans for Fiscal Year 21 grant funding. The TRCC is responsible for the development, tracking, and evaluation of the Traffic Records Strategic Plan and Florida has developed a very sound system for accomplishing this task. There is a prioritization methodology that the TRCC uses to identify projects funded with Section 405c funds.

The Strategic Plan includes details about each funded project including the responsible agency, its purpose, description, and progress. This information is summarized in an easily digestible table. The Strategic Plan is reviewed and updated annually. Areas of opportunity in the Strategic Plan were identified through the use of the previous Traffic Records Assessment and a recent GO Team report. The TRCC also conducted a survey of State and local users to aid in the identification of areas and data systems in need of improvement. The TRCC has appointed an Application Subcommittee to assess new technology and consider life cycle costs.

While each of the six core data systems are addressed by the Strategic Plan, the Annual Implementation Update only provides a comprehensive update regarding the accuracy of electronic crash reporting and the uniformity of the of EMS data. The State is to be commended and should be proud of the progress made in these two areas. While not provided in such detail, the TRCC is encouraged to provide updates on the progress of other performance measures and the remaining four data systems.

The Strategic Plan contains much of the recommended information states are encouraged to include, but there are some deficiencies. Technical assistance and training needs are the responsibility of the data system owners and are not addressed by the Strategic Plan. While individual agencies are undertaking efforts to coordinate with Federal traffic records systems, NEMSIS is the only Federal system specifically addressed by the Strategic Plan. The State is encouraged to consider incorporating some of this information into the Traffic Records Strategic Plan or inserting reference points to the specific sections of other reports where the information is housed.

Crash Recommendations

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations

- One hundred percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. The State should consider establishing a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision-makers at all levels.
- Consideration should be given to ensuring continued monitoring, improvement, and expansion to existing integration between the Crash system and Driver, Vehicle, Injury Surveillance, and Roadway systems. Now that it has been established, maintaining this integration between Crash and other systems is crucial. Additionally, identifying ways to encourage agencies submitting via 3rd-party software to also take advantage of these tools is also important so that data quality across crash records is maintained.
- Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years.

Summary

Since the last assessment, Florida has made positive strides and improvements to its Crash System. They have improved the collection of electronic crash data and have strengthened their performance metrics dramatically. Florida has also established more integration between the Crash system and other State traffic records systems to improve the quality and accuracy of traffic safety data. They have increased the quality of their analytical capabilities and resource tools through the implementation of the Signal Four Analytics program which provides data accessibility in an easy-to-use format.

The Florida Crash System is consolidated into a single database housed within the Florida Department of Highway Safety and Motor Vehicles. Florida utilized MMUCC and ANSI D.16 as part of the establishment of their crash system and recently underwent a MMUCC mapping review based on the 5th MMUCC edition. Measuring a crash system against MMUCC standards is beneficial to the State and can help determine if further improvements or revisions to the crash report form are needed or desired.

In recent years, Florida has continued to make progress transitioning agencies to electronic crash reporting. They have reduced the number of agencies still submitting paper to just 28, reflecting just over 1.1 percent of all crashes submitted to the Crash system during 2019. For a State as large as Florida, this is an impressive accomplishment and excellent progress. The incentive program for submitting electronic crash reports, combined with grant funding opportunities, the FHP laptop surplus program and other initiatives are all great programs implemented to help push agencies towards the goal of 100 percent electronic crash reporting. Given the small number of agencies remaining, 100 percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. It may be beneficial for the State to establish a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision-makers at all levels.

Population of data elements in the Crash system from other traffic records systems such as Driver, Vehicle, EMS, Injury Surveillance, or Roadway can have great benefits. Florida has taken positive steps in the area of data integration by linking its Crash system to the Driver, Vehicle, and Roadway systems. The ELVIS and DAVID systems allow officers to validate driver and vehicle information during the crash data collection process. There is also integration with the Roadway system which allows for pre-population of location data and data sharing between the two systems. These data integration components allow for more complete and accurate collection of crash data. Encouraging use of these tools among 3rd-party submitting agencies should also be considered. Crash and EMS data is integrated through BioSpatial, allowing for improved analysis of crash injury outcomes. Additional integration with Injury Surveillance systems should also be explored, as well as continued monitoring and improvement to existing integration between the Driver, Vehicle, and Roadway systems.

Dialogue regarding possible opportunities for improvement or expansion of data linkages, interfaces, and integration amongst the State traffic records systems should be ongoing among TRCC membership where all core traffic records systems managers and stakeholders are represented. As traffic records systems data

becomes more widely used, system interfaces and data integration will be crucial. Improved data linkage and integration will streamline processes, improve data quality, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Given the rising importance of traffic safety data which often starts with the Crash system, it is extremely helpful to establish and maintain useful performance measures and to ensure a robust quality control program for improving and monitoring completeness, timeliness, and accuracy. In-depth and detailed agency-level feedback for local law enforcement agencies is also useful. Strong performance measures and performance measure reporting is an important aspect of a successful Crash system. Florida has established an excellent system of performance measures for its Crash system, making great strides since the previous assessment, and they should be proud of the progress made in this area.

Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years. There will also be opportunities to utilize NHTSA GO Teams to help improve traffic records systems processes following the completion of the assessment. Additional resources include the "NHTSA Model Performance Measures for State Traffic Records Systems" document, which is a good resource for identifying and implementing appropriate measures for all traffic systems. It can be found at http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf.

Data accessibility is vital for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced, resulting in safer roadways. Florida's Signal Four Analytics program offers robust tools for end users to access and analyze crash data for their communities. Continuing to ensure end users are aware of the availability of these tools and receive training on their proper application is key and will lead to improved resource allocation and traffic safety on Florida roadways.

Overall, the Florida Crash System is functioning at a high level, with recent improvements to electronic data collection, data integration across traffic records systems, and performance metrics. Opportunities for crash system growth in the coming years include: drafting and implementing a plan for achieving 100 percent electronic crash data collection among the remaining agencies still utilizing the paper form; expanding already well-established system interfaces and data integration efforts to improve data quality across core component traffic records systems; and maintaining and sustaining useful crash system performance measures implemented since the previous assessment that can be frequently monitored by stakeholders.

Vehicle Recommendations

4. Improve the data quality control program for the Vehicle data system to reflect best practices

identified in the Traffic Records Program Assessment Advisory.

5. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
6. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Vehicle recommendations

- Florida should consider further developing and adopting a comprehensive data quality management program. The program would consist of, at a minimum, development of performance standards regarding system data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline measures could be taken and metrics monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.
- Florida should consider implementing a vehicle system procedure for receiving and reviewing crash records where discrepancies have been identified during data entry in the crash data system. Adding this feature provides an opportunity to enhance the accuracy of the vehicle records.
- Florida should consider incorporating barcodes on vehicle registration documents to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

Summary

The State of Florida vehicle titling and registration program is administered by the Florida Department of Highway Safety and Motor Vehicles. All vehicle registration and title records are contained in the Florida Real-Time Vehicle Information System (FRVIS).

FRVIS is a real-time data entry and processing system that incorporates data entry validation through field and logical edits. Additionally, FRVIS queries outside databases to confirm Vehicle Identification Number (VIN) information and obtain vehicle title information from NMVTIS. FRVIS is supported by documented data elements and data structures in a comprehensive data dictionary while processing sequences are documented in training manuals for all vehicle title and registration transactions.

FRVIS is further supported by technical system workflow documentation, but no time annotation for routine workflow or alternative operational processing workflow documentation exists. Additional programs supporting FRVIS include: a program for making data corrections by internal quality assurance staff; a program for receiving user feedback to identify problems and receive ideas for system improvement; a program for detecting high frequency errors to identify issues; an audit program; and an evaluation program for long-term trend analyses.

Florida vehicle registration and title documents do not contain barcoded information allowing for rapid data collection by law enforcement equipped with barcode-reading technology. However, vehicle records

for vehicles reported stolen to law enforcement are flagged within the system.

FRVIS is supported by some performance measures as a part of a comprehensive data quality management program described in the Advisory but there are several areas of performance for which measures have not been developed. Additionally, there is no interface with other traffic record systems such as the driver or crash databases. However, it was reported that a unified record system to combine driver and vehicle records is in the process of development.

Driver Recommendations

7. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Driver recommendations

- Florida should consider further developing and enhancing a comprehensive data management program for the driver system. The program would consist of, at a minimum, development of performance standards regarding data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline metrics would be captured and monitored on a regular basis. The development and monitoring of data quality performance measures will enable the State to continually improve driver system data and enhance system availability and reliability.
- Florida is encouraged to continue developing and implementing the State-to-State driver history and facial image exchange transfer service.
- Florida should consider implementing one-to-one facial image verification on all driver license transactions.
- Florida indicated that development of ORION is underway with an anticipated implementation in 2023. As changes are planned and implemented, the State should consider utilizing the Advisory as a reference for minimum system functionality and program management that will improve the ratings in future Traffic Records Assessments.

Summary

The Florida Department of Highway Safety and Motor Vehicles is the custodian of driver data, including information related to commercial driver licensure. Florida driver records contain driver demographic data as well as original issuance dates for all classes of licenses, permits, and endorsements, novice driver training information, conviction records, and at-fault crashes. Florida obtains previous state of licensure driving records and provides Florida driver history information and related facial images to other states.

The Florida driver system front-end user processing system is the Florida Driver License issuance System (FDLIS). The system is supported by detailed data dictionaries describing data structures and data element definitions. The Florida FDLIS contains internal field level edit checks, input masking, lookup table

validations, and business rule validations to enhance accurate data collection. The FDLIS is further supported by a structured change request process to define system or program changes and oversee the development, testing, and documentation of system updates. The FDLIS fully integrates with both CDLIS and PDPS and its users are supported by detailed procedure documentation contained in procedure materials. Additionally, the system is further supported by error correction policies and procedures to correct obvious errors.

The Florida driver system is supported by a comprehensive data system security plan and a formal data purge policy. Driver records and facial images are provided to law enforcement and driver record information is provided to the courts.

The Florida driver program is supported by multiple programs and resources to deter fraud. False identity licensure fraud is deterred through employees receiving fraudulent document recognition (FDR) training and having integrated queries to SSOLV, PDPS, CDLIS and SAVE. Additionally, all license issuances are validated through facial image verification. Commercial Driver License (CDL) fraud is deterred through the recording and storage of testing results and audits of testing providers. Internal fraud is detected or deterred through a series of employee daily work audits, supervisory quality control checks, and internal audits.

The Florida driver system is supported by other proactive programs that promote data quality and identify potential enhancements. High frequency errors are evaluated to identify training issues or items that require system updates. User feedback is formally documented to drive data quality improvement and system enhancements. Sample-based audits are conducted periodically for critical driver record transactions and related database contents. Trend analysis reports are run to monitor activity and plan for workload changes.

Though the Florida driver system is supported by most of the monitoring and feedback programs outlined in the Advisory, the data quality management program, with associated system performance measures and baseline output expectations, is not as developed as the Advisory ideal.

Florida driver data is provided to the TRCC through the Electronic License and Vehicle Information System.

Roadway Recommendations

8. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
9. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations

- FDOT might consider developing more formal project management techniques and status reporting to the TRCC and safety stakeholders for its projects to expand roadway data systems for all public roads.
- Consider expanding the RCI Handbook to include the collected MIRE and FDEs as well as their referencing numbers.
- Consider expanding roadway system timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures.
- The State might consider developing collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system.

Summary

The Florida Department of Transportation (FDOT) has a geospatial roadway system. The system supports a linear referencing system (LRS) and mapping functionality for all Florida public roads. Florida's roadway system includes approximately 12,103 miles which are State-maintained (10% of the total centerline miles) and approximately 110,996 miles (90%) of non-State-maintained roads.

Florida can identify crash locations using the linear referencing system on State-maintained roadways and latitude/longitude coordinates on non-State-maintained roads.

Florida is similar to many other states nationally, in that, it is in the process of transitioning to the provisions outlined in the Fixing America's Surface Transportation (FAST) Act of 2015 and MAP-21, the Moving Ahead for Progress in the 21st Century Act. The legislation provides guidelines for states to develop a safety data system for all public roads and to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). FAST and MAP-21 also provide guidance on collecting a subset of the Model Inventory of Roadway Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. FDOT collects some MIRE FDEs primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially available data from HERE GIS or through relationships with local or regional agencies. The State has established as one of their priorities the goal of collecting the FDEs on all public roads.

FDOT has made significant progress in improving its State Roadway Inventory System since the 2016 Assessment. This progress has been successful through active projects to provide a compatible location referencing system for all Florida public roads. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which provides commercially-available local roadway data. When complete, the projects will provide

a comprehensive enterprise roadway system for all Florida public roads using the ARBM as the system's foundation. The projects are recognized as a best practice; however, ongoing project status is not clear. FDOT is encouraged to develop performance management for each of the projects and provide regular status reporting to the TRCC and safety stakeholders.

FDOT created the Roadway Characteristics Inventory (RCI) Handbook as the enterprise roadway system data dictionary. The Handbook provides data element and attribute definitions as well as instructions for those that collect, code, and use the RCI data. The RCI does not document the collection of MIRE FDEs nor does it identify RCI data elements that might conform to MIRE. Additional documentation was provided that supports a State comparison of the MIRE FDEs to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Cross-reference) of the RCI elements that meet the definition of the MIRE. The documentation also includes the referencing numbering systems for the MIRE and the RCI data elements. The State is encouraged to add information in this document to future editions of the RCI Handbook, and as it expands data coverage to all public roads, it might consider indicating the data elements that are collected and managed for each roadway system, possibly by functional class.

Even though Florida currently obtains some commercially available local data from the HERE GIS and a few data elements from local partnerships, no requirements currently exist for the local jurisdictions on the collection or management of roadway data. The State is encouraged to develop collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Florida TRCC.

Florida has made progress on key components of a comprehensive, roadway data quality control management process that ensures the efficient functioning of the system. FDOT utilizes the DART application that contains SQL queries to perform data edits and validation checks as data is entered into the RCI. The checks enforce the consistency and accuracy of the data elements. The system includes approximately 300 edit checks at this time. Routine quality assurance reviews are conducted by data collectors, feedback about the results is provided, and training is either developed or updated if needed. FDOT's Transportation Data and Analytics Office maintains the Quality Assurance Review Handbook. The Handbook documents several data quality management procedures. This is an excellent resource, and the State is encouraged to expand the document as the enterprise roadway system is expanded to include all Florida public roads. The Handbook mentions some timeliness and accuracy performance management; however, it is not clear if the processes include baseline measurement, actual measures over time or jurisdictions, or ongoing measurement and reporting of results to data collectors, the TRCC, and safety stakeholders.

FDOT is encouraged to review their current performance measures and expand them to include some aspects described in NHTSA’s “Model Performance Measures for State Traffic Records Systems.” Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data; continuous monitoring based on a set of metrics established by the State; and periodic reporting to the TRCC, data collectors, and managers.

Citation and Adjudication Recommendations

10. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations

- Develop an interface between the adjudication and crash systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.
- Develop performance measures for the adjudication systems. Relevant measures for accuracy and timeliness for the activities in the court could assist in improving the overall quality of traffic records.
- Develop an interface between the adjudication and driver systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.

Summary

The State of Florida has described a well-developed citation and adjudication system which provides information about citations, arrests and dispositions to the requisite State agencies. Although the State does not have a unified court system, using an impressive array of programs and methods, the State is able to retrieve and organize data from multiple courts and utilize citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis; the issuance of citations; and for traffic safety program planning purposes. “Signal Four”, a statewide analytical system integrating crash, roadway and citations data is used by local, regional and State agencies to analyze and create maps and statistical reports of crashes and citations. Florida maintains two systems designed to track all citation dispositions-both within and outside the judicial branch, namely the Citation Processing Inventory (CPI) and the Traffic Citation Accounting and Transmission System (TCATS). Florida enjoys statutory authority to assign unique citation numbers and verifies previously issued citation numbers are reconciled. Sixty-seven Florida Clerks of Court convey final dispositions and updates through a mandatory system, resulting in a comprehensive view of enforcement and adjudication activity statewide.

As stated in the ideal, State citation and adjudication agencies should participate in the appropriate national data systems to ensure compatibility and serve data management and exchange needs. Florida participates in and utilizes the systems and standards developed nationally. Ideally, the State maintains system-specific data dictionaries. A data dictionary documents all variables in the data collection form and/or software and

all variables in the database. The data dictionary lists the name of the element in the database as well as the commonly understood description. The dictionary should provide an established data definition and validated values for each field in the data system. Florida has provided evidence these data dictionaries exist and are used in the manner envisioned by the ideal.

The State of Florida has some opportunity for improvement in the use of quality control programs and development of performance measures for the citation and adjudication systems. It is essential that each part of the citation and adjudication systems have a formal data quality assurance program. It would appear that the State has multiple robust sources of data from which meaningful performance measures can be crafted and monitored with the goal of an improved traffic records system. It is unclear if performance measures exist in the disparate court systems prior to the inclusion of data in the statewide mandatory database. The State should consider future enhancements in this area with the development of a performance measure for each of the attributes articulated in the ideal.

Florida is well-positioned to meet the few remaining Advisory ideals in the future. The State has articulated a well-developed citation and adjudication system which has many electronic components. The planned development of a DUI tracking system along with increasing the number of systems integrated with the adjudication systems will bring the State further in that regard by the next assessment.

Injury Surveillance Recommendations

13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
14. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations

- The TRCC should establish a process to identify independent projects that utilize Florida's injury surveillance data for possible inclusion in its highway safety program efforts.
- The TRCC is encouraged to work with the Florida Department of Health and the Agency for Health Care Administration to establish performance measures and metrics for each of the five injury surveillance data systems.
- The Agency for Health Care Administration and Florida Department of Health are encouraged to regularly share data quality reports with the TRCC for the emergency department, hospital discharge, trauma registry, and vital records data systems (similar to the EMS reports already being shared).

Summary

An injury surveillance system provides information about the characteristics and trends in non-fatal

injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. With regard to traffic records, an injury surveillance system that is integrated with crash records can describe the true nature and severity of injuries sustained by persons involved in a motor vehicle crash by the status of the vehicle occupant, the type of restraint system used – or not used, the type of vehicle involved in the crash, crash location, or any number of other crash and person characteristics. An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This information is invaluable when determining the injury severity, costs, and clinical outcomes of the individuals involved.

Florida has all five major components of a traffic records injury surveillance system and the available data is accessible to both traffic safety stakeholders and the public through either aggregate summary tables or agency-approved data use agreements. The Florida Department of Health's Injury Prevention Program is the lead agency in the ISS and analyzes traffic crashes for the State on an annual basis. The five core data systems are accessible for quality assurance activities by State statute. The Brain and Spinal Cord Injury Program's Central Registry is also a source of information for understanding the effects of traumatic injuries from crashes.

The pre-hospital data collection system, known as the Florida Prehospital EMS Tracking and Reporting System (EMSTARS), is managed by the Florida Department of Health's (FDOH) Bureau of Emergency Medical Oversight (BEMO). The State system is NEMSIS-compliant to version 3.4 and all vendors must be validated by BEMO. The Florida EMSTARS data dictionary is very detailed and available on the FDOH website (two files are available for NEMSIS v1.4 or v3). All software vendors must incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters from that dictionary. Agencies may submit data to the BEMO in a quarterly aggregate format or real-time incident level data. At the point of submission, any records rejected by the edit checks and validation rules are noted and returned to the agency for correction and resubmission. The State has established performance measures for five data categories in the State EMS Strategic Plan and a measure related to accuracy is also tracked in the Florida Traffic Safety Information System Strategic Plan. A quarterly progress report is shared with the Traffic Records Coordinating Committee (TRCC) that tracks timeliness, accuracy, completeness, and uniformity performance measures. There is a sound feedback loop through the EMS Advisory Council Data Committee and the FDOH has worked with Biospatial to generate dashboards and reports for each agency.

The statewide emergency department and hospital discharge data systems are managed by the Agency for Health Care Administration (AHCA). Data from both systems is shared quarterly with the FDOH and may be accessible to outside parties; a non-confidential dataset is available upon request and a confidential file may be available upon approval from the FDOH Institutional Review Board. Details about requesting the information are available in the AHCA Information Resources and Data Security Procedures Manual, which is available online. There is a very comprehensive data quality control system in place at AHCA, including 795 hospital discharge and 267 emergency department audits at the point of data submission. Policies, timelines, and thresholds have been established for submitting the data, but no performance

measures have been developed. AHCA data administrators hold quarterly data standards meetings for review of the audit process and data user meetings open to all users/submitters. However, data quality reports are not currently provided to the TRCC.

There is a statewide trauma registry, the Next Generation Trauma Registry (NGTR), which is also managed by the FDOH. Although trauma registry data has not been used in traffic safety analyses, a Trauma System Advisory Council and Trauma Quality Collaborative were recently formed and anticipate conducting such projects. The NGTR complies with the National Trauma Data Bank (NTDB) standard per State statute and also includes several State-specific data fields. Three submission guidelines and data dictionaries are available online: the NTDB standard, the Florida Trauma Registry Data Dictionary with the State-specific fields, and the Florida Acute Care Data Dictionary for trauma patients treated at non-trauma hospitals. The data is made available through summary reports, FDOH IRB approval, and the Biospatial program with plans to build public dashboards. Performance measures and metrics have not been established, but it is anticipated that the Trauma System Advisory Council will complete that effort in the future. As key updates are made to the system, that information and data quality reports are shared with the TRCC.

The FDOH Bureau of Vital Statistics is responsible for managing all vital statistics data including death certificates. As with most other states, Florida collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. The State uses a statewide electronic death registration system (EDRS), and data dictionaries (codebooks) are available online. Summary information is made available through the FLCharts program and confidential data may be accessed upon approval by the FDOH IRB. The State does not conduct quality reviews beyond the in-system edit checks and NCHS efforts and data quality reports are not shared with the TRCC.

Data Use and Integration Recommendations

None

Considerations for implementing your Data Use and Integration recommendations

- Develop a FAQ that describes the general methodology for integrating the individual traffic records systems. While multiple projects have integrated specific data sets for analysis, it is not always clear which data elements are used or how successful the linkage steps have been. Developing a standard methodology for conducting the linkages would be beneficial to all users of the data systems.
- Continue expansion of the data warehouse to include data sets from all traffic records components - specifically, hospital and ambulatory care data.

Summary

Data integration involves the use of disparate datasets in varying combinations to provide data managers, data users, and policy makers the ability to view and analyze data in a manner that is not possible using a

single data source. Integrated data can be used to improve problem identification and program evaluation activities at the State and local level by incorporating other traffic records systems to provide additional levels of information and detail. This integrated data can often help decision-makers develop a more accurate picture of existing and emerging highway safety problems and can support more in-depth evaluation of highway safety programs.

The process of integrating data, however, can be challenging as the databases are managed and housed by different agencies and collected for the specific business activities of those agencies. Consequently, the individual data elements within each system that can be used for integration must be identified and standardized. This can be a difficult and time-consuming process and thus, is not normally identified as a high priority activity within the states.

Overall, Florida has been highly successful using crash data, and other traffic records systems, to support their highway safety efforts. The Florida Department of Transportation (FDOT) and the Department of Highway Safety and Motor Vehicles (FLHSMV) has created a data warehouse to provide a central repository for their crash, vehicle, drivers, and citation data files.

Through this data warehouse and partnerships with other agencies, Florida's highway safety community has on-line access to traffic records data as well as access to skilled personnel that can support the analysis and interpretation of this information.

The ability of Florida's Traffic Records Coordinating Committee (TRCC) to bring together the data owners and facilitate the development of this warehouse is a key component to continuing the development and use of integrated data sets. This effort is supported by the State's data governance policy which is overseen by the State's chief data officers. The departments involved in highway safety and traffic records also have well-documented policies related to the use and integration of their data sets.

While the data warehouse does not currently include injury surveillance data (i.e., EMS, hospital, and trauma registry data), the Florida Department of Health has supported preliminary linkage between the State's EMS records and the crash reports as part of their Biospatial project.

Assessment Rating Changes

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting 'meets', 'partially meets', or 'does not meet'. The table below shows changes in ratings from the last assessment for all the questions that were unchanged (N=223). This does not include new questions (N=21) and questions that can be partially mapped to questions from the last assessment (N=84).

Legend:

	Rating Changes from Last Assessment		
System	Meets	Partially Meets	Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	+1	0	-1
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	0	0	0
Crash Data System			
Description and Contents of the Crash Data System	0	0	0
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	0	0	0
Procedures and Process Flows for Crash Data Systems	0	0	0
Crash Data Systems Interface with Other Components	+2	-1	-1
Data Quality Control Programs for the Crash System	+9	0	-9
Vehicle Data System			
Description and Contents of the Vehicle Data System	+1	-1	0

Applicable Guidelines for the Vehicle Data System	0	0	0
Vehicle System Data Dictionary	+1	-1	0
Procedures and Process Flows for the Vehicle Data System	+2	-2	0
Vehicle Data System Interface with Other Traffic Record System Components	0	0	0
Data Quality Control Programs for the Vehicle Data System	+1	-1	0
Driver Data System			
Description and Contents of the Driver Data System	0	0	0
Applicable Guidelines for the Driver Data System	0	0	0
Data Dictionary for the Driver Data System	+1	0	-1
Procedures and Process Flows for the Driver Data System	0	0	0
Driver System Interface with Other Components	0	0	0
Data Quality Control Programs for the Driver System	+4	0	-4
Roadway Data System			
Description and Contents of the Roadway Data System	+2	0	-2
Applicable Guidelines for the Roadway Data System	+1	+1	-2
Data Dictionary for the Roadway Data System	+2	+1	-3
Procedures and Process Flows for the Roadway Data System	0	0	0
Intrastate Roadway System Interface	+2	0	-2
Data Quality Control Programs for the Roadway Data System	+1	-1	0
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	0	0	0
Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems	0	0	0
Data Dictionary for the Citation and Adjudication Data Systems	0	0	0
Procedures and Process Flows for the Citation and Adjudication Data Systems	-1	0	+1
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Emergency Medical Systems (EMS) Description and Contents	-1	-3	-4
EMS – Guidelines	-2	0	-1
EMS – Data Dictionary	-2	-2	0
EMS – Procedures & Processes	-5	-2	-1
Injury Surveillance Data Interfaces	0	+1	-1
EMS – Quality Control	-3	+2	+1

Emergency Department and Hospital Discharge – Quality Control	0	0	0
Trauma Registry – Quality Control	-3	+1	+2
Vital Records – Quality Control	0	0	0
Emergency Department - System Description	+2	0	0
Emergency Department – Data Dictionary	+1	0	0
Emergency Department – Procedures & Processes	+2	0	0
Hospital Discharge – System Description	+3	0	0
Hospital Discharge – Data Dictionary	+1	0	0
Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	0	+1
Emergency Department and Hospital Discharge – Procedures & Processes	+1	0	0
Trauma Registry – System Description	+1	0	+1
Trauma Registry – Guidelines	+2	0	0
Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	+2	0	0
Vital Records – System Description	0	+1	0
Vital Records – Data Dictionary	+1	0	0
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	+4	-2	-2
Total Change	***+37***	***-9***	***-28***

Methodology and Background

In 2018, the National Highway Traffic Safety Administration updated the *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, primarily personnel actively working in the myriad State agencies responsible for managing the collection, management, and analysis of traffic safety data. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports data-driven decisions and improves highway safety. Note that this ideal is used primarily as a uniform measurement tool; it is neither NHTSA's expectation nor desire that States pursue this ideal blindly without regard for their own unique circumstances. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records data system. This model and suite of questions is used by independent subject matter experts in their assessment of the systems and processes that govern the collection, management, and analysis of traffic records data in each State. The 2018 *Advisory* reduces the number of questions, eases the evidence requirements, and appends additional guidance to lessen the burden on State respondents.

As part of the 2018 update, the traffic records assessment process was altered as well. While it remains an iterative process that relies on the State Traffic Records Assessment Program (STRAP) for online data collection, the process has been reduced to two question-answer cycles. In each, State respondents can answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the assessors rate each response. At the behest of States who wanted increased face-to-face interaction, a second onsite review will now be held between the first and second rounds. The facilitator will lead this discussion and any input from this meeting will be entered into STRAP for the State's review. The second and final question and answer cycle is used to clarify responses and provide the most accurate rating for each question following the onsite review. To assist the State in responding to each question, the *Advisory* also provides State respondents with suggested evidence that identify the specific information appropriate to answer each assessment question.

The assessment facilitator works with the State assessment coordinator to prepare for the assessment and establish a schedule consistent with the example outlined in Figure 1. Actual schedules may vary as dates may be altered to accommodate State-specific needs.

Independent assessors rate the responses and determines how closely a State's capabilities match those of the ideal system outlined in the *Advisory*. Each system component is evaluated independently by two or more assessors, who reach a consensus on the ratings. Specifically, the assessors rate each response and determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. The assessors write a brief narrative to explain their rating for each question, as well as a summary for each section and any considerations—actionable suggestions for improvement—that will be included with the assessment's recommendations.

Figure 2: Sample Traffic Records Assessment Time Table

Upon NHTSA TR Team receipt of request		Initial pre-assessment conference call
1 month prior to kickoff meeting		Facilitator introduction pre-assessment conference call
Between facilitator conference call and kickoff		State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library
Assessment	Monday, Week 1	**Onsite Kickoff Meeting**
	Monday, Week 1 – 12pm EST, Friday, Week 3	**Round 1 Data Collection**: State answers standardized assessment questions
	Friday, Week 3 – Wednesday, Week 5	**Round 1 Analysis**: Assessors review State answers, rate all responses and complete all draft conclusions
	Thursday, Week 5 – Monday, Week 7	**Review Period**: State reviews the assessors' initial ratings in preparation for the onsite meeting.
	Tuesday, Week 7	**Onsite Review Meeting**: Facilitator and State respondents meet to discuss questions; clarifications entered into STRAP
	Wednesday, Week 7 – 12pm EST, Friday, Week 9	**Round 2 Data Collection**: State provides final response to the assessors' preliminary ratings and onsite clarifications
	Friday, Week 9 – Monday, Week 11	**Round 2 Analysis**: make final ratings
	Tuesday, Week 11 – Monday, Week 12	Facilitator prepares final report
Week 12		NHTSA delivers final report to State and Region
(After completion of assessment, date set by State)		NHTSA hosts webinar to debrief State participants
(After completion of assessment)		(OPTIONAL) State may request GO Team, CDIP or MMUCC Mapping, targeted technical assistance or training

In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions in the negative ("no," don't know," etc.)". These responses constitute an acceptable answer and will receive a "does not meet" rating. An assessment with unanswered or blank questions will not be acceptable and cannot be used to qualify for §405(c) grant funds.

Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	July 21, 2020
Begin first Q&A Cycle	July 21, 2020
End first Q&A Cycle	August 28, 2020
Begin Review Period	September 10, 2020
Onsite Meeting	September 24, 2020
Begin second Q&A Cycle	September 25, 2020
End second Q&A Cycle	October 09, 2020
Assessors' Final Results Complete	October 26, 2020
Final Report Due	November 06, 2020
Debrief	November 13, 2020

Appendix A: Question Details, Ratings and Assessor Conclusions

This section presents the assessment's results in more granular detail by providing the full text, rating, and assessor analysis for each question. This section can be useful to State personnel looking to understand why specific ratings were given and further identify areas to target for improvement.

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

1. ***Does the TRCC membership include executive and technical staff representation from all six data systems?***

   Meets Advisory Ideal

   Florida's TRCC comprises of executive and technical representation from all six core data systems. There appears to be good participation from all system areas and stakeholders. Florida has also established ad-hoc Technical Committees as deemed necessary. These committees also seem to have the needed representation of the core data systems to accomplish the committee's mission and goals. Overall the State's TRCC structure seems to meet the needs of the State.

   Change Notes: Rating Improved.
   From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

2. ***Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?***

   Meets Advisory Ideal

   Executive members regularly participate in TRCC meetings. Meeting minutes were provided showing the activities of the TRCC Executive board for each of the past 3 years.

   Change Notes: Rating Unchanged.

3. ***Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?***

   Meets Advisory Ideal

   During Florida's TRCC meetings, each custodial agency has the opportunity to seek feedback from the TRCC members during their Agency Data System Updates. Opportunities are available at all TRCC meetings for members to brief the committee on the current state of their respective traffic records systems and solicit feedback regarding major projects or system redesigns. This is also demonstrated within the State's FLHSMV's Motorist Modernization project within their TSIS Action plans.

   Change Notes: New Question.

4. ***Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?***

   Meets Advisory Ideal

The Florida TRCC does not typically have direct consultations with State IT professionals, but respective agencies consult with their IT resources regarding any new traffic records projects. IT professionals from various member agencies actively participate in the TRCC as members as well. For one large-scale project, an example was provided illustrating how the TRCC Coordinator engaged in briefings with the DOT IT leadership to ensure traffic funds were being properly applied so that processes could be streamlined and redundancies eliminated across multiple traffic records systems. This is a good example of how involving State IT agencies can benefit traffic records systems projects. Florida does have a centralized IT agency that is involved in large scale projects and ensures standards are met across and within State agencies. Examples of the TRCC's process of involving the appropriate IT agency or offices were provided and demonstrated how Florida ensures compatibility and alignment with the IT needs of State agencies.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

5. ***Is there a formal document authorizing the TRCC?***

Meets Advisory Ideal

The Florida TRCC is authorized as established in their TRCC Charter, last updated in 2015.

Change Notes: Rating Unchanged.

6. ***Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The Florida TRCC has a 5-year strategic plan which is updated every 5 years, in concurrence with NHTSA's 5-year traffic records assessment cycle. ALL TRCC members and system owners were involved in the drafting of the plan's objectives. Their current plan was created based on recommendations from the most recent assessment and the needs of data system stakeholders. Each year, between establishing a new 5-year plan the TRCC meets to update, report, and monitor the activities toward meeting the established objectives outlined in their current plan. Based on the documentation provided, the Florida TRCC is well-organized and coordinated with its activities, and has strong participation across all core component areas. It is able to effectively monitor, oversee, and implement the TRCC Strategic Plan.

Change Notes: Rating Unchanged.

7. ***Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?***

Meets Advisory Ideal

The Florida TRCC executive board meets annually in the Spring of each year to vote on and authorize the traffic records projects to be funded and included in the annual Highway Safety Plan compiled by the State Highway Safety Office.

Change Notes: Rating Unchanged.

8. ***Does the TRCC identify core system performance measures and monitor progress?***

Meets Advisory Ideal

Core system performance measures are identified in the Florida TRCC Strategic Plan and progress is monitored and reported on annually with the submission of the annual action plan report.

Change Notes: Rating Unchanged.

9. ***Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?***

Meets Advisory Ideal

The Florida TRCC enables meaningful coordination and discussion among stakeholders as demonstrated in the meeting minutes. Time is allocated at each meeting for each core component area to brief other TRCC members and provide updates relating to their respective traffic records systems. During their TRCC meetings, discussions and recommendations from all TRCC members are heard and considered. TRCC minutes were provided as evidence of open discussions and directions for funds, programs and challenges.

Change Notes: Rating Unchanged.

10. ***Does the TRCC have a traffic records inventory?***

Does Not Meet Advisory Ideal

Florida does not currently have a traffic records inventory document. The Florida TRCC's Data Subcommittee does participate in many special projects and has worked to identify data gaps, data process gaps, and opportunities to improve overall data quality. This is all good work; however, the TRCC should consider taking the necessary steps to collect all this information in a central location and establish a traffic records inventory for Florida.

Change Notes: Rating Unchanged.

11. ***Does the TRCC have a designated chair?***

Meets Advisory Ideal

The Florida TRCC has a designated chair and vice-chair. Beth Allman, Senior Manager of the Florida Court Clerks and Comptrollers, currently serves as the TRCC Chair in Florida.

Change Notes: Rating Unchanged.

12. ***Is there a designated Traffic Records Coordinator?***

Meets Advisory Ideal

Florida has a designated Traffic Records Coordinator in place. Melissa Gonzalez, with the Florida Department of Transportation, currently serves as Traffic Records Coordinator.

Change Notes: Rating Unchanged.

13. ***Does the TRCC meet at least quarterly?***

Partially Meets Advisory Ideal

Per the Florida TRCC Charter, the Committee meets three times annually. There are also subcommittees that meet on other occasions throughout the year and as needed.

Change Notes: Rating Unchanged.

14. ***Does the TRCC review quality control and quality improvement programs impacting the core data systems?***

Meets Advisory Ideal

The Florida TRCC does not directly oversee quality control and quality improvement programs impacting traffic data systems. However, members of the executive board and data subcommittee do oversee quality control and quality improvement programs within their respective agencies. This structure seems to be effective in Florida and their Data Subcommittee findings have identified data improvement opportunities which can have significant impact within their traffic data systems. Topics addressing Data Quality and Improvement were included in all TRCC meeting agendas provided.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

15. ***Does the TRCC assess and coordinate the technical assistance and training needs of stakeholders?***

Meets Advisory Ideal

Each State agency is responsible for the data system and provides their own required technical assistance and training needs, so there is not TRCC involvement in coordination of training and technical assistance across core component traffic records systems. Administrators within each State agency are members of the TRCC which have funded several projects to assist with user training and technical assistance. User training conducted by member agencies is listed under Goal 5 in the annual action plan updates. Additionally, some other examples include: Traffic and Criminal Software has developed a wiki page, YouTube Videos and conducts an annual user conference to demonstrate their software for electronic traffic records reporting; TraCS links its electronic crash report form to the FLHSMV crash manual allowing the officer to simply click on the data element to obtain more information concerning that element; and Signal Four Analytics and Signal Four's Geolocation Tool projects conduct webinars and record the webinars for future viewing.

According to page 69 of the Strategic Plan, in October 2018, Florida utilized a NHTSA GO Team to conduct a User needs survey and those survey results were presented at the December 7, 2018 TRCC meeting. This demonstrates evidence to meet the ideal.

Improvements can be made in this area. The TRCC should continue working toward identifying training and technical assistance needs across all traffic records systems. They can further demonstrate adherence to this ideal by including training and technical assistance needs as regular topic at TRCC meetings, promoting the use of training needs assessments, and by fostering TRCC meeting presentations on this topic.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

16. ***Do the TRCC's program planning and coordination efforts reflect traffic records improvement funding sources beyond § 405(c) funds?***

Meets Advisory Ideal

The Florida TRCC now applies Section 402 funding toward traffic records system enhancements in addition to section 405c funds. The additional funding has been utilized to help move the CAR-Signal Four Analytics project and other initiatives forward. The Florida TRCC is incorporating many of their other traffic records data improvement projects that are not directly funded with TRCC funds. It is suggested that the State capture more information about these projects, specifically the funding sources and include this information within their strategic plan, specifically relating to future crash system enhancements which were referenced that will utilize State funding sources.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Strategic Planning for Traffic Records Systems

17. ***Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?***

Meets Advisory Ideal

The strategic plan utilizes findings from the 2016 Assessment as well as a recent GO Team report to identify needs and opportunities. Improvement of the Signal 4 Analytics is a direct result of the GO Team Phase I and II reports and a user survey.

Change Notes: Rating Unchanged.

18. ***Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?***

Meets Advisory Ideal

The strategic plan identifies multiple performance attributes for the each of the core data systems.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

19. ***Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

Performance measures for monitoring improvement in performance attributes are provided in the Strategic Plan.

Change Notes: Rating Unchanged.

20. ***Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The TRCC votes to approve which projects will be chosen to support the performance measures of the strategic plan. Factors such as budget, core data system impacted, performance measures, and sustainability are assessed as part of the decision-making process.

Change Notes: Rating Unchanged.

21. ***Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?***

Partially Meets Advisory Ideal

The TRCC strategic plan has outlined the types of training conducted on some of the systems, but each system owner is responsible for any other training related to their system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

22. ***Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The Strategic Plan covers a five-year period and individual goals have timelines. The agency in charge of the data system is responsible for monitoring timelines.

Change Notes: Rating Unchanged.

23. ***Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

TRCC membership is comprised of State and local representatives. The TRCC conducted an extensive survey of local users to determine their needs. Results of the survey have been used to focus on improving the Signal 4 Analytics system. Local needs are specifically addressed with objectives and strategies in the Strategic Plan.

Change Notes: Rating Unchanged.

24. ***Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The TRCC has an Application Subcommittee that reports on new technology and advancements.

Change Notes: Rating Unchanged.

25. ***Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?***

Meets Advisory Ideal

The TRCC has identified the TRaCS project as one that if not adequately funded would have a significant impact on the crash records system. They have made an effort to evaluate the impacts of projects for sustainability.

Change Notes: Rating Unchanged.

26. ***Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?***

Partially Meets Advisory Ideal

Many efforts are being undertaken to coordinate with federal traffic records systems. Submitting data to NEMSIS is the only effort specifically addressed by the Strategic Plan.

Change Notes: Rating Unchanged.

27. ***Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?***

Meets Advisory Ideal

The five-year Strategic Plan is updated annually via an action plan.

Change Notes: Rating Unchanged.

Description and Contents of the Crash Data System

28. ***Is statewide crash data consolidated into one database?***

Meets Advisory Ideal

The Florida Department of Highway Safety and Motor Vehicles is the official custodian of Florida Traffic Crash Report data and all crash data is consolidated into the Department's CRSCAN database.

Change Notes: Rating Unchanged.

29. ***Is the statewide crash system's organizational custodian clearly defined?***

Meets Advisory Ideal

Custodial responsibility for Florida's crash data is delegated to the Department of Highway Safety and Motor Vehicles, as defined in Florida statute 316.066.

Change Notes: Rating Unchanged.

30. ***Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?***

Meets Advisory Ideal

The State does have criteria requiring the submission of fatal crashes to the statewide crash system.

This is demonstrated within Florida Statute 316.066, requiring all traffic crashes resulting in death or personal injury to be reported and Florida Statute 316.027 defining specific reporting requirements and definitions for crashes involving death and personal injury.

Change Notes: Rating Unchanged.

31. ***Does the State have criteria requiring the submission of injury crashes to the statewide crash system?***

Meets Advisory Ideal

The State does have criteria requiring the submission of injury crashes to the statewide crash system. Florida Statute 316.066 requires all traffic crashes resulting in death of personal injury to be reported and Florida Statute 316.027 defines specific reporting requirements and definitions for crashes involving death and serious bodily injury.

Change Notes: Rating Unchanged.

32. ***Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?***

Meets Advisory Ideal

Crashes involving property damage only are to be reported to the statewide crash system according to Florida statute 316.066 if the vehicle was rendered inoperable to a degree that required a wrecker to remove it from the scene of the crash, involved a commercial vehicle, or involved certain violations.

Change Notes: Rating Unchanged.

33. ***Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?***

Meets Advisory Ideal

Per Florida statutes 316.066 and 324.051, crash reports are required to be submitted to the statewide system within 10 days of the completion of the investigation.

Change Notes: New Question.

34. ***Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?***

Meets Advisory Ideal

If reported to the State, crashes occurring in non-trafficway areas are recorded in the statewide crash system and identified by the "Location At Time of Crash Code." Codes used to identify non-Trafficway crashes are as follows: 8-sidewalk, 10-Driveway Access, 11-Shared Use Path or Trail, 12-Non-Trafficway Area, along with several other related codes.

Change Notes: Rating Unchanged.

35. ***Is data from the crash system used to identify crash risk factors?***

Meets Advisory Ideal

Crash Risk factors are routinely analyzed using data from the Crash system. Numerous examples were cited from the most recent Florida Strategic Highway Safety Plan illustrating analyses from a number of risk areas. Additional examples were provided relating to night driving, crashes in wet conditions, and crashes involving older drivers. It appears that the Signal Four Analytics program has quite robust analytical capabilities for end users that allows them to analyze crash data across multiple risk components.

The Signal Four Analytics program breaks down crash data by form element and geo-locates the crashes on a unified base map. The State is also in the process of conducting an analysis on crashes involving rebuilt vehicles to determine the safety implications of a policy change. The crash data is used by the Department of Transportation to create a Safety Matrix that ranks Florida counties based on different types of crash and driver information.

Change Notes: Rating Unchanged.

36. Is data from the crash system used to guide engineering and construction projects?

Meets Advisory Ideal

Several current examples were provided illustrating reports that are generated from the CAR system which are used in guiding and justifying engineering and construction projects. Safety analyses for intersections, road segments, and corridors use data from the crash system. In addition to some standard reports available annually, traffic safety stakeholders at all levels may access and use crash data for safety analyses as needed on their own timetables.

Change Notes: Rating Unchanged.

37. Is data from the crash system regularly used to prioritize law enforcement activity?

Meets Advisory Ideal

Each FHP region has its own Business Analyst to assist with data driven enforcement and to provide users with action plans, allowing for effective placement of FHP resources at the troop level and statewide. Several examples of crash data relating to wet conditions, older drivers, and nighttime crashes were provided. This crash data is used to help prioritize law enforcement resources and focus on areas where safety improvements can be made. The Signal Four Analytics program also provides end user access to crash data for use in allocating law enforcement resources.

Change Notes: Rating Unchanged.

38. Is data from the crash system used to evaluate safety countermeasure programs?

Meets Advisory Ideal

The Crash system provides automatic reporting and analytic capabilities which allow users to conduct analyses of the effectiveness of countermeasures. Several examples were provided illustrating the mathematical method by which countermeasures are evaluated utilizing data from the crash system. Screenshots were also provided from the Crash system showing the project analysis from specific projects that show crash volumes-before and after-and allow the user to evaluate the effectiveness of the countermeasures implemented.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Crash Data System

39. ***Is there a process by which MMUCC is used to help identify what crash data elements and attributes the State collects?***

Meets Advisory Ideal

MMUCC is used to help identify what crash data elements and attributes the State of Florida collects on its crash report form. The last form revision took place in 2009, and MMUCC analysis of the form has taken place several times since then.

There may be an opportunity to examine the most recent MMUCC Mapping analysis to see where Florida's crash report form stands against the 5th MMUCC edition. This could be valuable in determining if any additional changes to the crash report form are needed.

Change Notes: Rating Unchanged.

40. ***Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?***

Meets Advisory Ideal

ANSI D.16 was utilized during the last crash report form revision in 2009. Direct examples were referenced from the Crash data dictionary and user manual that reflect definitions in ANSI D.16. A brief narrative describing how the State used ANSI D.16 was provided.

Change Notes: Rating Unchanged.

Data Dictionary for the Crash Data System

41. ***Does the data dictionary provide a definition for each data element and define that data element's allowable values/attributes?***

Meets Advisory Ideal

The data dictionary and State's Uniform Traffic Crash Report Manual provide definitions for each data element and delineate that data element's allowable values and attributes.

Change Notes: Rating Unchanged.

42. ***Does the data dictionary document the system edit checks and validation rules?***

Meets Advisory Ideal

System edit checks and validation rules for the crash system, while not included in the data dictionary document, are recorded accordingly in a separate file and were attached as evidence to the response. It is recommended that this information be placed within the data dictionary document.

Change Notes: Rating Unchanged.

43. ***Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?***

Meets Advisory Ideal

The Uniform Traffic Crash Report User Manual was last revised in 2019. Consistency is maintained across the data dictionary, field data collection and coding manuals, crash form, and other training resources. These documents are updated accordingly as changes are made.

The data dictionary is up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema. As training is conducted, feedback is incorporated into the training manuals. Updating is done through input from law enforcement officers, traffic safety stakeholders and quality assurance processes. Recommended changes are reviewed by crash managers and approved by program managers.

Change Notes: Rating Unchanged.

44. ***Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?***

Does Not Meet Advisory Ideal

Florida does not have a data dictionary showing links to other data systems or data elements populated from other traffic records systems.

Change Notes: Rating Unchanged.

Procedures and Process Flows for Crash Data Systems

45. ***Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?***

Meets Advisory Ideal

It appears there are three different ways a crash report can be submitted to the crash system in Florida: via TraCS, electronic submission which is validated against a schema, and the paper crash report form. The same data elements and attributes are collected regardless of submission methods.

Change Notes: New Question.

46. ***Does the State reevaluate their crash form at regular intervals?***

Meets Advisory Ideal

A review of the Crash form is conducted every five years following MMUCC guideline updates. Documentation was provided showing a thorough review and analysis of the current crash report form compared against the current MMUCC 5th Edition guidelines. This analysis will be used to help guide decisions regarding future changes to the crash report form. The State provided an Excel file to show how the State documents changes to their crash report.

Change Notes: New Question.

47. ***Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data- including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?***

Meets Advisory Ideal

The FARS procedures manual and the Crash User Manual are updated periodically to reflect changes in reporting requirements for fatal and commercial vehicle crashes. Both manuals were updated last in 2019.

Change Notes: Rating Unchanged.

48. ***Are the quality assurance and quality control processes for managing errors and incomplete data documented?***

Meets Advisory Ideal

The quality assurance and quality control processes for managing errors and incomplete data are documented, and remain unchanged since the previous traffic records assessment. An explanation of their process was provided. It is recommended that this process be formally documented.

Change Notes: Rating Unchanged.

49. ***Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?***

Meets Advisory Ideal

Florida's document retention and archival storage policies for crash records require them to be kept for 10 years, which meets the needs of safety engineers and other users.

Change Notes: Rating Unchanged.

50. ***Do all law enforcement agencies collect crash data electronically?***

Partially Meets Advisory Ideal

Florida has a small percentage of law enforcement agencies that collect crash data via a paper crash report form. In 2019, 8,708 crash reports from 28 agencies were collected on the paper form, reflecting just 1.174 percent of all crashes submitted to the Crash system statewide. This is a significant improvement from the previous traffic records assessment, with the goal of 100 percent crash reporting in reach. This is an impressive percentage and Florida does have a plan to entice these agencies to transition to electronic reporting.

Change Notes: Rating Unchanged.

51. ***Do all law enforcement agencies submit their data to the statewide crash system electronically?***

Partially Meets Advisory Ideal

Florida has a small percentage of law enforcement agencies that submit crash data via a paper crash report form. In 2019, 8,708 crash reports from 28 agencies were collected on the paper form, reflecting just 1.174 percent of all crashes submitted to the Crash system statewide. This is a significant improvement from the previous traffic records assessment, with the goal of 100 percent crash reporting in reach. The incentive program for submitting electronic crash reports, combined

with grant funding opportunities, the FHP laptop surplus program and other initiatives are all great programs to help push agencies towards the goal of 100 percent electronic crash reporting. Given the small number of agencies remaining, 100 percent electronic crash reporting by the next Traffic Records Assessment seems very achievable.

Change Notes: Rating Unchanged.

52. ***Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?***

Meets Advisory Ideal

All agencies that submit crash reports to the State electronically, regardless of the collection software used, are required to submit data according to a required schema. Therefore, the validation rules applied are consistent across all submitting agencies.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

53. ***Does the crash system have a real-time interface with the driver system?***

Meets Advisory Ideal

Through the Electronic License and Vehicle Information System (ELVIS), investigating officers can auto-populate the crash report form with data from the Driver system. ELVIS and the Driver and Vehicle Information Database (DAVID) systems are integrated with all users using the State's TraCS software, and are available to all law enforcement agencies. The Florida Department of Highway Safety and Motor Vehicles' Driver And Vehicle Information Database allows officers to validate driver information during data collection. However, some agencies using 3rd-party software for submission are still not integrated with ELVIS and DAVID for purposes of crash reporting and auto-population of data into the Crash system.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

54. ***Does the crash system have a real-time interface with the vehicle system?***

Meets Advisory Ideal

Through the ELVIS system, investigating officers can auto-populate the crash report form with data from the Vehicle system. Through the ELVIS system, investigating officers can auto-populate the crash report form with data from the Driver system. ELVIS and DAVID systems are integrated with all users using the State's TraCS software, and are available to all law enforcement agencies. The Florida Department of Highway Safety and Motor Vehicles' Driver And Vehicle Information Database (DAVID) allows officers to validate vehicle information during data collection. However, some agencies submitting via 3rd-party software still are not integrated with ELVIS and DAVID for purposes of crash reporting and auto-population of data into the Crash system.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

55. ***Does the crash system interface with the roadway system?***

Meets Advisory Ideal

The Crash system is integrated with the Roadway system and the two systems share data with one another and populate location data. Officers are able to zoom in on locations and verify and pre-populate location data into the crash report form. Additional data is shared between systems through automated processes.

Change Notes: Rating Unchanged.

56. ***Does the crash system interface with the citation and adjudication systems?***

Meets Advisory Ideal

The Crash system is integrated on the back-end with the Citation/Adjudication system. The Signal Four Analytics software links the crash and citation data together and provides analytical capabilities for end users. Screenshots from the Signal Four Analytics software were provided illustrating how the data is linked and analyzed by the application.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

57. ***Does the crash system have an interface with EMS?***

Meets Advisory Ideal

The Crash System is integrated with the EMS system through a product called BioSpatial. The data between the two systems is linked and dashboards are available that provide additional analytical capabilities to end users.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Data Quality Control Programs for the Crash System

58. ***Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Florida's Crash system includes automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements.

Change Notes: Rating Unchanged.

59. ***Is limited State-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?***

Meets Advisory Ideal

The Crash Program Manager has limited State-level correction authority and is able to amend obvious errors and omissions without returning the report to the originating officer.

Change Notes: Rating Unchanged.

60. ***Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?***

Meets Advisory Ideal

Florida has processes for returning rejected crash reports to the originating officer and tracking resubmission. The DHSMV's Crash system staff are able to monitor the correction and re-submission of reports sent back to law enforcement agencies. For those using TraCS, DHSMV sends a daily report to local agencies notifying them of which crash reports need to be corrected and resubmitted. It is recommended that the State create a formal document describing this process.

Change Notes: Rating Unchanged.

61. ***Does the State track crash report changes after the original report is submitted by the law enforcement agency?***

Meets Advisory Ideal

An example was provided illustrating how the State tracks amendments to a crash report after the original report is submitted by the law enforcement agency. The example highlighted the data fields that were modified from the original submission. The example illustrates that the capability exists within Florida's Crash system for tracking changes to crash reports when amended.

Change Notes: New Question.

62. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

Florida provided statistical reports illustrating that they have timeliness performance metrics in place, with baselines and goals established. The ability exists to run these performance reports by month and by law enforcement agency.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

63. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

Florida provided statistical reports illustrating that they have accuracy performance metrics in place, with baselines and goals established. The ability exists to run these performance reports by month and by law enforcement agency.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

64. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

Florida provided statistical reports illustrating that they have completeness performance metrics in place, with baselines and goals established. The ability exists to run these performance reports by month and by law enforcement agency.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

65. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

Data was provided referencing a uniformity score for the Crash system, examining the number of MMUCC compliant data fields in the Crash system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

66. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

There are currently no integration performance measures in place for the Crash system.

Change Notes: Rating Unchanged.

67. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

A survey of user needs was conducted by a NHTSA GO Team in 2018. The results of the survey were provided as documentation which meets the Advisory ideal recommendations. It would be advisable to conduct another user needs assessment during the period of time before the next Traffic Records Assessment, perhaps following the implementation of crash form changes resulting from the MMUCC 5th Edition mapping planned in the next 2 years.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

68. ***Has the State established numeric goals-performance metrics-for each performance measure?***

Meets Advisory Ideal

With the exception of the area of Integration, the Florida Crash system has performance metrics with numeric goals in place for all of its performance measures in the areas of Timeliness, Accuracy, Completeness, Uniformity, and Accessibility.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

69. ***Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?***

Meets Advisory Ideal

The Florida Department of Highway Safety and Motor Vehicles provides quarterly reports, or scorecards, to local law enforcement agencies regarding their performance in the areas of timeliness, accuracy, and completeness. Examples of the scorecards sent to local law enforcement were provided.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

70. ***Are detected high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals?***

Meets Advisory Ideal

Florida makes revisions to validation rules and updates training content and data collection manuals for its Crash system based on the detection of high frequency errors. The ELVIS Program Manager described this process during the previous assessment. Additionally, since the previous assessment, Florida has implemented performance metrics and quarterly scorecards from which they monitor timeliness, accuracy, and completeness of crash data submitted by local law enforcement. These new performance metrics and scorecards provide them with additional ability to identify issues and frequent errors as they arise, allowing them to make corrections to the system when needed. It is recommended that the State create a formal document to capture this information.

Change Notes: Rating Unchanged.

71. ***Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?***

Partially Meets Advisory Ideal

There appears to be a review process in place after the crash report has been accepted into the State system specific to the location data elements. The review happens at the FDOT when coding the location information for the crash record. Feedback regarding data quality issues that are identified as part of this process are used in officer training and is provided back to DHSMV. Additionally, there is a local supervisor review process that takes place before the crash report is submitted to the State Crash system. The investigating officer's supervisor reviews and approves the report prior to its acceptance in the State system, allowing for a review of the narrative, diagram, and coded contents prior to submission. Additional periodic quality control reviews comparing these various Crash report components could be added to help ensure data quality and integrity.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

72. ***Are sample-based audits periodically conducted for crash reports and related database content?***

Does Not Meet Advisory Ideal

Evidence was provided regarding an audit process in place for crash reports submitted to the Crash

system on a paper crash report form. This audit focuses on quality control for the paper-scanning and data-keying process. There do not appear to be any audits conducted for electronically submitted crash reports, which comprise the majority of crashes submitted to the system. A process for sample-based auditing of electronically submitted crash reports and database content should be considered.

Change Notes: Rating Unchanged.

73. Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?

Meets Advisory Ideal

Florida has the capability to conduct periodic trend analyses to identify unexplained differences in the data across years and jurisdictions. Sample reports were provided to demonstrate their trend analyses.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

74. Is data quality feedback from key users regularly communicated to data collectors and data managers?

Partially Meets Advisory Ideal

One instance of an email was provided of data quality feedback being sent to data collectors and system managers. Additional information relating to key performance metrics on Timeliness, Accuracy, and Completeness are available to both data collectors and data managers and are also available through the Crash system to all local law enforcement agencies who utilize the system. While reports are generated and agencies do have access to the reports, the State did not document or describe a process for transmitting and using key users' data quality feedback to inform changes. No information was provided to demonstrate the frequency of the reports, who the reports are sent to, or how the reports are used.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

75. Are data quality management reports provided to the TRCC for regular review?

Meets Advisory Ideal

The Crash Data Manager provides updates at all TRCC meetings by providing the performance metrics scorecards on crash data quality, which includes timeliness, accuracy, and completeness.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Description and Contents of the Driver Data System

76. ***Does custodial responsibility for the driver data system-including commercially-licensed drivers-reside in a single location?***

Meets Advisory Ideal

The Florida Department of Highway Safety and Motor Vehicles administers the driver program. All driver records reside in a single location including commercial driver license records.

Change Notes: Rating Unchanged.

77. ***Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?***

Meets Advisory Ideal

The Florida driver history contains details on novice driver, motorcycle, and driver improvement (remedial) training and the information is displayed on driver records. Motorcycle safety training provider information is not included on the driver history but is retained in another database.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

78. ***Does the driver data system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?***

Meets Advisory Ideal

The Florida driver system captures and retains the original issuance dates for all permits, licenses, and endorsements.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Driver Data System

79. ***Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?***

Meets Advisory Ideal

Florida driver information is maintained in a manner that accommodates interaction with PDPS and CDLIS systems.

Change Notes: Rating Unchanged.

Data Dictionary for the Driver Data System

80. ***Are the contents of the driver data system documented with data definitions for each field?***

Meets Advisory Ideal

The Florida driver system is supported by a detailed data dictionary documenting the data definitions for each field.

Change Notes: Rating Unchanged.

81. ***Are all valid field values-including null codes-documented in the data dictionary?***

Meets Advisory Ideal

The Florida driver system data dictionary contains all valid field values, including null codes.

Change Notes: Rating Unchanged.

82. ***Are there edit checks and data collection guidelines for each data element?***

Meets Advisory Ideal

The Florida driver system contains form and field level edit checks and validation routines that are detailed in system blueprint documents and coded in the application.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

83. ***Is there guidance on how and when to update the data dictionary?***

Meets Advisory Ideal

The Florida driver system data dictionary is updated concurrent with system updates or enhancements. There is a formal process in place for making system changes or updates and updating the data dictionary is a component of the change control process.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Driver Data System

84. ***Does the custodial agency maintain accurate and up-to-date documentation detailing: the licensing, permitting, and endorsement issuance procedures; reporting and recording of relevant convictions, driver education, driver improvement course; and recording of information that may result in a change of license status (e.g., sanctions, withdrawals, reinstatement, revocations, cancellations and restrictions) including manual or electronic reporting and timelines, where applicable?***

Meets Advisory Ideal

The Florida driver system is supported by detailed documentation covering driver licensing procedures, driver improvement and training activities, and citation processing. Numerous manuals were provided detailing procedures and data requirements for linked systems.

Change Notes: New Question.

85. ***Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?***

Meets Advisory Ideal

The narrative and attachments provided by the State confirm that there are process flow diagrams that outline the driver data system's key data process flows, including inputs from other data systems.

Change Notes: Rating Unchanged.

86. ***Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?***

Meets Advisory Ideal

The Florida driver system is supported by error correction procedures performed at various levels of the organization. Front line supervisors are authorized to perform some error correction but there is also a Quality Assurance Unit who perform error correction.

Change Notes: Rating Unchanged.

87. ***Are there processes and procedures for purging data from the driver data system documented?***

Meets Advisory Ideal

The Florida driver system is supported by data purge processes and procedures which are documented and consistent with established record retention guidelines.

Change Notes: Rating Unchanged.

88. ***In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?***

Meets Advisory Ideal

Florida does have the authority to administratively suspend driver licenses based on the DUI arrest independent of adjudication. There are documented procedures for enforcing the suspensions.

Change Notes: Rating Unchanged.

89. ***Are there established processes to detect false identity licensure fraud?***

Meets Advisory Ideal

The Florida driver system is Real ID compliant and 93 percent of license records are Real ID compliant. Driver license issuance personnel are trained in Fraudulent Document Recognition and images of supporting documents for establishing identity are maintained as a part of the driver history. Additional fraud deterrence measures utilized in the driver license issuance process include up-front image capture of license applicants and one-to-many image comparison.

Change Notes: Rating Unchanged.

90. ***Are there established processes to detect internal fraud by individual users or examiners?***

Meets Advisory Ideal

The Florida driver system is supported by a series of procedures to detect and investigate internal fraud, including supervisory and cash drawer checks and work product reviews. Suspicious activities are referred for follow-up investigation.

Change Notes: Rating Unchanged.

91. ***Are there established processes to detect CDL fraud?***

Meets Advisory Ideal

The Florida driver system is supported by enhanced programs to detect and deter CDL fraud. In addition to the fraud detection measures for regular license processes all CDL skills testing and result records are all stored in a single repository. Additionally, there are CDL compliance auditors that perform inspections, make site visits, co-score tests, and perform random inspections.

Change Notes: Rating Unchanged.

92. ***Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?***

Does Not Meet Advisory Ideal

Florida does not transfer the DHR to another state electronically when requested due to a Change State of Record; the driver records are currently sent on paper. Florida will implement the S2S electronic driver history transfer service in October 2021.

Change Notes: New Question.

93. ***Does the State obtain the previous State of Record electronically upon request?***

Partially Meets Advisory Ideal

Although the State fully participates in the CDLIS system for electronic transfer of commercial driver records, Florida does not transfer a non-commercial DHR to another state electronically when requested due to a Change State of Record; the driver records are currently sent on paper. A partially automated process for manually obtaining and manually coding a DHR for drivers newly licensed in Florida has been described and documented. Florida will fully implement the S2S electronic driver history transfer service in October 2021,

Change Notes: New Question.

94. ***Does the State run facial recognition prior to issuing a credential?***

Does Not Meet Advisory Ideal

The State generally describes the ability to use facial recognition to perform comparisons within the driver database for the purpose of determining if multiple records exist for the same person and then following up with appropriate action. However, Florida does not currently run facial recognition prior to issuing a credential, and no documentation has been provided.

Change Notes: New Question.

95. ***Does the State exchange driver photos with other State Licensing agencies upon request?***

Meets Advisory Ideal

Florida shares driver facial images with other states via an NLETS service.

Change Notes: New Question.

96. ***Are there policies and procedures for maintaining appropriate system and information security?***

Meets Advisory Ideal

The Florida driver system is supported by system security user requirements and processes. Employee fingerprint background clearance must be obtained before a logon credential is issued. Additionally, initial and annual system security user training is required of each employee.

Change Notes: Rating Unchanged.

97. ***Are there procedures in place to ensure that driver system custodians track access and release of driver information?***

Meets Advisory Ideal

The Florida driver system is supported by two systems that document the release of driver information. Public record requests are tracked through a GovQA software program that records the information released and to whom. Additionally, the Customer Service Unit uses a system called Expert to track all information provided to customers via telephone contacts.

Change Notes: Rating Unchanged.

Driver System Interface with Other Components

98. ***Does the State post at-fault crashes to the driver record?***

Meets Advisory Ideal

The Florida posts at-fault crash information to the driver record and requires driver training if a driver is convicted of three at-fault offenses within a 3-year period.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

99. ***Does the State's DUI tracking system interface with the driver data system?***

Meets Advisory Ideal

Florida is supported by a DUI Client Data System (CDS) tracking system that records the education, enforcement actions, and treatment of the DUI offender. Additionally, the State's Traffic Citation Accounting and Transmission System (TCATS) allows tracking of all DUI citations and dispositions. Dispositions from TCATS are processed electronically and the disposition is added to the Florida record. The Florida DUI citation number is included in all files and serves to link these entries in the CDS, TCATS, and the driver system.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

100. ***Is there an interface between the driver data system and the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?***

Meets Advisory Ideal

The Florida driver system is programmatically linked to the Problem Driver Pointer System, the Commercial Driver Licensing System, and the Social Security Online Verification system and queries are run automatically by the system during the license issuance process. When the license applicant is not a US citizen, a Systematic Alien Verification for Entitlement system query is run based on information entered into the driver issuance system.

Change Notes: Rating Unchanged.

101. ***Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?***

Meets Advisory Ideal

Florida driver history information is provided to law enforcement through a driver and vehicle information system.

Change Notes: Rating Unchanged.

102. ***Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?***

Meets Advisory Ideal

Florida driver history information is provided to court personnel through a driver and vehicle information system.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Driver System

103. ***Is there a formal, comprehensive data quality management program for the driver system?***

Partially Meets Advisory Ideal

The State asserts that a formal, comprehensive data quality management program for the driver system is in the process of being developed, and that measures for completeness, timeliness, and accessibility of the driver system are established and being refined. But no sample compliance reports or results of any comprehensive data management review have been provided. The State attachments present a report of production tallies that, although useful to the management of daily operations, do not reflect a formal, comprehensive driver data quality management program designed to review protocols covering the entire process: collection, submission, processing, posting, and maintenance of driver data (2018 Traffic Records Program Assessment Advisory, Page 19). A comprehensive program considers system-wide linkage, interface and data integration to identify the strengths and weaknesses that impact current status and future direction. In this response there are no examples of data quality feedback or data processing improvements that have actually resulted from the efforts applied by the emerging Quality Assurance program.

Change Notes: Rating Unchanged.

104. ***Are there automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

The Florida driver system contains form and field-level edit checks and data validation rules to enhance the accuracy of data captured in the driver licensing process.

Change Notes: Rating Unchanged.

105. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

Although there is no complete listing of driver system timeliness performance measures, the State has described a performance measure for the driver data system: days required for DHR CSOR transfer. This measure appears to have resolved to zero. Two additional driver system timeliness performance measures are described by the State and documented with an attachment: consistent electronic driver record updates applied via a routine batch process identified as Citation Processing; and incoming citation dispositions tracked upon receipt from a prior state of record and manually coded to the Florida driver history record. The attachment depicts useful graphs that track timeliness data and align with an example measure found in the 2018 Traffic Records Program Assessment Advisory (Page 20). As planned driver record system upgrades are implemented in the near future, a more complete listing of timeliness measures used by the State will be ideal, as well as additional clarifying information regarding how timeliness performance measures are tailored to the needs of data managers and data users.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

106. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The Florida driver system is not supported by established accuracy performance measures as a component of a comprehensive data quality management program. A sample accuracy performance measure as described in the Advisory is: "The percentage of driver records with no errors in critical data elements. Even with edit checks, a driver record might have programming errors."

Change Notes: Rating Unchanged.

107. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The response indicates that Florida is measuring completeness of an activity performed by other states and that is not what is intended in the Advisory. What is contemplated is the monitoring of

driver system functionality to determine system performance. Examples of a driver system completeness measure from the Advisory would be: "The percentage of driver records with no missing critical data elements." or "The percentage of records on the State driver system that contain no missing data elements.".

Change Notes: Rating Unchanged.

108. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The Florida driver system is not supported by established uniformity performance measures as a component of a comprehensive data quality management program. An example of a uniformity performance measure as described in the Advisory would be: The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases. Relevant standards include ANSI D.20.".

Change Notes: Rating Unchanged.

109. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The Florida driver system is not supported by established integration performance measures as a component of a comprehensive data quality management program. An example of an integration performance measure as described in the Advisory would be: The percentage of appropriate records in the driver database that is linked to another system or file.".

Change Notes: Rating Unchanged.

110. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

The narrative and attachments provided by the State describe the number of Driver History Records provided to the public via the transcript exchange web service compared to a three-year average baseline. This serves as a measure of accessibility for web services provided by the Florida Department of Highway Safety and Motor Vehicles. Another driver system accessibility measure is described that addresses the number and types of governmental agencies, including law enforcement agencies, with access to the Driver and Vehicle Information Database (DAVID), the system for accessing real-time information and driver history on Florida credential holders. Florida tracks the number of logins and the number of searches performed within this system. A HELP Desk, the DAVID Support Desk, provides assistance to authorized users who navigate the system, and these HELP Desk functions may be providing additional information that measures driver system accessibility.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

111. Has the State established numeric goals-performance metrics-for each performance measure?

Partially Meets Advisory Ideal

Florida has established baselines to monitor a couple of driver program activities but there were few examples provided that would indicate that the driver system is supported by established performance measures and subsequent performance baselines as contemplated in the Advisory.

Change Notes: Rating Unchanged.

112. Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?

Meets Advisory Ideal

The Florida driver system is supported by a program for analyzing the high frequency of errors to initiate corrective action. High frequency errors are evaluated and their cause is determined. This, in turn, leads to corrective measures to resolve the errors. An additional step included in this program is a post-implementation evaluation to determine that the error is resolved.

Change Notes: Rating Unchanged.

113. Are sample-based audits conducted periodically for the driver reports and related database contents for that record?

Meets Advisory Ideal

The narrative provided by the State reports that sample-based audits are conducted periodically for the driver reports and related database contents for that record. A supporting attachment lists the Quality Assurance reviews conducted during 2019 – 2020, including tallies of the number / percentage of records reviewed for the type of transaction-at-hand. An audit summary for the Driver License Legal Presence Review has also been provided by the State. The report describes the methodology and outputs for this audit, providing evidence sufficient to support the overall State response.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

114. Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?

Meets Advisory Ideal

The Florida driver system is supported by several comparative trend analysis reports to monitor activities over months and years. Several reports were provided as evidence for this item.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

115. Is data quality feedback from key users regularly communicated to data collectors and data managers?

Meets Advisory Ideal

The Florida driver system is supported by a program for receiving feedback from key users to

drive system enhancements and identify user issues. There are two formal processes to receive feedback: 1. the Work Request Authorization and Prioritization (WRAP) process; and 2. the Technical Assistance Center (TAC).

Change Notes: Rating Unchanged.

116. Are data quality management reports provided to the TRCC for regular review?

Meets Advisory Ideal

Although the Florida Department of Highway Safety and Motor Vehicles narrowly defines data quality management reports in terms of internal agency oversight and responsibility, it is evident from the response that the driver data system is fully integrated with TRCC functionality. This is accomplished via reports at monthly meetings, annual updates specifically documented in the Strategic Plan for the Florida Traffic Safety Information System, and the ongoing management and implementation activities of the TRCC's Electronic License and Vehicle Information System (ELVIS). The narrative and attachments provided by the State are sufficient to confirm driver system / TRCC data integration that meets the reporting ideals for this assessment.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Description and Contents of the Vehicle Data System

117. Does custodial responsibility of the identification and ownership of vehicles registered in the State-including vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands)-reside in a single location?

Meets Advisory Ideal

The Florida Department of Highway Safety and Motor Vehicles has custodial responsibility for the identification and ownership of vehicles registered in Florida. All vehicle records are stored in the Florida Real-Time Vehicle Information System (FRVIS).

Change Notes: Rating Unchanged.

118. Does the State or its agents validate every VIN with a verification software application?

Meets Advisory Ideal

The narrative and attachments provided by the State confirm that the State and its third-party licensed motor vehicle dealerships do validate every VIN with a verification software application. This VIN validation occurs whenever a vehicle is added to the database or when there is a modification to the VIN, the vehicle year, model, or make of an existing vehicle. The current EFS/ETR system includes rules for 17-character VINs, VIN decoding, and VIN check digit validations. The EFS/ETR system checks and validates VIN entries for 2007 and newer vehicles added to the database. The current system includes VIN enforcement and decoding through VINtelligence from IHS Markit. The State narrative and excerpts from attachments report that if the VIN and combination of VIN, vehicle year and vehicle make do not pass existing validations, the transaction cannot be completed through EFS/ETR and must be completed in a Tax Collector Office or at a License Plate Agency Office. System upgrades in conjunction with NHTSA-

approved applications and a new title and registration system are planned for 2023.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

119. Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?

Does Not Meet Advisory Ideal

Florida vehicle registration documents do not contain barcodes to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Vehicle Data System

120. Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?

Meets Advisory Ideal

The Florida vehicle system provides title information to NMVTIS in real time or updates a nightly batch file if NMVTIS access is interrupted during the real time processing.

Change Notes: Rating Unchanged.

121. Does the vehicle system query NMVTIS before issuing new titles?

Meets Advisory Ideal

Florida vehicle title information is run through NMVTIS prior to issuing a title.

Change Notes: Rating Unchanged.

122. Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether the brand description matches the State's brand descriptions?

Meets Advisory Ideal

Florida vehicle titles incorporate NMVTIS title brands on vehicle title documents. Florida state-specific Vehicle title brands are mapped to the nearest applicable NMVTIS title brands and are defined in a formal translation table.

Change Notes: Rating Unchanged.

123. Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?

Meets Advisory Ideal

Florida is a full participant in the PRISM program and meets all PRISM requirements.

Change Notes: Rating Unchanged.

Vehicle System Data Dictionary

124. ***Does the vehicle system have a documented definition for each data field?***

Meets Advisory Ideal

The Florida vehicle system is supported by a comprehensive data dictionary documenting definitions for each data field.

Change Notes: Rating Unchanged.

125. ***Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?***

Meets Advisory Ideal

The Florida vehicle system is supported by edit checks and data collection guidelines that correspond to the data definitions.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

126. ***Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?***

Meets Advisory Ideal

The Florida vehicle system is supported by formal user documentation describing processes for collection, reporting, and posting procedures for registration, title, and title brand information.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Vehicle Data System

127. ***Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?***

Partially Meets Advisory Ideal

The State has provided two process flows that outline the vehicle system's data processing; the current FRVIS data flow and the future ORION data flow. Both data flows make reference to NMVTIS processing, but neither flow includes references to inputs from other data systems.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

128. ***Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?***

Meets Advisory Ideal

The Florida vehicle system flags records of vehicles reported stolen by law enforcement. Additionally, the system places a stop on the record and provides notification to law enforcement if the vehicle record is queried.

Change Notes: Rating Unchanged.

129. ***If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?***

Meets Advisory Ideal

Florida vehicle records that have been flagged as stolen are cleared when a report has been received that the vehicle has been recovered.

Change Notes: Rating Unchanged.

130. ***Does the State record and maintain the title brand history (previously applied to vehicles by other States)?***

Meets Advisory Ideal

Florida captures and maintains previous title brand history from other states.

Change Notes: Rating Unchanged.

131. ***Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?***

Meets Advisory Ideal

The Florida vehicle system is supported by documentation describing registration and title processing steps from inception to storage in the vehicle file.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

132. ***Is the process flow annotated to show the time required to complete each step?***

Does Not Meet Advisory Ideal

Florida vehicle title and registration workflow documentation is not annotated to describe the time required to complete the processes. However, the State reported that the system processes transactions in real-time and title are issued in four days.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

133. ***Does the process flow show alternative data flows and timelines?***

Does Not Meet Advisory Ideal

Florida provided the as-is FRVIS process flow diagram that depicts alternative data flows in the titling process such as modifying and adding brands, adding liens, and adding sales tax. However,

no alternative data flows and timelines for the overall process from initial event to final entry into the statewide vehicle system were provided.

Change Notes: Rating Unchanged.

134. Does the process flow include processes for error correction and error handling?

Meets Advisory Ideal

The Florida vehicle system process flow documentation defines the processes for error correction and error handling.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Vehicle Data System Interface with Other Traffic Record System Components

135. Are the driver and vehicle files unified in one system?

Does Not Meet Advisory Ideal

Florida driver and vehicle files are not currently unified in one system but system modernization is underway that will associate vehicle files with driver files and upon full implementation unify vehicle and driver files into one database.

Change Notes: Rating Unchanged.

136. Is personal information entered into the vehicle system using the same conventions used in the driver system?

Meets Advisory Ideal

Florida vehicle and driver system use the same data conventions for capturing personal information.

Change Notes: Rating Unchanged.

137. When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?

Does Not Meet Advisory Ideal

The State reports that when discrepancies are identified during data entry in the crash data system, vehicle records are not flagged for possible updates. Although data exchange processes are in place between the vehicle system and the crash system, if a law enforcement officer identifies an issue subsequent to a crash, only ad hoc manual correction processes are available; the officer must notify a senior liaison officer in order to correct any error.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Vehicle Data System

138. ***Is the vehicle system data processed in real-time?***

Meets Advisory Ideal

Although some title / lien processing requires a four-day processing period, the State reports that vehicle system data is processed in real-time: information entered into the Florida Real-time Vehicle Information System is updated for view only in real-time.

Change Notes: Rating Unchanged.

139. ***Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

The Florida vehicle system is supported by automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

140. ***Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?***

Meets Advisory Ideal

Florida vehicle staff have the ability to amend obvious errors and omissions for quality control.

Change Notes: Rating Unchanged.

141. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

The performance measures under consideration are those that relate to the vehicle data system; measures that are tailored to the needs of data managers and data users. The NHTSA Traffic Records Program Assessment Advisory (2018 Edition) emphasizes activities that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State highway safety data. An example from the Advisory of a vehicle system timeliness performance measure is the "median or mean number of days from (a) the date of a critical status change in the vehicle record (e.g., suspension due to failure to maintain financial responsibility) to (b) the date the status change is entered into the database." The State contends that there are timeliness performance measures for the vehicle data system and cites two important customer service measures: office wait time and call center wait time. Current and baseline values are provided in an attachment. Although it is possible that wait times could impact real-time data entry, only partial credit can be given for performance measures that are not directly on-point. Within the attachment, other timeliness aspects are tallied and recorded, such as various licenses issued within 5 days or 30 days. But there is no clear and complete list of relevant vehicle data system timeliness measures used by the State, and most baseline information is not readily apparent.

Change Notes: Rating Changed.

From ‘Meets Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

142. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

The State reports that there is an established goal for Quality Assurance Transactional Analysis: QA conducted on 5% of driver license / motor vehicle transactions to ensure they are processed accurately. The State presents this work expectation as an accuracy performance measure for the vehicle data system. Other data accuracy performance are recorded within the attachment: for example, quantified measures of credentialing transaction compliance tallied and compiled by jurisdiction or work unit. Although there is no complete list of vehicle system accuracy measures used by the State, and current baseline values are not immediately evident for outside analysis, the evidence provided by the State is sufficient to confirm that accuracy performance measures are in place tailored to the needs of data managers and data users.

Change Notes: Rating Unchanged.

143. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by completeness performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

144. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by uniformity performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

145. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by integration performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

146. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by accessibility performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

147. ***Has the State established numeric goals-performance metrics-for each performance measure?***

Does Not Meet Advisory Ideal

The Florida vehicle system is not supported by performance metrics nor performance measures as described in the Advisory.

Change Notes: Rating Unchanged.

148. ***Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?***

Meets Advisory Ideal

The Florida vehicle system is supported by several processes to detect high frequency errors and to investigate the cause and remediate them through training or system updates.

Change Notes: Rating Unchanged.

149. ***Are sample-based audits conducted for vehicle reports and related database contents for that record?***

Meets Advisory Ideal

The Florida vehicle system is supported by sample-based audits of the transactions processed by individual offices. Detailed reports are generated documenting the number of audited transactions and the number of errors by type.

Change Notes: Rating Unchanged.

150. ***Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State?***

Meets Advisory Ideal

The Florida vehicle system is supported by periodic comparative and trend analyses to identify unexplained differences in the data across years.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

151. ***Is data quality feedback from key users regularly communicated to data collectors and data managers?***

Meets Advisory Ideal

The Florida vehicle system is supported by data quality feedback from users through several established processes. Feedback is received through the Work Request Authorization and Prioritization (WRAP) process, Technical Assistance Center (TAC) requests and emails from key users, tax collector coalition meetings, and field support desk referrals.

Change Notes: Rating Unchanged.

152. ***Are data quality management reports provided to the TRCC for regular review?***

Meets Advisory Ideal

Although the Florida Department of Highway Safety and Motor Vehicles narrowly defines data quality management reports in terms of performance measures, internal agency oversight and operational responsibility, it is evident from the response that the vehicle data system is fully integrated with TRCC functionality. This is accomplished via reports at monthly meetings, annual updates specifically documented in the strategic plan for the Florida Traffic Safety Information System, and the ongoing management and implementation activities of the TRCC's Electronic License and Vehicle Information System (ELVIS). The narrative and attachments provided by the State, as well as the information provided for Driver Module - Assessment Query 116, are sufficient to confirm vehicle system / TRCC data integration that meets the reporting ideals for this assessment.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Description and Contents of the Roadway Data System

153. ***Are all public roadways within the State located using a compatible location referencing system?***

Meets Advisory Ideal

The Florida Department of Transportation (FDOT) has made significant progress in improving the State Roadway Inventory System since the 2016 Assessment. This has been accomplished through active projects to provide a compatible location referencing system for all Florida public roads as described in the Fixing America's Surface Transportation (FAST) Act of 2015. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which is commercially-available roadway data. It appears the goal of the projects is to provide conflation of linear reference data for both State and local roads. Since 2017, FDOT has been successful in using data from these projects as part of its Highway Performance Monitoring System (HPMS) annual submittal. FDOT reported it continues reconciliation of the FDOT linear referencing system with the ARNOLD, the ARBM, and local roadway data. The sample maps and data suggest the State can provide mapping capabilities for all public roads including selected roadway characteristics. Additional round two information and sample maps indicate that Florida has a compatible location referencing system for all State public roadways. The State is recognized for its progress and accomplishments in developing the FDOT ARBM (All Roads BaseMap) project and is encouraged to provide ongoing status reports to the TRCC and safety stakeholders.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

154. ***Are the collected roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?***

Meets Advisory Ideal

Roadway and traffic data elements collected by FDOT are maintained in ARNOLD, the HPMS and the ARBM. Additional information provided in Round two has clarified with sample maps indicating that the ARBM incorporated FDOT roadway data and traffic data from the RCI, ARNOLD, and HPMS using the compatible location referencing system described in the previous question.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

155. Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?

Partially Meets Advisory Ideal

FDOT is recognized for the improvements it has made to the enterprise roadway information system since 2016. Sample maps and tabular data was provided showing statewide curve data along with ongoing efforts to add 2018 AADTS to the enterprise system scheduled to be completed in 2021. Florida continues its efforts to develop a complete enterprise roadway information system for all public roads.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

156. Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?

Meets Advisory Ideal

The crash location can be identified and displayed on all public roads in FDOT's ARBM system. The crash locations on the State-maintained roadways are processed with crash coordinates based on linear-referencing framework. For crashes not located on actively State-maintained roadways, the crashes are processed and stored latitude, longitude, map segment id and offset distance information based on the HERE GIS data.

Change Notes: Rating Unchanged.

157. Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?

Meets Advisory Ideal

Crash data is made available to Florida safety stakeholders using a number of processes. FDOT uses crash data with coordinates for ongoing network screening. The State Safety Office publishes shapefiles to an ArcGIS sharing site. FDOT provides crash data for all public roads on the SSOGis Query Tool. The tool allows review of the crashes based on roadway location either geographically via the map interface or using linear reference coordinates. Crash data is both incorporated into the enterprise roadway information system and available roadway data is attached to the crash record for safety analysis and management use. A number of sample maps and tabular reports were provided to support the suggested evidence.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

158. ***Are all the MIRE Fundamental Data Elements collected for all public roads?***

Partially Meets Advisory Ideal

FDOT (Florida Department of Transportation) collects some MIRE (Model Inventory of Roadway Elements) FDE (Fundamental Data Elements) data directly, primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially-available data from HERE or through relationships with local or regional agencies. The FDOT State Safety Office indicates multiple teams in FDOT are working to acquire MIRE on all public roads with a priority for the MIRE FDEs. These State responses are in contrast to information provided with the 2016 Traffic Records Assessment where the State reported no efforts to collect MIRE FDEs.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

159. ***Do all additional collected data elements for any public roads conform to the data elements included in MIRE?***

Meets Advisory Ideal

Florida provided documentation supporting a State comparison of the MIRE data elements to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Crosswalk) of the RCI elements that meet the definition of the MIRE (205 elements). The documentation demonstrates Florida's efforts to determine which data elements already maintained in the RCI conform to the MIRE data elements.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Data Dictionary for the Roadway Data System

160. ***Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?***

Meets Advisory Ideal

The FDOT Roadway Characteristics Inventory (RCI) Handbook is the data dictionary for the Florida enterprise roadway system. The State indicated the Handbook included a quick cross-reference to MIRE and HPMS data elements. The assessors reviewed the Handbook in an attempt to understand the cited cross-reference (RCI to MIRE to HPMS data element numbering systems) and did not find such a reference. Florida provided additional documentation supporting a State comparison of the MIRE FDEs, to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Crosswalk) of the RCI elements that meet the definition of the MIRE (205 elements). The documentation also includes the referencing numbering systems for HPMS, MIRE, and the RCI data elements. The State is encouraged to add this documentation to future editions of the RCI Handbook. Lastly, as the State expands its data coverage to all public roads it might consider indicating which data elements are collected and managed for each roadway system.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

161. ***Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?***

Partially Meets Advisory Ideal

FDOT collects and maintains some additional MIRE non-FDEs in the Department's Roadway Characteristics Inventory (RCI) database which does not incorporate all public roads. The RCI handbook is used as the enterprise system's data dictionary to document the MIRE data elements. FDOT responded that the RCI handbook has incorporated the MIRE reporting element numbering system in association with the HPMS data item numbering system to provide quick references for the reporting of FDOT's progress towards meeting the MIRE specifications. However, the supporting document of 2020 RCI-handbook-2019-interim[1] doesn’t show the numbering system for MIRE reference. Additional round two information included the document "2020 RCItoMIRE2.0_Crosswalk_09082018" and it confirmed that not all additional MIRE Data Elements are collected on all public roads. The document provides an evaluation (Crosswalk) of the RCI elements that meet the definition of the MIRE (205 elements). The document also includes the referencing numbering systems for HPMS, MIRE, and the RCI data elements. The State is encouraged to add this documentation to future editions of the RCI Handbook. Lastly, as the State expands its data coverage to all public roads it might consider indicating which data elements are collected and managed for each roadway system.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

162. ***Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?***

Partially Meets Advisory Ideal

FDOT obtains commercially-available data from HERE which includes some local, municipal, or tribal roadway data. The data is in compliance with the data dictionary in the Department's Roadway Characteristics Inventory (RCI) database. It is unclear if the State collects any roadway data directly from local or municipal sources which meet the State data dictionary standard.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

163. ***Is there guidance on how and when to update the data dictionary?***

Meets Advisory Ideal

The State Transportation Data and Analytics (TDA) Office routinely holds quarterly Data Collection Manager's meetings and ad hoc Technical Task Force meetings to perform data collection updates to incorporate changes to the handbook. The TDA has dedicated full time equivalent staff to perform systematic updates to the handbook information which is considered the data dictionary of the Roadway Characteristics Inventory system.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

164. ***Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?***

Meets Advisory Ideal

Updates to the RCI system such as adding new elements or changing existing element code values and ranges are managed by the FDOT's Transportation Data and Analytics office. Changes in the system are managed through the RCI Technical Task Force within the FDOT. Inventory practices and inventory element values are reviewed and implemented in coordination with the data collection managers in the Districts.

Change Notes: Rating Unchanged.

165. ***Are the steps for updating roadway information documented to show the flow of information?***

Meets Advisory Ideal

FDOT's Transportation Data and Analytics office manages steps for updating roadway information. Elements in the database are documented in the various RCI handbook documents. Changes in the system are managed through the RCI Technical Task Force within the FDOT where changes to the inventory practices and inventory element values are reviewed and implemented in coordination with the data collection managers in the Districts.

Change Notes: Rating Unchanged.

166. ***Are the steps for archiving and accessing historical roadway inventory documented?***

Meets Advisory Ideal

FDOT has an automatic archiving process and allows anyone in the FDOT to have access to historical data through an on-line interface. FDOT also provides the instructions, computer-based training and help documentation for accessing historical roadway inventory.

Change Notes: Rating Unchanged.

167. ***Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?***

Does Not Meet Advisory Ideal

The procedures used to collect, manage, and submit local agency roadway data do not appear to be documented. There was some reference to the collection of city/county total mileage. However, there is no reference to the collection of this data in the RCI Handbook. Additional Round 2 data referred to the collection of AADT data from a few local agencies, but it is only referred to as year-end processing without documentation.

Change Notes: Rating Unchanged.

168. ***Are procedures for collecting and managing the local agency (to include tribal, where applicable) roadway data compatible with the State's enterprise roadway inventory?***

Meets Advisory Ideal

The FDOT State Safety Office (SSO) manages the procedures for collecting and managing the local agency, tribal, roadway data. The SSO develops and maintains the Florida ARBM (All Roads Base Map). The ARBM is a conflation of State and local roadway data. State roadway data comes from the Roadway Characteristics Inventory (RCI) system and local roadway data is derived from HERE data, a commercially-available dataset. Responses to this question and #162 are similar and may be relevant to the previous question #167.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

169. ***Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?***

Meets Advisory Ideal

Guidelines for collecting data elements are described in the Roadway Characteristics Inventory Planning Data Handbook. The FDOT Transportation Data and Analytics Office maintains the Handbook.

Change Notes: Rating Unchanged.

Intrastate Roadway System Interface

170. ***Are the location coding methodologies for all State roadway information systems compatible?***

Meets Advisory Ideal

Location coding methodologies for all State roadway information systems are compatible. FDOT uses roadway identification numbers and mile points for the location referencing system in the Roadway Characteristics Inventory system. The Florida All Roads Base Map, which conflates State and local roads and roadway data, also contains roadway identification numbers and mile points in a compatible location referencing system for local roads. FDOT continues to expand use of GIS tools and data such that all available roadway data for State and local roads may be accessed through a GIS platform.

Change Notes: Rating Unchanged.

171. ***Are there interface linkages connecting the State's discrete roadway information systems?***

Meets Advisory Ideal

The FDOT RCI system provides the interface linkage to display multiple roadway feature data and traffic data such as structures, surface type and speed, etc. Additional Round two information clarified that traffic volume data is sent directly from the traffic counter to FDOT, then processed through the end of year processing where all of the annual statistics are calculated, including AADT, which is then loaded into RCI Feature 331 by a batch process.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

172. ***Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?***

Does Not Meet Advisory Ideal

The FDOT State Safety Office created and maintains a conflated map dataset that combines a commercial statewide map (HERE) with the FDOT's Roadway Characteristics Inventory. Beyond the conflated map dataset, complete or detailed information on what individual local governments are doing with roadway data is not available.

Change Notes: Rating Unchanged.

173. ***Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?***

Does Not Meet Advisory Ideal

FDOT did not describe the capability to interface the State enterprise roadway information system with roadway data systems maintained by regional and local custodians. The FDOT State Safety Office created and maintains its conflated map dataset that combines a commercial statewide map (HERE) with the FDOT's Roadway Characteristics Inventory. Additional information provided during round two indicated that licensing agreements allow sharing of the commercial map dataset with Florida government agencies and universities. It appears that the agreement also allows local custodians the ability to view information from the HERE dataset.

Change Notes: Rating Unchanged.

174. ***Does the State enterprise roadway information system allow MPOs and local transportation agencies (to include federally recognized Tribes, where applicable) on-demand access to data?***

Meets Advisory Ideal

FDOT allows MPO and local transportation agencies access to the Roadway Characteristics Inventory system data through the FDOT website, FTP site, Open Data Hub, and ArcGIS online. MPO and local transportation agencies are able to access to most of the data in RCI through the connection to the APIs provided by FDOT.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Data Quality Control Programs for the Roadway Data System

175. ***Do Roadway system data managers regularly produce and analyze data quality reports?***

Meets Advisory Ideal

Quality management is conducted routinely by the Central Office. The Central Office maintains several processes that manually generate and automatically generate reports to maintain quality.

Manually generated quality reports are developed quarterly following Quality Assurance Reviews performed in the scheduled District. District Evaluation bi-annual reports are also developed twice a year from the Central Office for all Districts. A number of quality management letters and outputs were provided to support the suggested evidence.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

176. Is there a formal program of error/edit checking for data entered into the statewide roadway data system?

Meets Advisory Ideal

FDOT utilizes the DART application that contains SQL queries to perform data validation checks of RCI data to enforce consistency and accuracy of data elements. These checks are utilized to collect data, analyze data of sections, and close gaps of data for reporting purposes. A list of approximately 300 edit checks was provided to support the suggested evidence.

Change Notes: Rating Unchanged.

177. Are there procedures for prioritizing and addressing detected errors?

Meets Advisory Ideal

Edits that determine things such as proper functional class, urban size/area must be clean prior to running edit routines on data that are dependent on them. There is a hierarchical sequence of routines to check for accuracy and completeness that must be followed per guidance from the Central Office. FDOT is recognized for a comprehensive data quality management program to support their RCI dataset. In order to prioritize detected errors, we suggest, if it is not already a standard practice, that it might be helpful to log when edits are triggered. In doing so, the log might show high frequency errors and provide prioritization of errors to further improve data quality.

Change Notes: Rating Unchanged.

178. Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?

Meets Advisory Ideal

Quality assurance reviews are conducted through observations of data collectors, feedback is provided about the results, and training is conducted if needed.

Change Notes: Rating Unchanged.

179. Are there timeliness performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

Round 2 additional information referred the assessors to the Quality Assurance Review Handbook which is produced by the FDOT's Transportation Data and Analytics Office. The Handbook cites a couple of timeliness goals. The goals refer to the timeliness of updates to the RCI and AADT updates to the RCI by March 15 of the following year. The goals include scores depending on the percentage of RCI updates made within specified time period and AADT updates made by

specified dates of the following year. The goals and processes appear to qualify as performance measurement. Although what is gleaned from the process is impressive, it did not include a baseline measure, actual measures over time or jurisdictions, or information about periodic measurement and reporting to data collectors, TRCC, and safety stakeholders.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

180. Are there accuracy performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

Round 2 additional information included excerpts from the Quality Assurance Review Handbook produced by the FDOT's Transportation Data and Analytics Office. It discusses three accuracy performance objectives. The first evaluates the data consistency based on edits run against critical data elements. Scores are created from the edits triggered when the edits are run against targeted elements. If no edits are triggered from the targeted elements the result is the highest score. This is an excellent use of automated edits and this objective might be used for completeness and uniformity performance objectives as well. The second accuracy objective is based on randomly selecting five roadway segments and evaluating the accuracy of what appears to be one data element by reviewing the video log. This is also a good measure of accuracy and Florida is recognized for effectively evaluating the accuracy of their roadway data using a combination of manual/automated tools. The third performance objective evaluates the accuracy of randomly selecting five roadway segments and then comparing the accuracy of the RCI data with straight line diagrams and mapping applications like Google Maps, Google Earth, and ArcGIS products. As in the timeliness performance measurement, the goals and processes appear to qualify as performance measurement and are impressive. However, it is not clear what periodic measurement is done and whether the resulting information is shared with data collectors, TRCC, and safety stakeholders.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

181. Are there completeness performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

Round 2 additional information included the Quality Assurance Review Handbook produced by the FDOT's Transportation Data and Analytics Office. As described in the previous question, Florida uses some of the accuracy performance objectives for describing their completeness performance measures. The processes appear sound if they are used to evaluate data completeness. Again as mentioned earlier the performance objective used to evaluate data consistency could be a data completeness and uniformity measure if used that way. Since information was not available about periodic measurement and reporting, it is not clear if the processes are used for completeness performance measurement.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

182. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

Round 2 additional information included the Quality Assurance Review Handbook produced by the FDOT's Transportation Data and Analytics Office. As described in the previous question, Florida uses some of the accuracy performance objectives for describing their uniformity performance measures. The processes appear sound if they are used to evaluate data uniformity. An additional performance objective (objective 14) was described to evaluate uniformity performance. Data consistency is checked between the GIS, LRS, and RCI for Off/On system roads, discrepancies between the systems are scored. Again as mentioned earlier the additional performance objective and the performance objectives used to evaluate data consistency could be a data completeness and uniformity measure if used that way. Since information was not available about periodic measurement and reporting, it is not clear if the processes are used for uniformity performance measurement.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

183. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

Round 2 additional information included the Roadway Inventory Tracking Application (RITA). RITA is accessible only by the FDOT Districts and their staff or consultants who are responsible for RCI and HPMS data management and quality control. It is a FDOT application maintained by the Transportation Statistics Office. Review of the manual and State responses did not indicate the existence of Roadway system accessibility performance measures. The NHTSA Model Performance Measures for State Traffic Records Systems document, includes example Roadway System Accessibility Performance Measure that might be considered by FDOT. Accessibility performance measures are helpful in supporting the credibility and confidence in traffic records data.

Change Notes: Rating Unchanged.

184. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

Round 2 additional information demonstrated FDOT's ability to track the crash locating process. FDOT tracks the completeness of the crash reports manually located and verified, pending, and unlocated crash reports for fatal, serious injury, minor injury, property-damage only crashes, and possible FDOT property crashes. FDOT provided a screenshot of a number of charts, graphs, and reports showing integration statistics back to 2011. It is not clear how widely the information is shared with data collectors (law enforcement agencies) the TRCC, or other safety stakeholders.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

185. ***Has the State established numeric goals-performance metrics-for each performance measure?***

Does Not Meet Advisory Ideal

Round 2 additional information was provided including the Traffic Records Strategic Plan which suggested page numbers for the performance metrics for each performance measure. However, after review, the assessors were unable to find the performance metrics.

Change Notes: New Question.

186. ***Are data quality management reports provided to the TRCC for regular review?***

Does Not Meet Advisory Ideal

Quality management reports are not provided to the TRCC for regular review. The TRCC coordinator meets with the Roadway data system owners as needed for special project collaboration and assistance on meeting the TSIS Action Plan's objectives and goals. Responses to previous assessment questions discuss how the roadway quality management system provides feedback reports to data collectors and managers. The State might consider presenting information about the success and effectiveness of their quality management system to the TRCC as well as sharing some of the relevant quality reports.

Change Notes: New Question.

Description and Contents of the Citation and Adjudication Data Systems

187. ***Is citation and adjudication data used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes?***

Meets Advisory Ideal

Florida describes an impressive array of programs and methods utilizing citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis; the issuance of citations; and for traffic safety program planning purposes. The TRCC's Signal Four, a statewide analytical system integrating crash, roadway and citations data may be used by local, regional and State agencies to analyze and create maps and statistical reports of crashes and citations. The results of adjudicated citations, as well as those issued as a result of a crash are made available for corollary statutory license suspension. Previous citation and adjudication records are used in the prosecution of current citation recipients.

Change Notes: Rating Unchanged.

188. ***Is there a statewide authority that assigns unique citation numbers?***

Meets Advisory Ideal

The State has described not only a statewide statutory authority authorized to assign unique citation numbers, the Citation Processing Inventory (CPI) system verifies previously issued citation numbers are reconciled. Numbers include an indicator identifying the citation as paper or electronic.

Change Notes: Rating Unchanged.

189. ***Are all citation dispositions-both within and outside the judicial branch-tracked by a statewide citation tracking system?***

Meets Advisory Ideal

Florida maintains two impressive systems designed to track all citation dispositions-both within and outside the judicial branch, namely the Citation Processing Inventory (CPI) and the Traffic Citation Accounting and Transmission System (TCATS). Sixty-seven Florida Clerks of Court convey final dispositions and updates through this mandatory system, resulting in a comprehensive view of enforcement and adjudication activity statewide.

Change Notes: Rating Unchanged.

190. ***Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?***

Meets Advisory Ideal

The State provided flow charts illustrating a system where all final dispositions (up to and including the resolution of any appeals) are posted to the driver data system. The majority of these records are posted electronically.

Change Notes: Rating Unchanged.

191. ***Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?***

Meets Advisory Ideal

Although the many Florida courts' case management systems are not interoperable among jurisdictions, all courts are required to participate in the Comprehensive Case Information System (CCIS) which creates the ability for the courts to exchange and make use of the information compiled from the entire judicial system.

Change Notes: Rating Unchanged.

192. ***Is there a statewide system that provides real-time information on individuals' driving and criminal histories?***

Meets Advisory Ideal

Florida describes several statewide systems providing real-time information on individuals' driving and criminal histories. The Traffic Citation Accounting and Transmission System (TCATS), and the Comprehensive Case Information System (CCIS) in addition to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) provide real-time driver status and criminal histories. The Driver and Vehicle Information Database (DAVID), allows law enforcement and other governmental entities real-time access to Florida driver histories, issuance transactions, and supporting documentation for each Florida record. Law enforcement agencies may utilize ELVIS and have access to real-time information on individuals' driving and criminal histories for all 50 states and Canada.

Change Notes: Rating Unchanged.

193. ***Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?***

Meets Advisory Ideal

All law enforcement agencies, state attorneys, parole agencies, probation agencies, and courts within the State participate in and have access to the Driver and Vehicle Information Database (DAVID) system. DAVID provides real-time information on individual's driving histories. Criminal histories are available for these agencies through various systems - CCIS, Criminal Justice Information System (CJIS) and FCIC/NCIC supported ELVIS.

Change Notes: Rating Unchanged.

Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems

194. ***Are DUI convictions and traffic-related felonies reported according to Uniform Crime Reporting (UCR) guidelines?***

Meets Advisory Ideal

Florida is certified for UCR reporting. Additionally, FLHSMV reports Uniform Crime Reporting data to FDLE for inclusion in the State report, which is produced annually and semi-annually.

Change Notes: Rating Unchanged.

195. ***Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?***

Meets Advisory Ideal

The appropriate portions of the citation and adjudication systems adhere to the NIEM Justice Domain guidelines, in addition to the utilization of Traffic Citation Accounting and Transmission System (TCATS) standards in all traffic system interfaces in Florida.

Change Notes: Rating Unchanged.

196. ***Does the State use any National Center for State Courts (NCSC) guidelines for court records?***

Meets Advisory Ideal

The Florida Judicial System through its various clerks, complies with standards set forth by the Florida Courts Technology Commission (FCTC). This technical governance board substantially complies with the standards set forth by the National Center for State Courts (NCSC).

Change Notes: Rating Unchanged.

Data Dictionary for the Citation and Adjudication Data Systems

197. ***Does the statewide citation tracking system have a data dictionary?***

Meets Advisory Ideal

The TCATS system uses the following data dictionary: Interface Control Document 6.01, which was included as evidence for this question. All 67 Clerks use the ICD 6.01 to process and submit the traffic citation data to the Department. The Appendix C provides law enforcement and the clerk of courts the following information; Classification, Charge Disposition, Point Assessment, Mandatory Revocation/Suspension, Fine Amount, Violation Code, and Florida statute number. All law enforcement agencies that submit electronic citations must pass a structure testing with the Florida Court Clerks and Comptrollers (FCCC) verifying that they are in compliance with the appropriate data dictionary/standard.

Change Notes: Rating Unchanged.

198. ***Do the courts' case management system data dictionaries provide a definition for each data field?***

Meets Advisory Ideal

Florida's statewide citation tracking system, the Traffic Citation Accounting and Transmission System (TCATS) utilizes a data dictionary. The Interface Control Document 6.0.1 Data Dictionary (TCATS) provides a definition for each data field.

Change Notes: Rating Unchanged.

199. ***Do the citation data dictionaries clearly define all data fields?***

Meets Advisory Ideal

All law enforcement agencies/vendors must pass a structured testing for submission of electronic citations with the Florida Court Clerks & Comptrollers (FCCC). Evidence 1 - The Interface Control Document (ICD) 6.1 which shows the data fields law enforcement and the clerks must use to transmit citation and adjudication data.

Change Notes: Rating Unchanged.

200. ***Do the courts' case management system data dictionaries clearly define all data fields?***

Meets Advisory Ideal

The TCATS data dictionary is utilized by all reporting jurisdictions. This data dictionary does include the courts' case management system data elements and defines all fields.

Change Notes: Rating Unchanged.

201. ***Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?***

Meets Advisory Ideal

Florida describes well developed protocols to ensure the citation system data dictionary remains up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports. Protocols include routine meetings of stakeholders and training necessitated by changes.

Change Notes: Rating Unchanged.

202. ***Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?***

Meets Advisory Ideal

The citation data dictionary indicates the data fields populated through interfaces with other traffic records system components.

Change Notes: Rating Unchanged.

203. ***Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?***

Meets Advisory Ideal

Entries in the TCATS systems are automated interfaces between law enforcement agencies and the local Clerk. Law enforcement agencies such as the Florida Highway Patrol (FHP) issue electronic citations and this electronic data populates the Clerk's Case Systems. These Case systems then provide electronic data to FLHSMV and populate the Driver History system. So unless Law Enforcement issues a paper citation, nearly all data in the system (TCATS ICD Data) is populated electronically. FLHSMV is at 93.7 percent for electronic submission of citation data.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Citation and Adjudication Data Systems

204. ***Does the State track citations from point of issuance to posting on the driver file?***

Meets Advisory Ideal

Florida describes a system to track citations from point of issuance to posting on the driver file. Citations are submitted by electronic and manual means to the courts from law enforcement and then transmitted electronically through their Traffic Citation Accounting and Transmission System (TCATS) to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV).

Change Notes: Rating Unchanged.

205. ***Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?***

Meets Advisory Ideal

Civil Traffic Payments in Florida are made in person or online directly to the Clerk of Court. The

monies are disbursed by each Clerk per a statewide distribution chart. No court appearance is required. The person may have a court hearing if they choose to do so. Fields 85-87 in the ICD are citation fields that indicate court appearance required or not. If court appearance is required, the penalties and costs cannot be paid online. The ICD 6.0.1 has been attached as evidence for this question.

Change Notes: Rating Unchanged.

206. ***Does the State have a system for tracking administrative driver penalties and sanctions?***

Meets Advisory Ideal

The State has a system for tracking administrative driver penalties and sanctions. Through an electronic feed from the courts via the Traffic Citation Accounting and Transmission System (TCATS) to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), the driver history record is updated and notice of suspension or sanction is sent to the driver.

Change Notes: Rating Unchanged.

207. ***Does the State track the number and types of traffic citations for juvenile offenders?***

Meets Advisory Ideal

The State is able to track the number and types of traffic citations for juvenile offenders through the Traffic Citation Accounting and Transmission System (TCATS).

Change Notes: Rating Unchanged.

208. ***Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?***

Meets Advisory Ideal

The State has described a system whereby dismissals and the results of deferrals are tracked by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) through a feed from the courts via the Traffic Citation Accounting and Transmission System (TCATS). Records of deferrals remain in the court case management system until final resolution.

Change Notes: Rating Unchanged.

209. ***Are there State and/or local criteria for deferring or dismissing traffic citations and charges?***

Does Not Meet Advisory Ideal

Florida does not maintain State and/or local criteria for deferring or dismissing traffic citations and charges.

Change Notes: Rating Unchanged.

210. ***Are the processes for retaining, archiving or purging citation records defined and documented?***

Meets Advisory Ideal

The Florida Department of State (DOS) has the General Records Schedule GS1 that is followed for

administrative documents. Any document(s) that are not found under the GS1 requires an Independent Schedule and must be approved by DOS. The purge program is a batch file that runs weekly and those items that have met their retention are removed. The purge business requirements, retention schedule, and procedure were included as evidence for this question.

Change Notes: Rating Unchanged.

211. Are there security protocols governing data access, modification, and release in the adjudication system?

Partially Meets Advisory Ideal

Florida has a broad public records law which entitles the public to access motor vehicle, driver license, and vehicular crash records. The United States Driver Privacy Protection Act, 18 United States Code, Sections 2721-2725 (DPPA) limits who has access to the information. The department automatically blocks personal information on motor vehicle and driver license records. DPPA is designed to limit public access to social security number, driver license or identification card number, name, address, telephone number, medical or disability information, and emergency contact information contained in motor vehicle and driver license records. Pursuant to these laws, certain information remains subject to public disclosure to authorized individuals or entities who qualify under one of the exemptions. The Department only discloses personal information to the extent authorized by Federal and State law. Traffic citations are not protected under law and the information and data is available upon request at the court and clerk level. The Clerk of Court in the County where the citation was issued must provide anyone that requests the information, the name and address of anyone who receives a traffic citation. The adjudication system access is governed by the Florida Supreme Court Standards for Access to Electronic Court Records, April 2019 and other court rules. The Clerks are additionally governed by the Florida GENERAL RECORDS SCHEDULE GS1-SL FOR STATE AND LOCAL GOVERNMENT AGENCIES. The completeness of the security protocols governing data access, modification, and release in the adjudication system is questionable as various offices and agencies are instructed to develop and establish policies to ensure that access to confidential records and information is limited to those individuals who require access in performance of their official duties. No monitoring or approval process for the content of the required policies is described.

Change Notes: Rating Changed.
From ‘Meets Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

212. Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?

Does Not Meet Advisory Ideal

The State does not have an impaired driving data tracking system; however, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a grant to start working towards creating such a system.

Change Notes: Rating Unchanged.

213. ***Does the DUI tracking system include BAC and any drug testing results?***

Does Not Meet Advisory Ideal

The State does not currently have a DUI tracking system.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Citation and Adjudication Systems Interface with Other Components

214. ***Does the citation system interface with the driver system to collect driver information to help determine the applicable charges?***

Meets Advisory Ideal

The TCATS system supports multiple interfaces for the citation system including interface with the driver system. The DAVID system is a real-time access point for users to multiple databases within the department. The DAVID application is web-based and is accessible from any secure computer. In other words, DAVID serves as the portal within the system. Although the systems do not interface directly but rather through DAVID, the level of communication is adequate. The data elements used are also described.

Change Notes: Rating Unchanged.

215. ***Does the citation system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?***

Meets Advisory Ideal

The citation system interfaces with the vehicle system and the interfaced information is used to collect vehicle information and carry out administrative actions. The clerk must provide a tag number which can be used to link the citation data directly to the vehicle. A second connection is the ability to link from the citation data to the customer in the vehicle database and match the year/make of the vehicle to any vehicle(s) registered to the customer at the time of the offense. The State provides additional details about the functionality to users including law enforcement.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

216. ***Does the citation system interface with the crash system to document violations and charges related to the crash?***

Meets Advisory Ideal

The citation system interfaces with the crash system to document violations and charges related to the crash.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

217. ***Does the adjudication system interface with the driver system to post dispositions to the driver file?***

Meets Advisory Ideal

The adjudication system interfaces with the driver system to post dispositions to the driver file via the Traffic Citation Accounting and Transmission System (TCATS).

Change Notes: New Question.

218. ***Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?***

Does Not Meet Advisory Ideal

The adjudication system does not interface with the vehicle system.

Change Notes: Rating Unchanged.

219. ***Does the adjudication system interface with the crash system to document violations and charges related to the crash?***

Does Not Meet Advisory Ideal

The adjudication system does not interface with the crash system.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Quality Control Programs for the Citation and Adjudication Systems

220. ***Are there timeliness performance measures tailored to the needs of citation systems managers and data users?***

Meets Advisory Ideal

Florida measures compliance with the reporting of accurate and timely reporting of dispositions and errors received from the Clerk of Courts through a Timeliness Report from Citation Inventory. The report is retrieved on a monthly basis that is part of a baseline reporting system that compares the timeliness and error rates for each county. In addition, the Department conducts citation audit with Law Enforcement Agencies so that they can comply with accreditation and State of Florida Retention Schedules.

Change Notes: Rating Unchanged.

221. ***Are there accuracy performance measures tailored to the needs of citation systems managers and data users?***

Meets Advisory Ideal

Florida has established accuracy performance measures tailored to the needs of citation systems managers and data users. Citation Accuracy measure includes performance measures and baselines and looks at the accuracy of the uniform traffic citations written by law enforcement. The

Department used edits within the electronic system to develop two specific accuracy performance measures that consist of an error rate and pass rate. Edit checks that identify records with conflicting data from FLHSMV existing data are considered soft errors.

Change Notes: Rating Unchanged.

222. ***Are there completeness performance measures tailored to the needs of citation systems managers and data users?***

Meets Advisory Ideal

Florida has written completeness performance measures tailored to the needs of citation systems managers and data users. The Citation Completeness Measure looks at the completeness of the uniform traffic citations written by law enforcement. The Department used edits within the electronic system to develop two specific completeness performance measures that consist of an error rate and pass rate.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

223. ***Are there uniformity performance measures tailored to the needs of citation systems managers and data users?***

Meets Advisory Ideal

Florida tests the uniformity of the UTC format and electronically transmitted data. The Department receives and compares samples that represent citations that are produced by each agency against the Florida's Standard Regular UTC and DUI citations. Once the UTC template has passed the formatting test, a data file with a minimum of 100 UTC records are electronically transmitted to the Florida Court Clerks and Comptrollers (FCCC) for structure testing. This ensures uniformity of all data fields. Any file that does not meet the performance measure is rejected and must be reconfigured and resubmitted to FCCC for approval.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

224. ***Are there integration performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

Although it appears there are several integrated systems, the State did not articulate an integration performance measure.

Change Notes: Rating Unchanged.

225. ***Are there accessibility performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate a performance measure for accessibility.

Change Notes: Rating Unchanged.

226. ***Has the State established numeric goals-performance metrics-for each citation system performance measure?***

Meets Advisory Ideal

Florida established the global measure to provide accurate, complete and timely updates to the record by "Ensuring 90% of Clerk of Court offices have at least 90% scores for accuracy and completeness". Also, Florida measures compliance with the reporting of dispositions from Citation Inventory Reports via Motorist Maintenance system.

Change Notes: New Question.

227. ***Are there timeliness performance measures tailored to the needs of adjudication systems managers and data users?***

Meets Advisory Ideal

Florida measures compliance with the reporting of accurate and timely reporting of dispositions and errors received from the Clerks of Court through a Timeliness Report from Citation Inventory system. The report is retrieved on a monthly basis and is part of a baseline reporting system that compares the timeliness and error rates for each county. The timeliness reports referenced in the documentation are not on point to the reporting of dispositions and errors. The reports/standards are "Filing Cases Timely", "Collections Performance by Court Division", "Docketing Cases Timely", and "Paying Jurors Timely." However, the question is adequately answered by the "Citations 2020-Q227-EV 2- Timeliness Report B".

Change Notes: Rating Unchanged.

228. ***Are there accuracy performance measures tailored to the needs of adjudication systems managers and data users?***

Meets Advisory Ideal

Disposition Accuracy Measure looks at the accuracy of the disposition data. All Clerks that maintain adjudication systems must comply with Statewide Performance Measures maintained by Clerks of Court Operations Corporation (CCOC). Evidence 3 is the latest CCOC Executive Council Meeting Packet for 9/29/20. The Performance Standards are on pages 47-49 of the document. The Department used the edits within the electronic system to develop two specific accuracy performance measures that consist of an error rate and pass rate.

Change Notes: Rating Unchanged.

229. ***Are there completeness performance measures tailored to the needs of adjudication systems managers and data users?***

Meets Advisory Ideal

The State has articulated completeness performance measures for the adjudication system.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

230. ***Are there uniformity performance measures tailored to the needs of adjudication systems managers and data users?***

Meets Advisory Ideal

Florida has provided evidence that specifies the uniformity measures used, including the most current baseline and actual values for each. Because the UTC template has passed the initial formatting test, a data file with a minimum of 100 UTC records is electronically transmitted to the Florida Court Clerks and Comptrollers (FCCC) for structure testing. This ensures uniformity of all data fields. Any files that do not meet the performance measures are rejected and must be reconfigured and resubmitted to FCCC for approval. Because the Florida Court Clerks and Comptrollers (FCCC) are the adjudication and citation records keepers, they will tailor uniformity performance measures to the needs of adjudication systems managers and data users.

Change Notes: New Question.

231. ***Are there integration performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate an integration performance measure for the adjudication system. The performance measure referred to in the revised response relates to accuracy.

Change Notes: Rating Unchanged.

232. ***Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?***

Partially Meets Advisory Ideal

The narrative states that Florida has an accessibility performance measure, which evaluates the number of registered users with access to the citation/adjudication data. The Florida Court Clerks & Comptroller (FCCC) provides a web-based Comprehensive Case Information System (CCIS) portal which is role based. This portal is available to all sixty-seven clerk of courts and other governmental agencies. A user will have access to statewide offense and disposition data or court records, some of which are considered sensitive or may be exempt from public disclosure by Florida or federal law, court rule or court order. There is no evidence or document from a representative system in Florida that specifies the accessibility measures used, including the most current baseline and actual values for each.

Change Notes: New Question.

233. ***Has the State established numeric goals-performance metrics-for each adjudication system performance measure?***

Meets Advisory Ideal

Florida has developed performance metrics for the Clerks of Court (COC) and CMS vendors who transmit dispositions to the State. These are revised and published as the Best Practice Validations for COC and that document is presented as part of the evidence.

Change Notes: New Question.

234. ***Does the State have performance measures for its DUI Tracking system?***

Does Not Meet Advisory Ideal

Although the State has secured grant funds to develop a DUI Tracking system, one does not currently exist.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

235. ***Are sample-based audits conducted periodically for citations and related database content for that record?***

Meets Advisory Ideal

The State conducts sample-based audits conducted periodically for citations and related database content for that record through their Quality Process Inventory (QPI) Program.

Change Notes: New Question.

236. ***Are data quality management reports provided to the TRCC for regular review?***

Partially Meets Advisory Ideal

The State indicates each group represented at the Traffic Records Coordinating Committee meetings provides an update on their grants and the data quality measures of their record system.

Change Notes: New Question.

Injury Surveillance System

237. ***Is there an entity in the State that quantifies the burden of motor vehicle injury using EMS, emergency department, hospital discharge, trauma registry and vital records data?***

Meets Advisory Ideal

The Florida Department of Health's Injury Prevention Program quantifies the incidence and financial costs of motor vehicle crashes in the State on an annual basis. The Program utilizes hospital data (inpatient and ambulatory), vital records data, EMS data, and poison control data for its reports.

Change Notes: New Question.

238. ***Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?***

Meets Advisory Ideal

In addition to the core traffic records systems, Florida statutes also require the collection of information on all traumatic moderate-to-severe brain and spinal cord injuries that are treated in the State. Case referrals are maintained in the Brain and Spinal Cord Injury Program's (BSCIP) Central Registry.

Change Notes: Rating Unchanged.

239. ***Do the State's privacy laws allow for the use of protected health information to support data analysis activities?***

Meets Advisory Ideal

While Section 401.30(4) of the Florida Statute excludes EMS health care records from the public record, Section 401.425(5) allows the data to be used for quality assurance activities.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

240. ***Is there a statewide EMS database?***

Meets Advisory Ideal

The Emergency Medical Services Tracking and Reporting System (EMSTARS) is housed in the Department of Health.

Change Notes: Rating Unchanged.

241. ***Does the EMS data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Meets Advisory Ideal

EMSTARS can be used to track the frequency of motor vehicle crashes in the State and also includes a "primary impression" field that can provide an initial indication of severity.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

242. ***Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Partially Meets Advisory Ideal

While there is no specific highway safety project currently underway that is utilizing EMS data, Florida's EMS data is available to the State and EMS agencies for analysis, problem identification, and program evaluation activities. EMS data is used by local agencies to develop benchmarks and measure performance improvement.

Change Notes: Rating Unchanged.

EMS – Guidelines

243. ***Does the State have a NEMSIS-compliant statewide database?***

Meets Advisory Ideal

EMSTARS is NEMSIS-compliant to version 3.4.

Change Notes: Rating Unchanged.

EMS – Data Dictionary

244. ***Does the EMS system have a formal data dictionary?***

Meets Advisory Ideal

The Florida EMSTARS Data Dictionary is a very detailed, comprehensive document that includes all necessary information.

Change Notes: Rating Unchanged.

EMS – Procedures & Processes

245. ***Is there a single entity that collects and compiles data from the local EMS agencies?***

Meets Advisory Ideal

All agencies must submit data to the Bureau of Emergency Medical Oversight in the Florida Department of Health, whether it is quarterly aggregate data or real-time incident level data.

Change Notes: Rating Unchanged.

246. ***Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

The use of Florida's EMS data for research purposes is encouraged. Agencies or individuals may request EMSTARS data by completing a data use agreement. Data requests receive an initial review which, if approved, will be forwarded to the Florida Department of Health's Institutional Review Board for final sign-off.

Change Notes: Rating Unchanged.

247. ***Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?***

Meets Advisory Ideal

There are two methods that EMS agencies may submit data to the Bureau of EMS: aggregate or incident level. Aggregate data is submitted quarterly on the DH 1304 Form and incident level data is submitted through EMSTARS after the conclusion of the call.

Change Notes: Rating Unchanged.

248. ***Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?***

Meets Advisory Ideal

EMSTARS submission reports include both the percentage and number of records that contained errors and the percentage and number of records accepted into the database that have a business

rule violation. The agency may go through each of those reports to correct the errors or violations.

Change Notes: Rating Unchanged.

EMS – Quality Control

249. ***Are there automated edit checks and validation rules to ensure that entered EMS data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

All records submitted to EMSTARS must conform to the EMSTARS XML Schema and the Florida EMS Data Dictionary (v1.4 or v3).

Change Notes: Rating Unchanged.

250. ***Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?***

Meets Advisory Ideal

Records that fail the validation at the point of submission are rejected and must be resubmitted. Files containing business rule warnings will continue to be processed although the violations are recorded. The number and percentage of records rejected and resubmitted are tracked within the system.

Change Notes: Rating Unchanged.

251. ***Are there timeliness performance measures tailored to the needs of EMS system managers and data users?***

Meets Advisory Ideal

The sole timeliness measure is tracked and shared with the TRCC quarterly.

Change Notes: Rating Unchanged.

252. ***Are there accuracy performance measures tailored to the needs of EMS system managers and data users?***

Meets Advisory Ideal

The State EMS Strategic Plan includes five data categories and a performance measure related to the submission of valid data in those categories is tracked in the Florida Traffic Safety Information System Strategic Plan.

Change Notes: Rating Unchanged.

253. ***Are there completeness performance measures tailored to the needs of EMS system managers and data users?***

Meets Advisory Ideal

The State has established two completeness performance measures for the EMSTARS data system.

Those are tracked and reported to the TRCC on a quarterly basis.

Change Notes: Rating Unchanged.

254. ***Are there uniformity performance measures tailored to the needs of EMS system managers and data users?***

Meets Advisory Ideal

The EMSTARS uniformity performance measures relate to the two different versions in use (v1.4 and v3). Those measures are tracked regularly and reported to the TRCC quarterly.

Change Notes: Rating Unchanged.

255. ***Are there integration performance measures tailored to the needs of EMS system managers and data users?***

Partially Meets Advisory Ideal

The State has a grant performance goal to expand the EMS linkages to additional data sources. A specific linkage metric should also be considered (e.g., percent of EMS reports resulting from a motor vehicle crash that are linked back to the crash report).

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

256. ***Are there accessibility performance measures tailored to the needs of EMS system managers and data users?***

Does Not Meet Advisory Ideal

The accessibility objective listed in the report to the TRCC is to continue to use Biospatial. As that process is developed, specific performance metrics should be added to track the success of this effort.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

257. ***Has the State established numeric goals-performance metrics-for each EMS system performance measure?***

Partially Meets Advisory Ideal

Several of the measures have metrics established: completeness, accuracy, uniformity, timeliness. Those are shared with the TRCC quarterly. Metrics have not been documented for accessibility or integration.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

258. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?***

Meets Advisory Ideal

Quality control reviews are conducted at all levels of EMS care. Individual agencies receive

quality metrics through EMSTARS and informal reviews of data quality issues are completed annually by the State EMS Data Manager. If warranted, data issues are forwarded to the EMS Advisory Council Data Committee for review and action.

Change Notes: Rating Unchanged.

259. ***Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?***

Meets Advisory Ideal

The Florida Department of Health uses Biospatial and EMSTARS-CDX to generate dashboards and reports to the State's emergency medical services agencies. Agencies can look at five years of data to identify recent trends.

Change Notes: Rating Unchanged.

260. ***Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?***

Meets Advisory Ideal

The EMS Advisory Council Data Committee is a means for stakeholders and users across the State to provide data feedback to the State EMS Data Manager. That Committee meets quarterly and a new position, EMS Data Quality, was created to provide an ongoing, direct line of communication with data collectors and users.

Change Notes: Rating Unchanged.

261. ***Are EMS data quality management reports produced regularly and made available to the State TRCC?***

Meets Advisory Ideal

Data quality reports are shared at each TRCC meeting and have been for several years.

Change Notes: Rating Unchanged.

Emergency Department - System Description

262. ***Is there a statewide emergency department (ED) database?***

Meets Advisory Ideal

The Agency for Health Care Administration maintains the emergency department data system.

Change Notes: Rating Unchanged.

263. ***Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Meets Advisory Ideal

The emergency department data includes ICD-10-CM which may be used to identify and track the

frequency, nature, and severity of injuries from motor vehicle crashes.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

264. ***Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Meets Advisory Ideal

The Department of Health utilized the emergency department and hospital discharge data from the Agency for Health Care Administration for a traffic safety study.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Emergency Department – Data Dictionary

265. ***Does the emergency department dataset have a formal data dictionary?***

Meets Advisory Ideal

A data dictionary of a limited emergency department data set is available online and a dictionary for the confidential data file is available upon request.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Emergency Department – Procedures & Processes

266. ***Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?***

Meets Advisory Ideal

The Agency for Health Care Administration is responsible for collecting emergency department records. That information is then shared with the Department of Health on a quarterly basis.

Change Notes: Rating Unchanged.

267. ***Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Emergency department data is available to research entities upon approval. The process and restrictions for obtaining the confidential data set are available in the Agency for Health Care Administration's Information Resources and Data Security Procedures Manual available online.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Hospital Discharge – System Description

268. ***Is there a statewide hospital discharge database?***

Meets Advisory Ideal

There is a statewide hospital discharge data system maintained by the Agency for Health Care Administration.

Change Notes: Rating Unchanged.

269. ***Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Meets Advisory Ideal

The ICD-10-CM codes in the hospital discharge database are used to identify and track the frequency, nature, and severity of injuries.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

270. ***Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Meets Advisory Ideal

The Department of Health analyzed the hospital discharge data from the Agency for Health Care Administration for a traffic safety study.

If it is not already a routine activity, the TRCC should establish a process to identify independent projects that utilize Florida's injury surveillance data for possible inclusion in its highway safety program efforts.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Hospital Discharge – Data Dictionary

271. ***Does the hospital discharge dataset have a formal data dictionary?***

Meets Advisory Ideal

A data dictionary of a limited hospital discharge data set is available online and a dictionary for the confidential data file is available upon request.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Hospital Discharge – Procedures & Processes

272. ***Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?***

Meets Advisory Ideal

The Agency for Health Care Administration is responsible for collecting hospital discharge records.

Change Notes: Rating Unchanged.

273. ***Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

The Information Resources and Data Security Procedures Manual describes the process used to request and use hospital data.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Emergency Department and Hospital Discharge – Guidelines

274. ***Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?***

Does Not Meet Advisory Ideal

Although ICD codes are collected, AIS/ISS scores are not calculated as part of the hospital discharge or emergency department databases.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Procedures & Processes

275. ***Are there procedures for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide repository?***

Meets Advisory Ideal

Each hospital file goes through a series of audits (795 hospital discharge and 267 emergency department) at the point of submission and reports are generated to identify any errors.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Quality Control

276. ***Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Florida's hospital data is validated through an extensive set of audit checks - 795 audits for hospital discharge data and 267 audits for emergency department data.

Change Notes: Rating Unchanged.

277. ***Are there processes for returning rejected emergency department and/or hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?***

Meets Advisory Ideal

Hospital data is subject to numerous audit checks. Errors are returned to the submitting agency for correction and resubmission. The process continues until the data is certified, although no timeline appears to have been established for completion.

Change Notes: Rating Unchanged.

278. ***Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

Submission deadlines are not timeliness performance measures. Performance measures are tools used to gauge the performance of a specific system and include a baseline and goal metric.

Change Notes: Rating Unchanged.

279. ***Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

The Agency For Health Care Administration provides several reports (Error report, Norm Report that incorporates a statistically acceptable range for specific elements based on the previous four quarterly submissions, Threshold report that calculates a percentage of records falling outside a specified threshold, and Aggregated summary report) as data quality reviews for each submitting hospital. However, tracking individual facility errors does not constitute a performance measure with baseline, current, and target metrics against which the entire system may be evaluated.

Change Notes: Rating Unchanged.

280. ***Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

There are no documented completeness performance measures for the emergency department and hospital discharge data systems. Audits alone do not constitute a performance measure.

Change Notes: Rating Unchanged.

281. ***Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

There are no documented uniformity performance measures for the emergency department and hospital discharge data systems.

Change Notes: Rating Unchanged.

282. ***Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

There are no documented integration performance measures for the emergency department and hospital discharge data systems.

Change Notes: Rating Unchanged.

283. ***Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

There are no documented accessibility performance measures for the emergency department and hospital discharge data systems.

Change Notes: Rating Unchanged.

284. ***Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?***

Does Not Meet Advisory Ideal

No numeric metrics have been established for performance measures related to hospital data.

Change Notes: Rating Unchanged.

285. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?***

Partially Meets Advisory Ideal

The emergency department and hospital discharge data systems rely on the front-end validation and edit checks for quality review. Regular quality reviews of the statewide file are not conducted after the data is submitted.

Change Notes: Rating Unchanged.

286. ***Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?***

Meets Advisory Ideal

AHCA data administrators hold a quarterly data standards meeting. These meetings provide submitting facilities the opportunity to discuss issues that arise with regard to the audit process. Additionally, data user meetings are held quarterly and are open to all users/submitters.

Change Notes: Rating Unchanged.

287. ***Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

Data management quality reports related to hospital data are not shared with TRCC.

Change Notes: Rating Unchanged.

Trauma Registry – System Description

288. ***Is there a statewide trauma registry database?***

Meets Advisory Ideal

There is a statewide trauma registry, supported by statute and administrative rule, known as the Next Generation Trauma Registry (NGTR).

Change Notes: Rating Unchanged.

289. ***Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Meets Advisory Ideal

The trauma registry is able to identify and track the frequency, nature, and severity of traffic crash injuries by using the ICD-10-CM diagnosis codes along with the associated AIS information and external cause of injury code.

Change Notes: Rating Unchanged.

290. ***Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Does Not Meet Advisory Ideal

Trauma registry data has not been used to research a traffic crash issue, but it is anticipated that the newly formed Trauma System Advisory Council and Trauma Quality Collaborative will do so in the future.

Change Notes: Rating Unchanged.

Trauma Registry – Guidelines

291. ***Does the State's trauma registry database adhere to the National Trauma Data Standards?***

Meets Advisory Ideal

The NGTR is based on and complies with the National Trauma Data Standard, per statute, and includes additional Florida-specific fields.

Change Notes: Rating Unchanged.

292. ***Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?***

Meets Advisory Ideal

AIS and ISS are included in the trauma registry for all patients.

Change Notes: Rating Unchanged.

Trauma Registry – Data Dictionary

293. ***Does the trauma registry have a formal data dictionary?***

Meets Advisory Ideal

There are three data dictionaries for the NGTR: the NTDB standard, the Florida Trauma Registry Data Dictionary with the State-specific fields, and the Florida Acute Care Data Dictionary for trauma patients treated at non-trauma hospitals.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

294. ***Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Trauma registry data is available through summary reports and upon approval by the agency IRB. The data is also a part of the Biospatial program and there are plans to build public dashboards as well.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

295. ***Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?***

Meets Advisory Ideal

Data submissions are validated for errors through an automated process. Identified errors that require correction are returned via email to the trauma center for correction. Each record must achieve a pre-determined quality threshold to be considered valid.

Change Notes: Rating Unchanged.

Trauma Registry – Quality Control

296. ***Are there automated edit checks and validation rules to ensure that entered trauma registry data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

The NGTR uses a three-tiered process for validation of submitted records. The first layer, MDL validation, checks that data structure. The second layer performs validation for NTDB fields. Finally, the third layer provides validation using logic and business rules.

Change Notes: Rating Unchanged.

297. ***Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

While there are reporting standards for submission of trauma registry data, no timeliness performance measures have been established.

Change Notes: Rating Unchanged.

298. ***Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

There are no documented accuracy performance measures; a submission standard is not the same as a performance measure.

Change Notes: Rating Changed.
From ‘Meets Advisory Ideal’ to ‘Does Not Meet Advisory Ideal’.

299. ***Are there completeness performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

There are no documented completeness performance measures because a submission standard is not a performance measure.

Change Notes: Rating Changed.
From ‘Meets Advisory Ideal’ to ‘Does Not Meet Advisory Ideal’.

300. ***Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

There are no documented uniformity performance measures because a submission standard is not a performance measure.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

301. ***Are there integration performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

The trauma registry has the capability of being integrated with other traffic records data systems but, to date, those integrations have not occurred.

Change Notes: Rating Unchanged.

302. ***Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

No accessibility measures have been established for the trauma registry.

Change Notes: Rating Unchanged.

303. ***Has the State established numeric goals-performance metrics-for each trauma registry performance measure?***

Does Not Meet Advisory Ideal

The Trauma System Advisory Council will establish numeric performance goals to monitor the trauma registry data system.

Change Notes: Rating Unchanged.

304. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?***

Meets Advisory Ideal

The Florida Department of Health conducts annual quality control reviews. Individual facilities receive feedback on data quality during regular site surveys.

Change Notes: Rating Unchanged.

305. ***Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?***

Partially Meets Advisory Ideal

Through the administrative rule, a process has been established to provide feedback on the data elements, collection requirements, and any other concerns from trauma centers or other data users. Feedback can also be provided through the Trauma System Advisory Council; however, it is unclear if either of these processes is conducted routinely or on an ad-hoc basis.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

306. ***Are trauma registry data quality management reports produced regularly and made available to the State TRCC?***

Partially Meets Advisory Ideal

Information is shared with the TRCC when key updates are made to the system and data quality reports are provided as needed.

Change Notes: Rating Unchanged.

Vital Records – System Description

307. ***Is there a statewide vital records database?***

Meets Advisory Ideal

There is a statewide electronic death registration system (EDRS).

Change Notes: Rating Unchanged.

308. ***Does the vital records data track the occurrence of motor vehicle fatalities in the State?***

Meets Advisory Ideal

The vital records data system may be used to identify and track the frequency of traffic crash fatalities.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

309. ***Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Partially Meets Advisory Ideal

Vital records data has been used to identify the extent of a problem (e.g., childhood injury fact sheet) but does not appear to have been used to evaluate programs or to help allocate resources.

Change Notes: Rating Unchanged.

Vital Records – Data Dictionary

310. ***Does the vital records system have a formal data dictionary?***

Meets Advisory Ideal

The Bureau of Vital Statistics maintains data dictionaries (codebooks) and makes those documents publicly available.

Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes

311. ***Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Aggregate vital records information is available through the FLCharts program and confidential data may be requested from the Bureau of Vital Statistics and provided upon approval.

Change Notes: Rating Unchanged.

Vital Records – Quality Control

312. ***Are there automated edit checks and validation rules to ensure that entered vital records data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Edit checks and validation rules have been incorporated into the electronic death registration system and documented in the data dictionary.

Change Notes: Rating Unchanged.

313. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?***

Does Not Meet Advisory Ideal

Aside from the in-system edit checks, no additional quality review processes were described.

Change Notes: Rating Unchanged.

314. ***Are vital records data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

Vital statistics data quality management reports are not provided to the TRCC.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

315. ***Is there an interface among the EMS data and emergency department and hospital discharge data?***

Partially Meets Advisory Ideal

The Encounter Notification Service is moving towards an actual interface between EMS and hospital data systems; however, the current process still involves user input to identify patients or receive notifications. A true interface between the two systems will auto-populate data elements on a real-time basis.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

316. Is there an interface between the EMS data and the trauma registry data?

Does Not Meet Advisory Ideal

There is not currently an interface between EMS and trauma data systems. However, the project underway with Biospatial will ultimately include an automated link between those systems.

Change Notes: Rating Unchanged.

Data Use and Integration

317. Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?

Meets Advisory Ideal

Crash data is available to law enforcement agencies, behavioral program managers, researchers, and academia through the Signal Four Analytics portal. The data is regularly used for problem identification and resource allocation activities. Citation information is also available via the Signal Four portal as well as through the Florida Department of Highway Safety and Motor Vehicles Safety Center. Safety program managers and analysts are also available as a resource to highway safety partners.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

318. Does the State have a data governance process?

Meets Advisory Ideal

Florida has an overall data governance policy which is overseen by the State Chief Data Officers. The departments involved in highway safety and traffic records also have well-documented policies related to the use and integration of their data sets.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

319. Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?

Meets Advisory Ideal

The Traffic Records Information System Strategic Plan includes a focus on the accessibility and linkage of traffic records data. Objectives, metrics, and progress within those are based in part from a NHTSA GO Team effort and include plans to integrate EMS data with the existing linked crash, citation, and roadway files in the Signal Four Analytics platform. Several additional projects promoting the integration of traffic records data are supported by the State's TRCC.

Change Notes: Rating Unchanged.

320. ***Is driver data integrated with crash data for specific analytical purposes?***

Meets Advisory Ideal

Florida makes extensive use of traffic records data to evaluate and support their programs and campaigns. For a study on Veterans and their driving behavior, the FLHSMV data warehouse was used. The data warehouse includes information from the drivers license, motor vehicle, crash, citation/adjudication, and data from other State agencies. These data sets were integrated to support this effort.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

321. ***Is vehicle data integrated with crash data for specific analytical purposes?***

Meets Advisory Ideal

Analyses of the Ignition Interlock Device (IID) data system are very impressive and involve crash, citation, and IID data linkages. However, that information does not appeared to be gleaned from an integration with the vehicle data file. However, a previous 'rebuilt' project does demonstrate the integration of vehicle data to identify which vehicles that had been 'rebuilt' were subsequently involved in a crash. Also, the University of South Florida's motorcycle engine displacement report demonstrates the ability to integrate crash and vehicle data.

Change Notes: Rating Unchanged.

322. ***Is roadway data integrated with crash data for specific analytical purposes?***

Meets Advisory Ideal

The reports provided by the State Safety Office's Crash Records section provide additional information related to specific roadway characteristics associated with individual crashes that would not otherwise be available solely from the crash report.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

323. ***Is citation and adjudication data integrated with crash data for specific analytical purposes?***

Partially Meets Advisory Ideal

Citation information captured on the crash report does not constitute an integration of crash and citation data. Neither does an independent analysis of crashes and citations at a specified location. Integration of the crash and citation/adjudication files would involve matching records in the two data systems to further understand associated violations and crashes (this will address the noteworthy issues (page 3) and recommendations (page 4) in the Citation and Crash Analysis.pdf).

Change Notes: Rating Unchanged.

324. ***Is injury surveillance data integrated with crash data for specific analytical purposes?***

Meets Advisory Ideal

Biospatial conducts a probabilistic linkage between crash and EMS data and the results are

displayed via a dashboard.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

325. ***Are there examples of data integration among crash and two or more of the other component systems?***

Partially Meets Advisory Ideal

For a study of impaired driving offenses among veterans, linked administrative driving suspensions from the driver records and crash information from the Florida Department of Highway Safety and Motor Vehicles Data Warehouse was used. An analysis of integrated Ignition Interlock Device (IID) data was also conducted, but that is not two data systems other than crash (citation, driver, vehicle, roadway, ISS). A short description of the methodology used to integrate the data systems (data elements used, percentage of records successfully linked) will benefit future researchers and users of the data systems.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

326. ***Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?***

Meets Advisory Ideal

The University of South Florida conducted a study which merged the licensing file (motorcycle endorsement) with the registration file to determine the engine displacement of motorcycles registered to specific operators.

Change Notes: Rating Unchanged.

327. ***For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?***

Meets Advisory Ideal

Analytical resources are available at the HSMV headquarters and within each FHP troop. Those analysts have access to the State data warehouse, the ability to link the available datasets, and to provide results upon request.

Change Notes: Rating Unchanged.

328. ***For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?***

Does Not Meet Advisory Ideal

There are several, independent, publicly accessible websites for crash and citation/adjudication information. These sites query single data systems and do not appear to access integrated files. Access to integrated data is available to select traffic safety partners and stakeholders.

Change Notes: Rating Changed.

From ‘Meets Advisory Ideal’ to ‘Does Not Meet Advisory Ideal’.

Appendix B – Assessment Participants

State Highway Safety Office Representative(s)
Courtney Drummond
Florida Department of Transportation
Assistant Secretary

NHTSA Headquarters Coordinator
Mr. Tom Bragan
USDOT
MMUCC Analyst

State Assessment Coordinator(s)
Melissa Gonzalez
FL DOT
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NHTSA
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Ms. Joan Vecchi
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Assessment Team Members

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Mr. Larry Cook Ph.D.
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Director

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Center for Analytics and Research in Transportation Safety / LSU
Director

Dr. Tim Kerns
MDOT/Maryland Highway Safety Office
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Ms. Stacey B Manware
State of Connecticut Judicial Branch
Deputy Director, Superior Court Operations

Mr. Gregory A Noose
MT Dept. of Justice - Motor Vehicle Division
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Mr. Chris Osbourn
Tennessee Department of Safety and Homeland Security
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Ms. Patricia Ott P.E.
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BoYan Quinn
Colorado Department of Transportation
Traffic Safety Engineer

State and Local Respondents

The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

Ms. Brenda Clotfelter
Florida Department of Health
EMSTARS Project Manager

Richie C Frederick
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Chief of Records

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Safety Data Coordinator

Melissa Gonzalez
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Mr Benjamin Jacobs
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Mr. Joshua Sturms
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Section Administrator

Deborah Todd
Florida Department of Highway Safety and Motor Vehicles
Program Manager

Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board

ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
UCR	Uniform Crime Reports

VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

AHCA	Agency for Health Care Administration
ARBM	All Roads Base Map
BEMO	Bureau of Emergency Medical Oversight
CPI	Citation Processing Inventory
DART	Data Analysis Reporting for Transportation Systems
DAVID	Driver and Vehicle Information Database
DOS	Department of State
ELVIS	Electronic License and Vehicle Information System
FCTC	Florida Courts Technology Commission
FDLIS	Florida Driver License Issuance System
FLHSMV	Florida Highway Safety and Motor Vehicles Department
FRVIS	Florida Real-Time Vehicle Information System
NGTR	Next Generation Trauma Registry
RCI	Roadway Characteristics Inventory
RITA	Roadway Inventory Tracking Application
TCATS	Traffic Citation Accounting and Transmission System
TDA	Transportation Data and Analytics

State of Florida
Impaired Driving Coalition (FIDC)
Charter

Mission

The mission of the Florida Impaired Driving Coalition (FIDC) is to identify and prioritize the state's most pressing impaired driving issues and to develop and approve a strategic plan to maximize the state's ability to reduce impaired driving crashes, serious injuries, and fatalities. The vast network of partners will work collaboratively to review strategies which have been proven effective in reducing the occurrence of Driving Under the Influence (DUI).

Purpose

The FIDC is a non-legislative, non-judicial, and non-executive body, that functions strictly in an advisory role to the state of Florida, with an emphasis on decreasing the instances of impaired driving statewide. It supports activities to improve prevention, laws, the legal system, the administration of justice, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. This is accomplished through the development of model legislative language, the development of best practices, and analysis of Florida crash and citation data. The FIDC pursues the recommendations of assessments done by the National Highway Traffic Safety Administration, as well as the objectives established by the Florida Strategic Highway Safety Plan.

Membership

The coalition is comprised of individuals who have expertise and familiarity with Florida-specific impaired driving related programs, infrastructure, and needs. Coalition members represent agencies and organizations at the national, state, and local level, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, educators, and public health officials.

FIDC membership is on a voluntary basis, and members receive no compensation for services. All coalition members must be approved by the Florida Department of Transportation State Safety Office (FDOT) and the agency supporting the coalition subgrant.

All potential coalition members will be asked to complete a coalition application prior to membership status being considered. An application submission does not guarantee coalition membership.

FDOT will review membership applications and may approve membership based on individual qualifications, benefit, and to fill gaps in overall coalition representation.

Coalition members serve at the pleasure of FDOT and the agency supporting the coalition subgrant. Members may be dismissed and have their membership status revoked at any time with or without cause by either FDOT or the agency supporting the coalition subgrant.

Continued membership on the coalition will be based on:

- Attendance and active participation at a majority of the coalition meetings each year unless a designee has been identified or the absence is excused by FDOT.

- Active participation in any assigned FIDC subgroup(s).

Governance of the FIDC

FDOT oversees the coalition and subgrant activities.

The FIDC will meet at least three times a year. The year shall be the same as the federal fiscal year beginning October 1 and ending September 30.

FDOT will appoint a chair and vice chair from its membership based on representatives' ability and time commitments needed to drive down impaired driving related fatalities in Florida. The vice chair will serve as chair in the chair's absence. FDOT will appoint another chair or vice chair from its membership when the current chair or vice chair are unable to continue serving, or can no longer fulfill their duties.

Subgroups

The FIDC can create subgroups or technical task teams to perform the work of the coalition and can include representatives from any relevant entity that has an interest in or knowledge of impaired driving related issues. The chair of a technical task team must be a member of the FIDC. Technical task teams can meet as often as needed to perform the work assigned.



KYLE CLARK – CHAIR
International Association of Chiefs of Police

RAY GRAVES - VICE CHAIR
Florida Department of Highway Safety and Motor Vehicles

Current Members

Name	Title	Discipline	Department/Agency/Organization
Alexis Macchione	Education and Outreach Coordinator	Program Management and Strategic Planning / Education and Prevention / Communications Program	FL Dept. of Health, Office of Medical Marijuana Use (OMMU)
Anne Rollyson	Interim Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	DUI Counterattack, Hillsborough, Inc.
Sgt. Anthony Palese	Sergeant	Criminal Justice System (Enforcement)	Florida Highway Patrol
Chief Art Bodenheimer	Police Chief / Chairperson	Criminal Justice System (Enforcement)	Lake Alfred Police Department Florida Police Chief's Association
Brandy Howard	Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	SunCoast Safety Council
Chief Brett Railey	Retired Police Chief, Member IACP Highway Safety Committee, Public Safety Consultant / Vice President	Criminal Justice System (Enforcement)	Institute of Police Technology and Management (IPTM) Public Safety Services
Carmen Dixon	Education and Training Liaison	Program Management and Strategic Planning / Education and Prevention / Communications Program	FL Dept. of Health, Office of Medical Marijuana Use (OMMU)
Lt. Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Criminal Justice System (Enforcement)	Florida Highway Patrol
Chris Craig	Traffic Safety Administrator	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	FL Dept. of Transportation Central Office, State Safety Office
Chris Earl	EMSTARS Project Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Florida Safety Council
Chrystal Williams	Deputy Director	Program Management and Strategic Planning / Education and Prevention / Communications Program	FL Dept. of Health Office of Medical Marijuana Use (OMMU)
DaNa' Perry	Operations Manager	Education and Prevention	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Cpl. Daniel Darren	Corporal	Criminal Justice System (Enforcement)	Collier County Sheriff's Office
Sgt. Daniel Negersmith	Sergeant	Criminal Justice System (Enforcement / Legislation)	Clearwater Police Department
David Burt	Management Analyst	Criminal Justice System (Data and Records/Legislation)	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)

Name	Title	Discipline	Department/Agency/Organization
Chief David Ennis	Retired Chief of Police	Criminal Justice System (Enforcement)	Retired
Ellen Snelling	Chair	Education and Prevention / Legislation	Tampa Alcohol Coalition
Sgt. Hugh Gross	Sergeant	Criminal Justice System (Enforcement)	Hillsborough County Sheriff's Office
Isabel Perez-Morina	Chief Executive Officer/President	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Advocate Program, Inc. Florida Association of Community Corrections
Cpl. Jacob Gonzalez	Corporal	Criminal Justice System (Enforcement)	Tampa Police Department
Jeffrey Saputo	Manager of DUI Programs	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Florida Safety Council
Jennifer Suarez	Legal Advisor	Criminal Justice System	Miccosukee Tribal Court
DS. John Howard	Deputy	Criminal Justice System (Enforcement)	St. Johns County Sheriff's Office
Sgt. Joseph Farley	Sergeant	Community-Based Programs / Criminal Justice System (Enforcement / Prosecution)	Florida Highway Patrol
Juan Cardona	Criminal Justice System Liaison	Criminal Justice System (Enforcement)	Institute of Police Technology and Management (IPTM)
Kathleen Mazek	Crime Laboratory Analyst Supervisor	Criminal Justice System (Enforcement / Data and Records / Education and Prevention)	FL Dept. of Law Enforcement Alcohol Testing Program
Det. Kevin Millan	Detective	Criminal Justice System (Enforcement)	Miami Beach Police Department
Kyle Clark	Project Manager – Drug Evaluation and Classification Program (DECP) National	Program Management and Strategic Planning	International Association of Chiefs of Police
Kristie Shaw	Senior Crime Laboratory Analyst	Criminal Justice System (Enforcement / Data and Records / Toxicology Drug and Alcohol Testing)	FL Dept. of Law Enforcement Toxicology
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Larry Coggins	Regional Executive Director (Florida & Puerto Rico)	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Mothers Against Drunk Driving (MADD)
Sgt. Laura Anstead	Sergeant	Criminal Justice System (Driving Licensing / Education and Prevention / Enforcement / Policy / Prosecution)	Citrus County Sheriffs Office
LeAndra Higginbotham	Crime Lab Analyst	Criminal Justice System (Policy / Toxicology Drug and Alcohol Testing) / Prosecution	FL Dept. of Law Enforcement
Lee Axdahl	Managing Director	Data and Records / Education and Prevention / Criminal Justice System (Legislation / Policy)	Safety and Advocacy For Empowerment (SAFE)
Lora Hollingsworth	Chief Safety Officer	Program Management and Strategic Planning / Program Evaluation and Data / Criminal Justice System (Enforcement)	FL Dept. of Transportation Central Office, State Safety Office
Malcom Osteen	U.S. Probation Officer/Chief Warrant Officer	Criminal Justice System (Enforcement / Administrative Hearings)	United States Probation United States Coast Guard (Reserve)
Sgt. Mark Eastty	Sergeant / DUI Supervisor	Criminal Justice System (Enforcement)	Pinellas County Sheriff's Office

Name	Title	Discipline	Department/Agency/Organization
Mary Lewis	Operations Manager, DUI and IID Programs	Community-Based Programs / Data and Records / Data and Records / Education and Prevention / Legislation / Policy Screening and Assessment / Treatment and Rehabilitation	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Sgt. Matthew Rosenbloom	Sergeant	Criminal Justice System (Enforcement)	Pasco County Sheriff's Office
Melissa Gonzalez	HSMV Program Manager	Criminal Justice System (Data and Records/Legislation)	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Sgt. Michael Gajewski	Sergeant	Criminal Justice System (Enforcement)	Jacksonville Sheriff's Office
Mike Zinn	Community Traffic Safety Team Program Manager	Community-Based Programs / Education and Prevention / Enforcement / Alcohol Industry	FL Dept. of Transportation District 7, Community Traffic Safety Team Program
Nicholas Tiscione	Toxicology Unit Manager	Criminal Justice System (Enforcement/ Data and Records)	Palm Beach County Sheriff's Office
Capt. Rachel Bryant	Captain, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit	Criminal Justice System (Enforcement / Data and Records)	Florida Fish and Wildlife Conservation Commission Division of Law Enforcement, Boating and Waterways Section Statewide Boating Safety Unit
Ray Graves	Chief, Bureau of Motorist Compliance	Program Management and Strategic Planning / Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Criminal Justice System (Policy)	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Ofc. Robert Schohn	Officer	Criminal Justice System (Enforcement / Education and Prevention)	Fort Walton Beach Police Department
Ross Weiner	Assistant State Attorney in Charge, Traffic Homicide Unit	Criminal Justice System (Prosecution and Adjudication)	Office of the State Attorney 17th Judicial Circuit of Florida
Sgt. Ryan Clifton	Sergeant	Criminal Justice System (Enforcement)	Broward Sheriff's Office
Shayla Platt	Quality Assurance Manager	Criminal Justice System (Enforcement / Data and Records)	FL Dept. of Law Enforcement Alcohol Testing Program
Sylia Persons	Senior Crime Laboratory Analyst	Criminal Justice System (Enforcement / Data and Records / Toxicology Drug and Alcohol Testing)	FL Dept. of Law Enforcement, Toxicology
Theresa Chestnut	Community Safety Traffic Specialist - MS 1-8	Community-Based Programs / Education and Prevention	FL Dept. of Transportation District 1, Community Traffic Safety Team Program
Thomas Graham	Crime Laboratory Analyst	Criminal Justice System (Enforcement / Data and Records)	FL Dept. of Law Enforcement, Toxicology Unit
Tim Cornelius	Florida DRE Coordinator	Criminal Justice System (Enforcement / Education and Prevention / Data and Records)	Institute of Police Technology and Management (IPTM)
Tim Roberts	Law Enforcement Liaison District Coordinator	Criminal Justice System (Enforcement / Education and Prevention)	Florida Law Enforcement Liaison Program
Todd Schimpf	Communications Manager	Program Management and Strategic Planning / Education and Prevention / Communications Program	FL Dept. of Health Office of Medical Marijuana Use (OMMU)
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Name	Title	Discipline	Department/Agency/Organization
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Sgt. William Weaver	Sergeant	Criminal Justice System (Enforcement)	Orlando Police Department

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Dr. Xiaoyuan Zhao	Researcher	Program Management and Strategic Planning / Program Evaluation and Data / Communications Program	Center for Urban Transportation Research (CUTR)
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FLORIDA

IMPAIRED DRIVING COALITION

STRATEGIC PLAN

FFY 2024-2026

prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION

prepared by:

CAMBRIDGE SYSTEMATICS, INC.

Updated May 2025

FDOT

TARGET ZERO
FATALITIES & SERIOUS INJURIES

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Executive Summary

Despite impressive efforts to reduce traffic-related fatalities and serious injuries in Florida over the past several years, the number of impaired driving crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. In Florida, impaired driving crashes are those crashes where at least one of the drivers involved is possibly impaired. “Possibly impaired” is defined as when the reporting officer indicates (1) alcohol use is “suspected” or (2) the driver refuses to test for alcohol or (3) has a blood alcohol content result greater than zero, or (4) drug use is “suspected” or (5) the driver refuses to test for drugs or (6) has a drug test result of “positive.” The term “driver” refers to any operator of a motor vehicle, including motorcycles.

As a percent of all crash fatalities, impaired driving fatalities in Florida with a blood alcohol concentration (BAC) of .01 or higher has slowly declined from 34 percent in 2012 to 31 percent in 2022 (National Highway Traffic Safety Administration, NHTSA). Over a ten-year period (2013 to 2023), the State of Florida observed a steady decrease in the number of serious injuries from impaired driving crashes, with a reduction by nearly 900 serious injuries. Meanwhile, the number of impaired driving fatalities has recently begun an downward trend, decreasing nearly 25 percent between 2021 and 2023. Despite the implementation of many proven countermeasures, the number of impaired driving crashes, fatalities, and injuries continue to be unacceptable. Florida is dedicated to continuing to reduce the number of impaired driving fatalities and serious injuries.

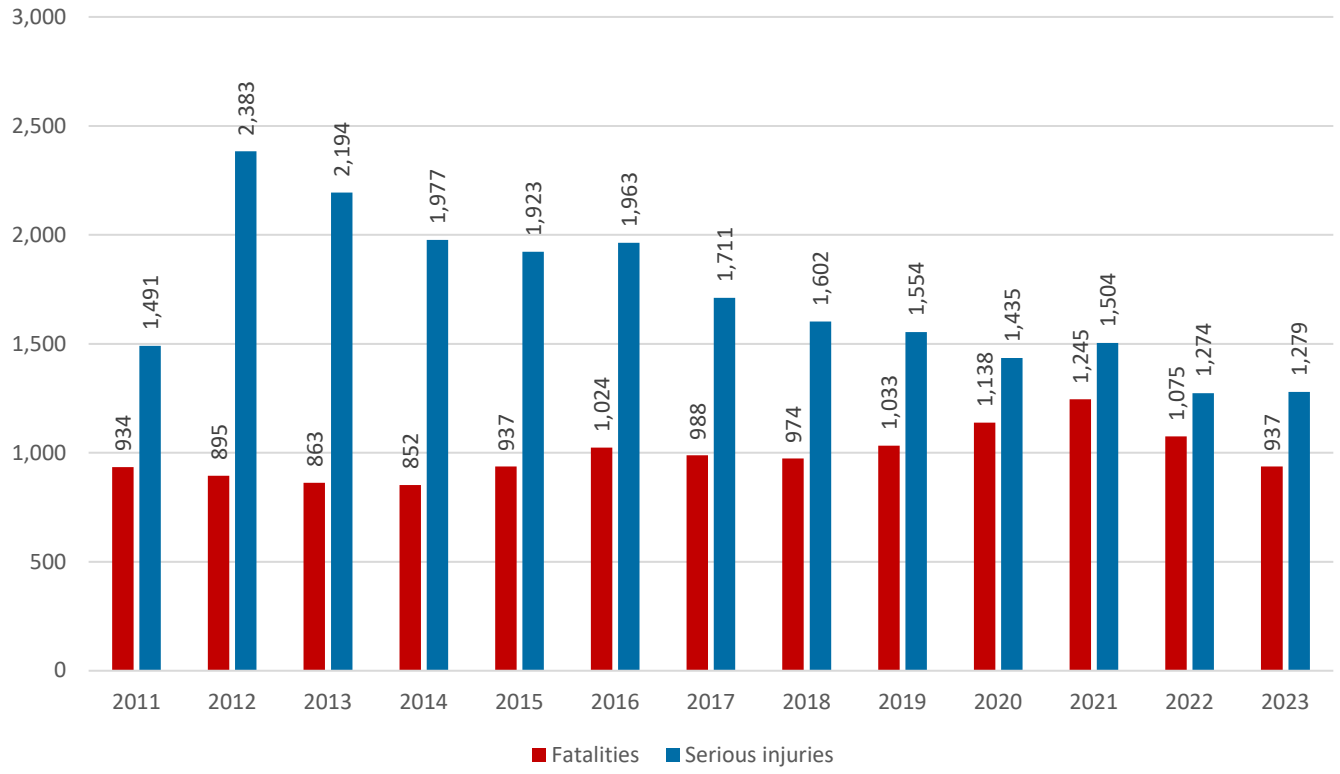


Figure 1: Florida Impaired Driving Fatalities and Serious Injuries (2011-2023)[1]

[1] Signal Four Analytics, Florida Traffic Safety Dashboard

In 2009, the Florida Department of Transportation (FDOT) facilitated the establishment of the Florida Impaired Driving Coalition (FIDC). The FIDC was formed to identify and prioritize the State's most pressing impaired driving issues, review proven strategies, develop, and approve a strategic plan that maximizes the State's ability to impact these crashes, and oversee implementation of the strategic plan. Agencies and organizations responsible for components of Florida's impaired driving system, or those agencies working to impact the effects of impaired driving, participate in the FIDC. The FIDC strives to meet quarterly but will meet a minimum of three times each federal fiscal year. The FIDC Charter is available as Appendix A.

The FIDC Membership List is available as Appendix B.

Florida's first Impaired Driving Strategic Plan, released in May 2011, was based on the Uniform Guidelines for State Highway Safety Programs for Impaired Driving No. 8 (NHTSA, 2006). The FDOT State Safety Office conducted a NHTSA technical assessment of Florida's impaired driving countermeasures program in May 2015 and again in July 2022. The Florida Impaired Driving Strategic Plan has been revised based on the results of these assessments and continues to provide guidance to the FIDC on accomplishing actions that lead progress toward its goal of zero traffic fatalities and serious injuries. The July 2022 assessment process and resulting recommendations were instructive for the FIDC and informed the development an updated Action Plan, which is available as Appendix C.

Links to referenced documents, programs, policies, and legislation are available in Appendix D.

Introduction

Impaired Driving in Florida

In Florida, nearly one out of every three traffic fatalities involve a driver impaired by alcohol and/or drugs. Impairment can occur with any use of alcohol or drugs, including prescription medication, medical marijuana, or illicit drugs. It is common for impaired drivers to combine more than one drug with alcohol, which further compounds impairment, even if the alcohol use does not meet the minimum threshold for a driving under the influence (DUI) charge.

Not surprisingly, weekend nights between 11:00 PM and 3:00 AM account for the highest frequency of impaired driving crashes in Florida. Men are almost five times more likely than women to be involved in a fatal crash involving an impaired driver, with men in their 20s being the most likely group to be seriously injured in impaired driving crashes.

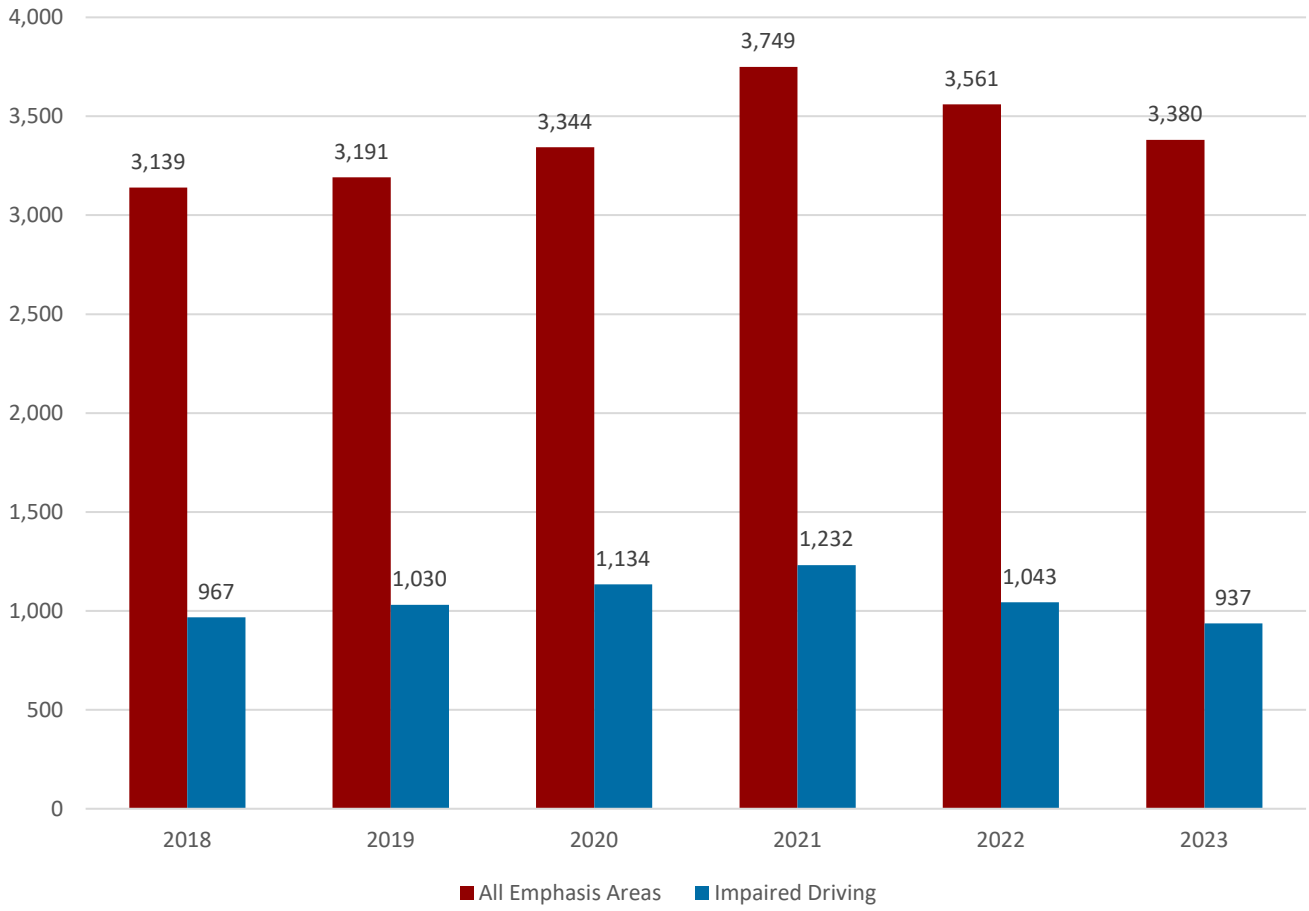


Figure 2: Florida Impaired Driving Fatalities (2018-2023)[2]

[2] Signal Four Analytics, Florida Traffic Safety Dashboard

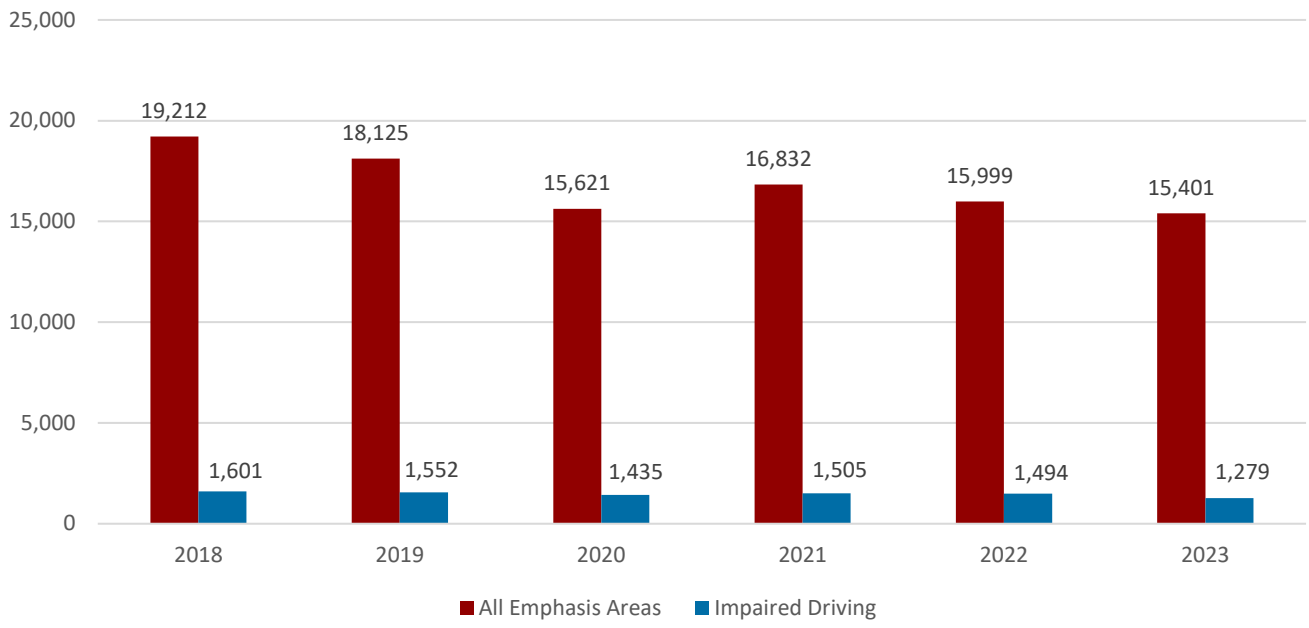


Figure 3: Florida Impaired Driving Serious Injuries (2018-2023)[3]

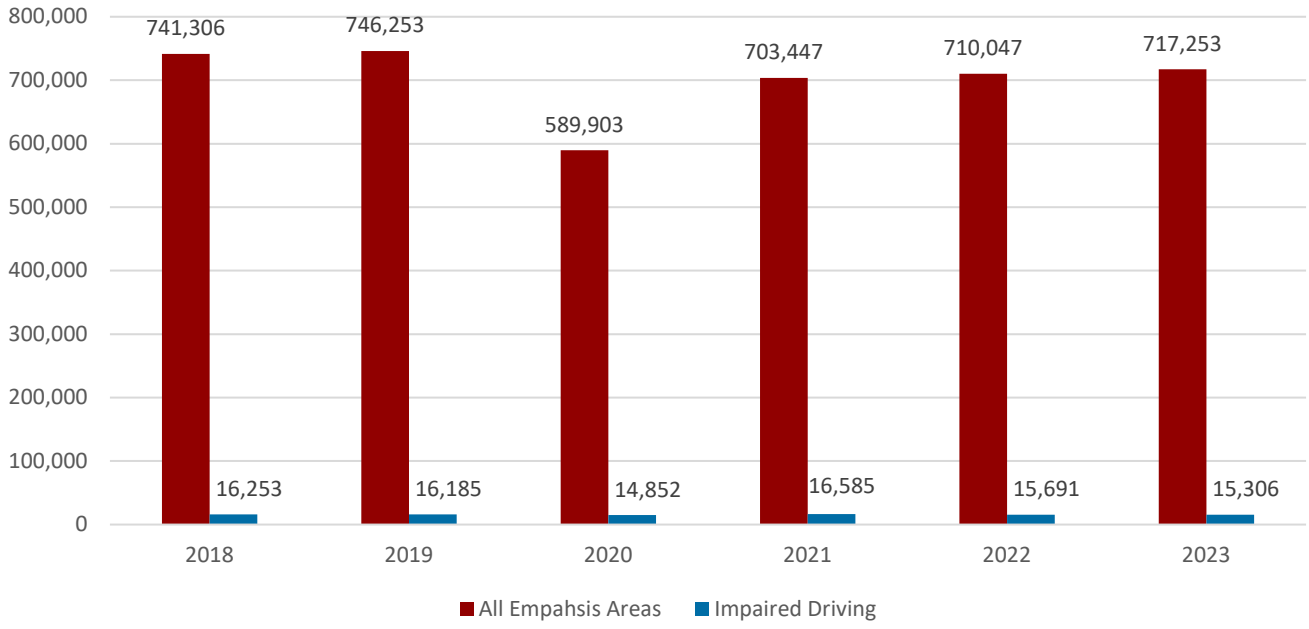


Figure 4: Florida Impaired Driving Crashes (2018-2023)[4]

[3] Signal Four Analytics, Florida Traffic Safety Dashboard

[4] Signal Four Analytics, Florida Traffic Safety Dashboard

Strategies

Florida's impaired driving strategic plan focuses on the following overarching strategies:

1.1 Combine high visibility enforcement with increased public awareness of the dangers, costs, and consequences of impaired driving, with emphasis on high-risk populations and locations.
1.2 Reduce repeat impaired driving behavior through enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses, and improved evaluation, intervention, and treatment of substance abuse.
1.3 Identify opportunities to prevent or counteract impaired driving through training of law enforcement, court, and substance abuse treatment personnel, recognition of emerging trends and new best practices, use of tools such as ignition interlock devices, and revision of laws and rules.

Effectiveness of the Program

The Florida Impaired Driving Strategic Plan aligns with the NHTSA Uniform Guidelines for State Highway Safety Program Guidance No. 8 and incorporates strategies and countermeasures aligned with state and national best practices, including those identified in Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 11th Edition, 2023 (nhtsa.gov). The CTW citations below reference the programs that are being implemented in Florida, all of which can be found in CTW Chapter 1: Alcohol-Impaired Driving and Chapter 2: Drug-Impaired Driving:

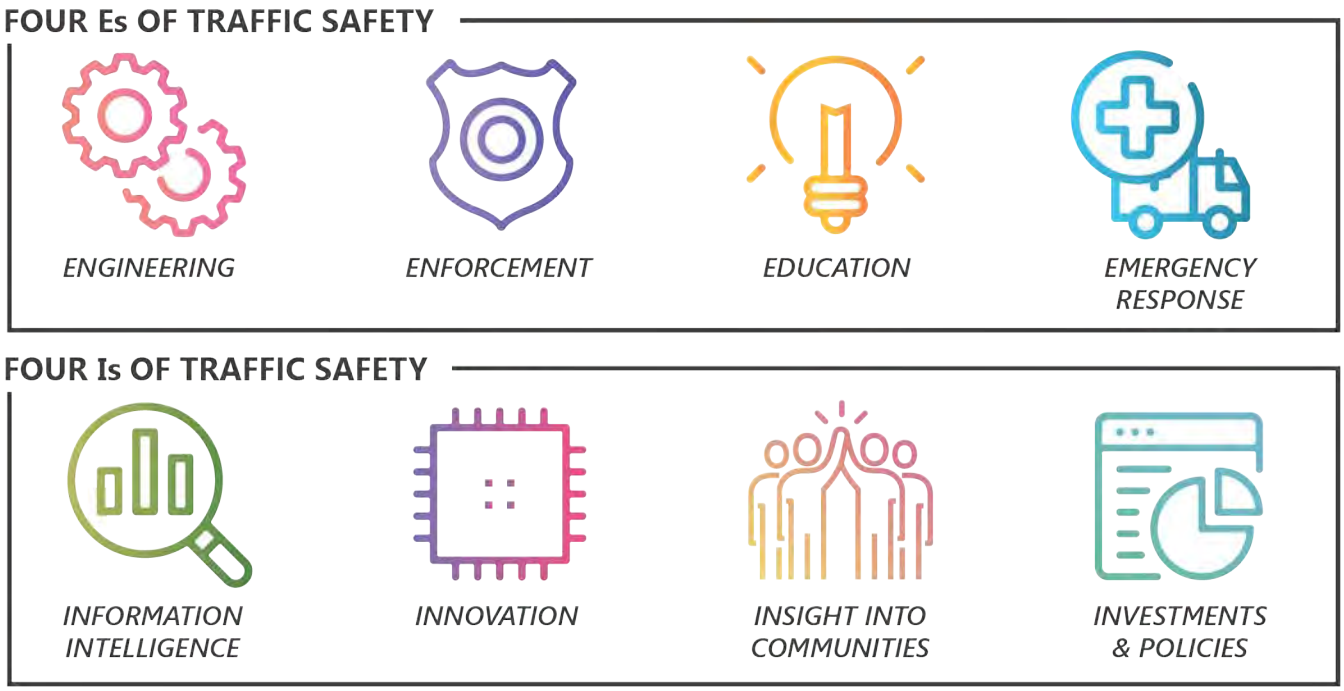
- Administrative License Revocation or Suspension (1-11)
- Minimum Legal Drinking Age 21 Laws (1-13)
- Open Container Laws (1-17)
- High-BAC Limits (1-20)
- Alcohol-Impaired Driving Law Review (1-24)
- Publicized Sobriety Checkpoints (1-26)
- High-Visibility Saturation Patrols (1-29)
- Integrated Enforcement (1-33)
- Alcohol Vendor Compliance Checks (1-35)
- Zero-Tolerance Law Enforcement (1-37)
- Alcohol Ignition Interlocks (1-39)
- Alcohol Problem Assessment and Treatment (1-43)
- DWI Courts (1-51)
- Mass Media Campaigns (1-58)
- Drug-Impaired-Driving Laws (2-13)
- Enforcement of Drug-Impaired Driving (2-16)

As the CTW is periodically updated, please visit the NHTSA Highway Safety Grants Program's resources page for the latest version.

Alignment with Other Plans and Requirements

Florida Strategic Highway Safety Plan (SHSP)

Florida's Strategic Highway Safety Plan (SHSP) is a statewide, data-driven plan designed to improve safety for all of road users. Serving as the State's five-year comprehensive roadway safety plan, the SHSP outlines strategies for achieving Florida's vision of zero traffic-related fatalities and serious injuries. The SHSP was developed in close coordination with the State's long-range transportation plan and the Florida Transportation Plan (FTP), which establishes a goal of "safety and security for Florida's residents, businesses, and visitors," with the target of zero fatalities or serious injuries across all transportation modes. The plan provides a comprehensive framework for eliminating fatalities and serious injuries on all public roads through collaboration with traffic safety coalitions, government agencies, and the public. It builds on the foundation of the 2016 SHSP and reflects alignment with traffic safety coalitions strategic plans, prior Highway Safety Plans (HSPs), Highway Safety Improvement Program (HSIP), Metropolitan Planning Organizations (MPO) long-range transportation plans, and other related plans. The SHSP is informed by analysis of crash data, safety trends, and roadway conditions in Florida; collaboration with traffic safety partners and coalitions; and public input. In addition to the traditional 4Es of traffic safety, the SHSP introduces the 4Is—Information Intelligence, Innovation, Insight into Communities, and Investments and Policies—emphasizing a more holistic approach to traffic safety. The SHSP is currently being updated to incorporate the latest data, emerging trends, and ongoing input from Florida's traffic safety partners to ensure the plan remains responsive, collaborative, and aligned with the State's zero fatality vision.



The SHSP reaffirms Florida's commitment to zero fatality and serious injury and aligns with the Safe System Approach and U.S. Department of Transportation's (DOT) Roadway Safety Strategy, which incorporates the following principles:

- Humans make mistakes—Human error and decisions can lead to crashes, but the transportation system can be designed to accommodate certain types/levels of human mistakes, thereby, avoiding death and serious injuries when a crash does occur.

- Humans are vulnerable—There are physical limits to human bodies in tolerating crash forces before death or serious injury occurs; therefore, the transportation system must be designed and operated to accommodate these physical human vulnerabilities.
- Responsibility is shared—All stakeholders, inclusive of government, industry, nonprofit/advocacy, researchers, and the public, are essential in preventing fatalities and serious injuries on our roadways.
- Safety is proactive—Tools should be identified and used proactively, rather than reactively, following crashes.
- Redundancy is crucial—All parts of the transportation system should be strengthened so that, if one part fails, other parts are still able to protect people.



The SHSP is built on extensive analysis of the State's traffic crash data. The data analyzed include valuable information about the location of the crash, conditions at the time of the crash, behavioral factors that contributed to the crash, and the vehicle and demographic information that identifies the types of users involved in the crash. This information, paired with other statewide and national trends, adds context to the traffic fatalities and serious injuries that occur on Florida's roadways and helps safety professionals and partners identify potential countermeasures and strategies to save lives and reduce injuries. The data and analyses in the SHSP resulted in identification of emphasis areas, which were organized into three categories—Roadways, Road Users, and User Behavior—supported by traffic records and information systems and accompanied by an additional category for evolving safety issues.

Florida Triennial Highway Safety Plan (3HSP)

The FDOT State Safety Office is responsible for developing a Triennial Highway Safety Plan (3HSP) to guide safety investments from NHTSA. Florida's HSP outlines the state's precise, data-driven effort of problem identification, project selection, and program evaluation.

Florida's 3HSP depends on the Florida Impaired Driving Coalition to carry out many of the planned activities outlined in the Impaired Driving Program Area. The Florida Impaired Driving Strategic Plan is strategically aligned with Florida's 3HSP to enable the Florida Impaired Driving Coalition to effectively carry out critical 3HSP implementation activities. As part of our process, FDOT is continuously analyzing the linkages between specific safety investments and safety outcomes to track the association between the application of resources and results.

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) was signed into law. The IIJA is the largest long-term investment in our infrastructure and economy in our nation's history. It provides $550 billion over Fiscal Years 2022 through 2026 in new Federal investment in infrastructure and introduces more than a dozen new highway programs and a variety of legislative changes impacting traffic safety.

Following the passage of the IIJA, NHTSA released the final rule for Title 23 Part 1300 of the Code of Federal Regulations (23 CFR Part 1300) Uniform Procedures for State Highway Safety Grant Programs, which went into effect on March 8, 2023. This guidance expands allowable uses for Impaired Driving Countermeasures subgrants and introduces additional flexibility for the IDAC to approach impaired driving challenges.

Stakeholder Engagement Process

Stakeholder engagement is a critical component to the success of Florida's impaired driving program. This importance was re-emphasized in IIJA, which added a requirement for State Safety Offices to build upon meaningful engagement and participation from communities, particularly those most significantly impacted by crashes resulting in fatalities and serious injuries. NHTSA's recently adopted final rule for the Uniform Procedures for State Highway Safety Grant Programs reflects these changes and clarifications. Florida's Highway Safety Plan provides a detailed overview of Florida's public participation and engagement process.

The Florida Impaired Driving Coalition is one of seven active traffic safety coalitions that meets quarterly with a wide range of stakeholders, public and private agencies, advocacy groups, and the public to collaborate on a specific traffic safety challenge. The Florida Impaired Driving Coalition works closely with the state's 50 Community Traffic Safety Teams (CTSTs). Florida's CTSTs are well established and integrated into communities all around the state and have effective working relationships with the public and many of the state's target audiences, including affected and potentially affected communities. These teams, while organizationally supported by FDOT, are often run, and managed by local agencies. These teams work directly in the communities and provide input back to the Florida Impaired Driving Coalition. The CTSTs help with road safety audits that influence safety countermeasures in specific areas.

Additional partners throughout the planning and implementation process include traffic safety advocates, FDOT District Traffic Safety Engineers, law enforcement, emergency responders, judges, Mothers Against Drunk Driving (MADD) and many other state and local agencies.

Problem Identification

FDOT State Safety Office identifies the State's traffic crash problems by:

- Reviewing data from the annual Traffic Crash Statistics Report prepared by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and NHTSA's Fatality Analysis Reporting System;
- Reviewing data from FLHSMV's Uniform Traffic Citation Statistics Annual Report;
- Analyzing data from FDOT Highway Safety Matrix prepared by FDOT State Safety Office;
- Meeting with advisory groups and SHSP Emphasis Area Teams;
- Reviewing the results of public opinion and observational surveys; and
- Utilizing the knowledge and experience of Traffic Safety Section staff.

FDOT receives crash data from the FLHSMV that includes all information collected on the crash reports. This data is used to create the Traffic Safety Section's annual Highway Safety Matrix. The staff utilize data from the matrix and the annual Traffic Crash Statistics Report, as well as citation data, to identify the traffic safety problems to be addressed in their program areas. The FDOT State Safety Office staff also works with advisory groups such as the Strategic Highway Safety Plan Emphasis area teams, EMS Advisory Council, and the State's many traffic safety coalitions to gather information about statewide problems. In addition, FDOT Program Managers work with the Law Enforcement Liaisons and local community traffic safety teams to identify problems.

Random digit dialed telephone surveys are conducted annually in conjunction with the Drive Sober or Get Pulled Over national NHTSA campaigns to evaluate the effectiveness of the awareness programs and to determine the public attitude related to traffic safety issues in the State. The FDOT State Safety Office uses this information in planning future activities.

Plan Structure

The following Sections 2.0 through 7.0 provide information on each component of Florida's impaired driving program:

- Program management and strategic planning;
- Prevention;
- Criminal justice system, including enforcement, prosecution, and adjudication;
- Communication and outreach;
- Screening, assessment, treatment, and rehabilitation; and
- Program evaluation and data.

The FIDC's charter, membership directory, and action plan can be found in Appendices. The action plan identifies the objectives, strategies, action steps (including an Action Step Leader for each step) for improving each of the program's components.

Program Management and Strategic Planning

Florida Impaired Driving Coalition (FIDC)

The FIDC was formed to identify and prioritize the State's most pressing impaired driving issues and develop a plan to maximize the State's ability to reduce the human and economic consequences of these crashes. FIDC members include representatives from agencies, organizations, and the private sector with a working knowledge and expertise in various parts of Florida's impaired driving system, including how the parts interrelate. The FIDC is guided by the FIDC charter, which can be found in Appendix A.

The FIDC is responsible for the development and implementation of the Florida Impaired Driving Strategic Plan. Based on recommendations from the 2022 NHTSA Impaired Driving Program Assessment, the FIDC continues to add new members and new innovative approaches to eliminating impaired driving on Florida's roadways. The FIDC includes membership from the following areas:

- State and local law enforcement
- Criminal justice system (e.g., prosecution, adjudication, and probation)
- Driver licensing
- Public health
- Treatment and rehabilitation
- Ignition interlock programs
- Data and traffic records
- Drug-impaired driving
- Communications and community engagement
- FDOT State Safety Office

Coalition members split into subcommittee groups organized around each goal of the strategic action plan. The subcommittee groups reviewed the action steps for their respective goals. Action step leaders updated committee members on activity progress and took notes on updates to share with the coalition during the Action Plan Report Out.

Strategic Planning

All members of the FIDC are an integral part of the process of developing and approving the Impaired Driving Strategic Plan. The FDOT State Safety Office and FIDC members share the goal of zero traffic fatalities in our state and will continue to develop strategies to reduce those fatalities related to impaired driving.



Program Management

The FDOT State Safety Office manages federally funded highway safety projects for Florida. The Traffic Safety Program Manager responsible for the Office's Impaired Driving Program serves on and actively participates in the FIDC. This creates an effective management and information sharing platform which allows the coalition to receive updates and progress reports on efforts at all FIDC meetings. The FIDC charter states that a meeting will be conducted at least three times per year, however, traditionally the Coalition meets four times per year. Other written, electronic, and voice communication services are utilized to effectively manage the program between meetings. At all meetings, action step leaders report progress to the members and any necessary actions are discussed.

Data and Records

Data is integral to safety decision-making. Using crash data to identify safety problems creates an evidence-based transportation planning process, and results in better decision-making. Florida's Traffic Records Coordinating Committee (TRCC) coordinates the timeliness, accuracy, completeness, uniformity, integration, and accessibility of data for the State's six traffic safety information systems (crash, driver, vehicle, roadway, citation/adjudication, and EMS/injury surveillance).

The FIDC, its members, and the TRCC look at opportunities to strengthen and improve the data and reporting systems in Florida. One goal of the FIDC is to implement a standardized web-based reporting system for impaired driving arrest reports that requires one-time entry of data to automatically populate all required forms. The FIDC also continues to study ways to develop and visualize a single repository for all impaired driving-related crash, citation, adjudication, and treatment data that can be easily accessed by law enforcement, prosecutors, the judiciary, providers, and government agencies working to address impaired driving.

Communication Program

The FIDC works with its stakeholders, members, and partners to support comprehensive communications. Together they support and promote the Drive Sober or Get Pulled Over national NHTSA campaigns. The FIDC and its partners continually spread impaired driving messages through paid media, earned media, social media, and other channels about the dangers and consequences of impaired driving, and to bring awareness to the issues we face to influence behavioral changes.

Prevention

Florida supports the prevention of alcohol and drug abuse that many times leads to a person driving impaired. The FIDC works to increase awareness of the dangers and consequences of impaired driving and look for opportunities to continue and expand effective programs. Law enforcement, Alcohol Beverage and Tobacco agents, alcohol services owners, and servers will be trained on the consequences of selling to minors and overserving impaired patrons. Florida will also work to develop new and innovative ways to reach individuals between 18 and 35 years old on the dangers of impaired driving.

Promote Responsible Alcohol Service

The FIDC will work with local alcohol services owners and distributors to educate them on the dangers and consequences of over service. Retailers have responsibilities toward the safe use of alcohol in their communities and are one line of defense in the prevention of access to alcohol by underage patrons, as well as to prevent over-service to individuals of all ages. Educating servers on recognizing false or fraudulent identifications and promoting cooperation with law enforcement are imperative. Staff training can also reduce the personal liability and risk of injury or death.

Promote Transportation Alternatives

Alternative transportation programs are one approach to reducing impaired driving. These programs transport impaired people home using taxis, ride-share programs, privately owned vehicles, buses, tow trucks, and law enforcement agents. In some cases, alternative transportation programs agree to pick up patrons before they become impaired and transport them to and between venues, so they are not tempted to drive home because they are uncomfortable leaving their car at a venue overnight. Some programs provide a driver to drive a person's car home as a designated driver. The promotion of programs like those listed below will continue to be promoted in our State:

- Designated Drivers
- Limousines/Party Buses
- Public Transportation
- Taxi
- Trolleys
- Tow-to-Go
- Fixed-Route Shuttle Programs
- Point-to-Point Shuttle Programs
- Tipsy Taxi
- Sober Ride
- Lyft, Uber, and other ride-share programs

Conduct Community-Based Programs

These programs focus on the use of familiar and comfortable surroundings as a prevention method by using family, friends, colleagues, etc. to influence and potentially change behavior and actions. Places such as schools, places of employment, medical and health care environments, and community centers are used to implement traffic safety programs by coalitions, advocate, and other community groups.

Schools

The Florida Teen Safe Driving Coalition's (FTSDC) Teen Traffic Safety Ambassador Program works to engage and inspire youth on the subject of traffic safety, and safe decision making. The mission of the Teen Ambassador Program is to empower high school students across Florida to become passionate advocates for safe teen driving through engaging, educating, and mobilizing communities to develop and enhance teen safe driving programs and activities,

aiming to reduce teen fatalities and serious injuries on Florida's roads. The program aims to create a culture of safe driving among Florida's teens, where every young driver understands the importance of responsible behavior behind the wheel.

Mothers Against Drunk Driving (MADD) Florida also provides statewide education to students, teachers, parents, school resource officers, and law enforcement agencies. Their prevention messages are shared at schools, town hall meetings, panel discussions, and other locations to reach underserved populations. MADD Florida's message promotes community involvement, because it will take parents, youth, and the community members to solve the problem of impaired driving.

Employers

Programs to support and educate both employers and employees of the dangers and consequences of impaired driving will be encouraged. Employers should understand the liability associated with company sponsored events where alcohol is available or provided to employees, such as holiday parties, and consider alternative transportation to remove the possibility of driving while intoxicated. Employee Assistance Programs provide individuals with a confidential resource if they believe they may have an alcohol or drug problem. Providing any of these services to employees and their families can benefit the company, their employees, and the community.

Community Coalitions and Traffic Safety Partners

Community Traffic Safety Teams (CTSTs) are locally based groups committed to a common goal of improving traffic safety in their communities. CTSTs are multi-jurisdictional, with members from city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. CTST boundaries are determined by the organizations comprising the team and can be a city, a portion of a county, an entire county, multiple counties, or any other jurisdictional arrangement.

Integrating the 4 Es of traffic safety (Engineering, Enforcement, Education, and Emergency Services) and the 4 Is identified in the Florida SHSP (Information Intelligence, Innovation, Insight into Communities, and Investments and Policies) is also encouraged. CTSTs address local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road.

FDOT provides the CTSTs in each FDOT District with public information and educational materials to address traffic safety problems affecting their local communities. Each FDOT District has a full-time CTST Coordinator who works closely with the CTSTs in their geographic area.

The FIDC works with the CTSTs by educating the teams about the extent and impact of impaired driving in their communities. The FIDC will continue to identify opportunities to engage the CTSTs in helping them to address the problems associated with impaired driving.

Criminal Justice System

The criminal justice system includes enforcement, prosecution, the courts, and administrative sanctions. Training is a major component of the FDOT State Safety Office impaired driving related grants and are provided to training institutions to fulfill the needs of law enforcement agencies, prosecutors, judges, and other traffic safety professionals.

Enforcement

The FDOT State Safety Office supports frequent, highly visible impaired driving law enforcement efforts including checkpoints and saturation patrols, in locations where impaired driving related crashes and fatalities most often occur. The FDOT State Safety Office, its subrecipient law enforcement agencies receiving NHTSA subgrant funding, and the FIDC support NHTSA's Drive Sober or Get Pulled Over national campaigns and participate in the Labor Day and Holiday Season campaigns. The campaigns include paid media, earned media, and joint efforts with partners to spread the word about the dangers and consequences of impaired driving, and the increased enforcement efforts by law enforcement agencies throughout the State.

Law enforcement is a critical partner in eliminating impaired driving from Florida's roadways. Each year, the FDOT State Safety Office and its subrecipients evaluate which training courses were the most often requested and highly attended, and which agencies may need support funding for impaired driving related officer training. Courses typically offered include but are not limited to: Drug Recognition Expert (DRE) training, Standardized Field Sobriety Testing (SFST) training, DUI Instructor training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Marijuana Impaired Driving Recognition.

High Visibility Enforcement

The impaired driving program is a priority for state and local law enforcement. The Law Enforcement Liaisons (LEL) work with agencies across the state on enforcement of impaired driving laws and educate community members about the prevention and consequences of impaired driving.

Local task forces comprised of various law enforcement agencies work collaboratively to encourage a high level of enforcement participation throughout the year. The task forces work with local media to obtain support through earned media. This program has proven to be successful by motivating law enforcement agencies to focus on impaired driving high visibility enforcement efforts year-round as well as during national enforcement waves.

The FDOT State Safety Office provides subgrant funds to law enforcement agencies who conduct and publicize high visibility impaired driving law enforcement activities. Many law enforcement agencies announce the dates of upcoming checkpoints, saturation patrols, and wolf packs through their local media partners and on their own websites and social media pages. These agencies also publish results of their efforts through the same media channels.

Drug Recognition Expert Program

Major efforts continue to focus on training and community outreach to inform judges, prosecutors, and law enforcement officers on the structure of the Drug Recognition Expert (DRE) program and its benefits. Tuition for Florida law enforcement officers to attend DRE training is paid via a subgrant to offset the training expenses that agencies may not be able to afford. Currently there are approximately 337 certified DREs in the state, as of May 2025. DRE attrition is common as they often are promoted or transferred and they lose agency support for participation in the program. As a result, Florida's DRE program continues to struggle with the needed growth but is working diligently in replacing those who were transferred, promoted, etc.

The number of drugged driving crashes, injuries, and fatalities continues to rise across the state. Unfortunately, it is anticipated these numbers will rise as recent legislation increased the availability of medical marijuana. Proactively increasing the number of DREs in the state will be instrumental in keeping those who are driving under the influence of drugs off the roads.

Prosecution

Impaired driving cases are perhaps the most litigious and complex cases in the judicial system; yet they are routinely handled by the most inexperienced prosecutors. The state utilizes a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts. The Traffic Safety Resource Prosecutor (TSRP) program provides prosecutors and law enforcement officers training in DUI investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRPs also train law enforcement officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. In addition to training, technical assistance on DUI prosecution, and assistance with cases on an as needed basis is available through the TSRP program.

Adjudication

Drug and DUI (alcohol) courts reduce recidivism among repeat and high-BAC offenders. These special courts involve all criminal justice stakeholders (prosecutors, defense attorneys, probation officers, and judges), along with alcohol and drug treatment professionals, who use a cooperative approach to systematically change participant behavior. This cooperative approach strengthens the effectiveness of the enforcement, increases the consistency of adjudication, improves case management by providing access to specialized personnel, and speeds up disposition and adjudication. These courts also increase access to testing and assessment to help identify impaired driving offenders (especially those with addiction problems) thus serving to prevent them from reoffending. Drug and DUI Courts currently only cover a limited number of jurisdictions, and their scope is limited due to funding considerations. The FIDC recognizes the value of these courts in sentence monitoring and enforcement. Our strategic plan calls for increased staffing and training for probation programs with the necessary resources, including technological resources, to monitor and guide offender behavior.

Florida provides the opportunity for judges to enroll chronic DUI offenders in a 24-7 Sobriety Program. The purpose of these programs is to work with the offenders and other substance abusers toward changing their behavior and preventing additional substance abuse related arrests, such as impaired driving. These programs are an emerging trend nationally, and Florida previously had a pilot program in Jacksonville with other circuits evaluating the success of the program and how they may work in their communities. The program goals were to increase public safety, increase public health outcomes, and to reduce impaired driving recidivism.

Education opportunities for judges at the state level are provided through the Florida Supreme Court Education Council to ensure judges stay up-to-date on impaired driving issues, evolving investigative techniques, trending drugs of abuse and their effects on the body, and other changes in the legal landscape as it pertains to impaired driving.

Communication Program

Florida Impaired Driving Marketing and Communications Plan

The FDOT State Safety Office implements a comprehensive Impaired Driving Marketing and Communications Plan annually to increase education efforts and awareness of impaired driving and its consequences. The Impaired Driving Marketing and Communications Plan identifies two objectives to ultimately achieve the overall goal of eliminating impaired driving fatalities and serious injuries:

- Reduce the number of alcohol-impaired driving fatalities and serious injuries among males 18 to 34 years old.
- Reduce the number of drug-impaired driving fatalities and serious injuries.

Impaired driving messaging will vary throughout Florida depending on the audience but will focus on encouraging drivers to not get behind the wheel if they have been drinking or are impaired by drugs and to refuse to ride with an impaired driver.

With this strategic plan, the FIDC will assist with the development and implementation of a comprehensive communications plan that supports priority policies and program efforts and is directed at impaired driving; underage drinking; and reducing the risk of injury, death, and resulting medical, legal, social, and other costs. This communications plan will complement the efforts of the FDOT State Safety Office's paid media campaigns.

The plan calls for a comprehensive communication program that supports priority policies and program efforts. Communication programs and materials will be developed to be culturally relevant and multilingual as appropriate.

Paid Media

Safety subgrant funds are used to contract with media buying companies to deliver Florida's Impaired Driving Marketing and Communication Plan statewide. The locations and medium selected are based on the number of expected impressions, geographic location of high risk populations, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the state.

Florida supports two campaigns:

- **Drive Sober or Get Pulled Over** crackdowns over the Labor Day, December, and other drinking holidays that increase awareness of and compliance with impaired driving laws and the consequences of failing to do so.
- **Drink + Ride = Lose**, which reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired.

Florida also conducts regular media campaigns to discourage alcohol and drug-impaired driving during holidays and events associated with high rates of impaired driving including the Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, Halloween, and the winter holidays.

Florida is home to 10 designated market areas (DMAs) making it difficult and resource intensive to effectively deliver a statewide impaired driving marketing campaign. Florida has chosen to focus resources on specific target audiences, primarily males age 18-34, in all 10 DMAs.

Earned Media

Florida also leverages existing assets to increase impaired driving messaging through a variety of media, including on roadway dynamic messaging signs (DMS). Florida has identified multiple relevant impaired driving messages that are approved to be displayed on all Florida DMS displays and these messages are shared with the public regularly. These signs account for thousands of impressions every year and continue to be one of the most effective tools for getting impaired driving messaging out to the public.

Alcohol and Other Drug Misuses: Screening, Assessment, Treatment and Rehabilitation.

Screening and Assessment

Impaired driving frequently is a symptom of a larger problem of alcohol or other drug misuse. Many first-time impaired driving offenders and most repeat offenders have alcohol or other drug abuse or dependency problems. Without appropriate assessment and treatment, these offenders are more likely to repeat their crime. One-third of impaired driving arrests each year involve repeat offenders.

All drivers convicted of DUI are required to enroll in a DUI program. DUI programs are private and professional non-profit organizations that provide education, a psychosocial evaluation, and treatment referral services to DUI offenders to satisfy judicial and driver licensing requirements. Two educational services are offered - Level I for first-time offenders and Level II for multiple offenders.

The Level I course is to be a minimum of 12 hours of classroom instruction and incorporates didactic and interactive educational techniques. The Level II course is a minimum of 21 hours of classroom time using primarily interactive educational techniques in a group setting. The average class size is not to exceed 15 students for Level II. This course focuses on the problems of the repeat offender and treatment readiness as the majority of students are referred to treatment. In no case is placement in Level II used in lieu of treatment.

Certified DUI evaluators conduct evaluations to determine the existence of an alcohol or other drug problem. It is not the responsibility of the evaluator to develop a formal diagnostic impression. Evidence of addiction is not required for referral. Clients with evidence of alcohol or drug abuse are referred to treatment facilities certified by the Department of Children and Families (DCF).

Substance abuse services are provided at more than 900 facilities in Florida, including detoxification facilities, outpatient services, maintenance programs, residential centers, and transitional homes.

Medical and health care facilities throughout Florida provide screening and brief intervention to their patients who self-report or are suspected of being alcohol and/or substance abusers. Florida's health care system, especially in the Emergency Department and Trauma Units, frequently treat patients who test positive for alcohol or drugs, self-report uses, and/or exhibit signs of alcohol and/or drug use. These health care settings are responsible for creating their own policies, which may include procedures for Screening and Brief Intervention and Referral (SBIR) or Screening and Brief Intervention and Referral for Treatment (SBIRT). A hospital's Emergency Department or Trauma Unit may request to have a case manager or social worker meet with the patient and refer him or her to alcohol or substance use counseling. If a case manager or social worker is not able to meet with the patient, then alcohol and/or substance use recommendations may be given to the patient with their discharge documentation.

The FIDC and the FDOT State Safety Office will explore opportunities to provide education to medical professionals to ensure patients are being properly informed about the dangers of certain prescriptions and the need to refrain from driving while on these prescriptions.

Treatment and Rehabilitation

Following evaluation by DUI Evaluators in DUI Programs, clients with evidence of alcohol or drug abuse are referred to treatment facilities. Approximately 64 percent of first offenders and over 90 percent of second offenders are referred to treatment. All treatment providers must be licensed by the Florida Department of Children and Families (DCF) pursuant to Chapter 397, F.S. or exempt from such licensure. Convicted impaired drivers receive treatment services from local agencies certified by the DCF under Chapter 65D-30 of Florida Administrative Code. Clients are responsible for all costs of treatment, including the DUI education program.

Drivers referred to treatment are monitored by the treatment agency. The treatment agency notifies the DUI Program of completion or non-compliance with the prescribed treatment. Completion of treatment under the DUI Program is required for driver license reinstatement.

24-7 Sobriety Programs

The 24-7 Sobriety Program is exactly as its name implies – a twenty-four hour a day and seven day a week sobriety program that has the goal of total sobriety for each offender in the program. The program monitors total abstinence from alcohol and drugs by requiring the participant to submit to the testing of their blood, breath, urine, or other bodily substances to determine the presence of alcohol, marijuana, or any controlled substance in their body.

The purpose of these programs is to change the behavior of offenders and other substance abusers and prevent additional substance abuse related arrests, as well as reduce impaired driving recidivism, and increase public safety and public health outcomes. In 2017, a 24-7 Sobriety Program was piloted in the City of Jacksonville and has since concluded. The FIDC is currently evaluating other circuits to participate in the 24-7 Sobriety Program.

Monitoring Impaired Drivers

Florida law requires that courts “shall” place all offenders convicted of violating Florida’s DUI laws on monthly reporting probation and shall require completion of a substance abuse course conducted by a DUI Program licensed by the FLHSMV which must include a psychosocial evaluation of the offender. If the DUI Program refers the offender to an authorized substance abuse treatment provider for substance abuse treatment, in addition to any sentence or fine imposed, completion of all such education, evaluation, and treatment is a condition of reporting probation.

The offender assumes reasonable costs for such education, evaluation, and treatment. Florida only provides state-funded probation services for DUI offenders who have been adjudicated of felony offenses. County Court judges also have access to probation supervision services in their counties. These services are either provided through county agency providers or through private probation providers, which are self-sustaining. DUI defendants are assigned and monitored by probation officers who regularly report violations to the courts and obtain warrants for the arrest of defendants who have violated probation conditions.

Florida provides for installation of ignition interlock devices (IIDs) in the cases of second and subsequent offenders. It is optional for first-time offenders, as long as they do not fall under enhanced penalties such as a BAC of 0.15 or more or have a minor in the vehicle. IID requirements are not included as a normal condition of probation, although

judges have the discretion to require IID use as a condition. Defendants, who are required to install and utilize IIDs, are monitored by the FLHSMV. Violations result in loss of driving privileges. Tampering is a non-criminal infraction.

Special Supervision

A Voluntary Restricted License program under FS 322.292

The purpose of the program is supervision of 5-year, 10 year and permanent license revocations eligible for a business or employment purpose only license. This is required by DHSMV for restricted licenses, during revocation periods. Strictly a voluntary program.

Applicants must be evaluated and supervised by the DUI Program which serves the county in which the applicant resides, is employed or attends school unless the program of residence, employment or school attendance does not object to attendance at the program. Applicants must also have a hearing at a local Bureau of Administrative Review (BAR) office to determine their initial eligibility for a hardship license. If eligible, the applicant will be given a hearing letter and can proceed with enrolling in the program.

The goal of the program is to help ensure the individual with the revoked license, who has made significant lifestyle changes, will comply with Florida Statute 322.271, if found to be trustworthy enough to be granted the privilege of a restricted license.

Content of the program consists of:

- Extensive records collection including criminal, medical, and/or treatment.
- A two-hour psychosocial evaluation with a certified DUI Special Supervision Services (SSS) Evaluator.
- Follow-up interviews with a certified DUI SSS Evaluator for the duration of the revocation period.
- Alcohol and drug tests conducted randomly and unannounced.
- Self-help group attendance and/or treatment may also be required.

An applicant with a revocation of 5 years or less is eligible when:

1. Twelve (12) months have elapsed after the date the revocation was imposed as a prerequisite to admission into the program;
2. He/she has not driven within the twelve (12) months prior to reinstatement; and
3. He/she has not used any drugs for at least the past twelve (12) months. Drugs include alcohol and those so-called non-alcoholic beers or wines which contain less than .5% of alcohol. Consuming medication prescribed for others is considered abuse and shall warrant a negative recommendation for acceptance into the program or cancellation if already in the program. Drugs do not include medication taken according to directions for its intended medicinal purpose.

An applicant with a revocation of more than 5 years, except those under permanent revocation, is eligible when:

1. At least twenty-four (24) months have elapsed as a prerequisite to admission into the program;
2. He/she has not have driven within the twelve (12) months prior to reinstatement;
3. He/she has not have used any drugs for at least the past twelve (12) months. Drugs include alcohol and those so-called non-alcoholic beers or wines which contain less than .5% of alcohol. Consuming medication prescribed for others is considered abuse and shall warrant a negative recommendation for acceptance into the program or cancellation if already in the program. Drugs do not include medication taken according to directions for its intended medicinal purpose.

An applicant with a permanent revocation (convicted of 4 or more DUI's or first conviction for DUI Manslaughter), is eligible when:

1. At least 5 years have elapsed after the date of the last conviction or the expiration of 5 years after the termination of any incarceration;
2. He/she has not have been arrested for a drug related offense during the 5 years preceding the filing of the petition;
3. He/she has not have driven a motor vehicle without a license for at least 5 years prior to the hearing;
4. He/she has been drug-free for at-least 5 years prior to the hearing; and
5. He/she has completed a DUI program licensed by the Department.

If approved for a hardship license, the license will be restricted to employment purposes only for not less than one year. Furthermore, IID requirements must be met in addition to SSSP eligibility for driver license reinstatement.

Ignition Interlock Devices

Section 316.193, Florida Statues, requires ignition interlock device (IID) to be installed on the vehicles of certain persons convicted of DUI.

The ignition interlock program affects those arrested and convicted of DUI after July 1, 2002, upon eligibility of reinstatement for a permanent or restricted driver license. The IID is also required when a driver convicted of DUI applies for a restricted license for work or business purposes (s. 322.271, F.S.).

If a person is otherwise eligible, a driver license will be issued with a “P” restriction indicating an IID is required. The required time period for an IID begins on the day the “P” restriction is issued.

DUI Conviction	Ignition Interlock Requirements
First Conviction	If Court Ordered
First Conviction if 0.15 or minor in car	At Least 6 Months
Second Conviction	At Least 1 year
Second Conviction if 0.15 or minor in car	At Least 2 years
Third Conviction	At Least 2 years
Fourth or Subsequent Conviction	At Least 5 years

Under the statute, DUI programs are the designated agencies that monitor interlock violations in Florida. The definition of a violation consists of the following:

- Any two breath tests above the 0.025 breath alcohol level upon initial startup of the vehicle.
- Any refusal to submit to a required rolling retest.
- Any retest above the 0.025 breath alcohol level.
- Any evidence of equipment tampering.

Additional requirements for IID violations are as follows:

1st Violation:

- Must report to the DUI program for a monitoring appointment.

2nd Violation:

- Must report to the DUI program for a monitoring appointment.
- Develop a Case Management Plan.
- Report monthly to the program for the duration of your IID time.

3rd or Subsequent IID Violation:

- Must report to the DUI program for referral to substance abuse treatment.
- Report to the DUI program for monthly monitoring appointments.
- Must complete substance abuse treatment, monthly monitoring with the DUI program, and the duration of the IID is extended by one month for each subsequent violation beyond the third violation.

Drivers who are required to install an IID must contact one of the following providers for installation. The service providers listed below meet the requirements provided in 15A-9.007, F.A.C., the National Highway Traffic Safety Administration Standards, and section 316.1938, Florida Statutes.

Contracted Provider	Contact Information	Approved Devices
Intoxalock	844-612-3952 https://www.intoxalock.com/florida/	Model #: 1001A
ALCOLOCK	866-837-8646 https://alcolockusa.com/locations/florida-ignition-interlock/	Model #: Alcolock LR
Draeger - Nationwide Interlock	800-880-3394 https://www.nationwideinterlock.com/	Model #: Draeger Interlock 7000
Smart Start	800-880-3394 https://www.smartstartinc.com/	Model #: SSI 2030
LifeSafer	855-527-1598 https://www.lifesafer.com/	Model #: L250
Guardian Interlock	800-499-0994 https://www.guardianinterlock.com/	Model #: AMS 2000

Program Evaluation and Data

The FIDC, its members, and the TRCC look at opportunities to strengthen and improve the data and reporting systems in Florida to enhance safety decision-making and encourage evaluation of the impaired driving system and programs.

Program Evaluation

An overall evaluation of all traffic safety funded projects and other non-funded impaired driving efforts is conducted annually via the FDOT State Safety Office Annual Report. The reported progress of funded efforts, along with the outcome of crash data trends, are used to assess gaps, identify successes, and plan new program strategies. Successes are documented and shared among impaired driving enforcement agencies and stakeholders. Specific performance requirements may be added to newly funded projects if a strategy is proven to be effective statewide.

Data

Florida effectively maintains a system of records that can:

- Identify impaired drivers;
- Maintain a complete driving history of impaired drivers;
- Receive timely and accurate arrest and conviction data from law enforcement agencies and the Clerk of Courts, including data on operators as prescribed by the commercial driver licensing regulations; and
- Provide timely and accurate driver history records to law enforcement and the courts.

The FLHSMV, Division of Motorist Services maintains the driver file which contains records on drivers including commercial drivers. The Department also maintains the vehicle registration and title file. Courts and law enforcement have immediate access to driver and motor vehicle data using the Driver and Vehicle Information Database (DAVID). The information search can be initiated using a name, driver license number, license plate number, VIN, or other personal details.

Convictions are submitted electronically by all county courts through the Traffic Citation Accounting and Transmission System (TCATS). Crash involvement is posted automatically in the driver file if a conviction is associated with the crash. Blood alcohol level (BAL) data are recorded in the driver file if present on a crash report or citation.

Appendix A: FIDC Charter

Appendix A

State of Florida Impaired Driving Coalition (FIDC) Charter

Mission

The mission of the Florida Impaired Driving Coalition (FIDC) is to identify and prioritize the state's most pressing impaired driving issues and to develop and approve a strategic plan to maximize the state's ability to reduce impaired driving crashes, serious injuries, and fatalities. The vast network of partners will work collaboratively to review strategies which have been proven effective in reducing the occurrence of Driving Under the Influence (DUI).

Purpose

The FIDC is a non-legislative, non-judicial, and non-executive body, that functions strictly in an advisory role to the state of Florida, with an emphasis on decreasing the instances of impaired driving statewide. It supports activities to improve prevention, laws, the legal system, the administration of justice, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. This is accomplished through the development of model legislative language, the development of best practices, and analysis of Florida crash and citation data. The FIDC pursues the recommendations of assessments done by the National Highway Traffic Safety Administration, as well as the objectives established by the Florida Strategic Highway Safety Plan.

Membership

The coalition is comprised of individuals who have expertise and familiarity with Florida-specific impaired driving related programs, infrastructure, and needs. Coalition members represent agencies and organizations at the national, state, and local level, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, educators, and public health officials.

FIDC membership is on a voluntary basis, and members receive no compensation for services. All coalition members must be approved by the Florida Department of Transportation State Safety Office (FDOT) and the agency supporting the coalition subgrant.

All potential coalition members will be asked to complete a coalition application prior to membership status being considered. An application submission does not guarantee coalition membership.

FDOT will review membership applications and may approve membership based on individual qualifications, benefit, and to fill gaps in overall coalition representation.

Coalition members serve at the pleasure of FDOT and the agency supporting the coalition subgrant. Members may be dismissed and have their membership status revoked at any time with or without cause by either FDOT or the agency supporting the coalition subgrant.

Appendix A: FIDC Charter

Continued membership on the coalition will be based on:

- Attendance and active participation at a majority of the coalition meetings each year unless a designee has been identified or the absence is excused by FDOT.
- Active participation in any assigned FIDC subgroup(s).

Governance of the FIDC

FDOT oversees the coalition and subgrant activities.

The FIDC will meet at least three times a year. The year shall be the same as the federal fiscal year beginning October 1 and ending September 30.

FDOT will appoint a chair and vice chair from its membership based on representatives' ability and time commitments needed to drive down impaired driving related fatalities in Florida. The vice chair will serve as chair in the chair's absence. FDOT will appoint another chair or vice chair from its membership when the current chair or vice chair are unable to continue serving, or can no longer fulfill their duties.

Subgroups

The FIDC can create subgroups or technical task teams to perform the work of the coalition and can include representatives from any relevant entity that has an interest in or knowledge of impaired driving related issues. The chair of a technical task team must be a member of the FIDC. Technical task teams can meet as often as needed to perform the work assigned.

Appendix B: Membership List

Updated 5/06/2025

KYLE CLARK – CHAIR
International Association of Chiefs of Police

RAY GRAVES - VICE CHAIR
Florida Department of Highway Safety and Motor Vehicles

Current Members

Name	Title	Discipline	Department/Agency/Organization
Alexis Macchione	Education and Outreach Coordinator	Program Management and Strategic Planning / Education and Prevention / Communications Program	FL Dept. of Health, Office of Medical Marijuana Use (OMMU)
Anne Rollyson	Interim Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	DUI Counterattack, Hillsborough, Inc.
Sgt. Anthony Palese	Sergeant	Criminal Justice System (Enforcement)	Florida Highway Patrol
Chief Art Bodenheimer	Police Chief / Chairperson	Criminal Justice System (Enforcement)	Lake Alfred Police Department Florida Police Chief's Association
Brandy Howard	Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	SunCoast Safety Council
Chief Brett Railey	Retired Police Chief, Member IACP Highway Safety Committee, Public Safety Consultant / Vice President	Criminal Justice System (Enforcement)	Institute of Police Technology and Management (IPTM) Public Safety Services
Carmen Dixon	Education and Training Liaison	Program Management and Strategic Planning / Education and Prevention / Communications Program	FL Dept. of Health, Office of Medical Marijuana Use (OMMU)
Lt. Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Criminal Justice System (Enforcement)	Florida Highway Patrol
Chris Craig	Traffic Safety Administrator	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	FL Dept. of Transportation Central Office, State Safety Office

Name	Title	Discipline	Department/Agency/Organization
Chris Earl	EMSTARS Project Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Florida Safety Council
Chrystal Williams	Deputy Director	Program Management and Strategic Planning / Education and Prevention / Communications Program	FL Dept. of Health Office of Medical Marijuana Use (OMMU)
DaNa' Perry	Operations Manager	Education and Prevention	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Cpl. Daniel Darren	Corporal	Criminal Justice System (Enforcement)	Collier County Sheriff's Office
Sgt. Daniel Negersmith	Sergeant	Criminal Justice System (Enforcement / Legislation)	Clearwater Police Department
David Burt	Management Analyst	Criminal Justice System (Data and Records/Legislation)	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Chief David Ennis	Retired Chief of Police	Criminal Justice System (Enforcement)	Retired
Ellen Snelling	Chair	Education and Prevention / Legislation	Tampa Alcohol Coalition
Sgt. Hugh Gross	Sergeant	Criminal Justice System (Enforcement)	Hillsborough County Sheriff's Office
Isabel Perez-Morina	Chief Executive Officer/President	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Advocate Program, Inc. Florida Association of Community Corrections
Cpl. Jacob Gonzalez	Corporal	Criminal Justice System (Enforcement)	Tampa Police Department
Jeffrey Saputo	Manager of DUI Programs	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Florida Safety Council
Jennifer Suarez	Legal Advisor	Criminal Justice System	Miccosukee Tribal Court
DS. John Howard	Deputy	Criminal Justice System (Enforcement)	St. Johns County Sheriff's Office
Sgt. Joseph Farley	Sergeant	Community-Based Programs / Criminal Justice System (Enforcement / Prosecution)	Florida Highway Patrol
Juan Cardona	Criminal Justice System Liaison	Criminal Justice System (Enforcement)	Institute of Police Technology and Management (IPTM)
Kathleen Mazek	Crime Laboratory Analyst Supervisor	Criminal Justice System (Enforcement / Data and Records / Education and Prevention)	FL Dept. of Law Enforcement Alcohol Testing Program
Det. Kevin Millan	Detective	Criminal Justice System (Enforcement)	Miami Beach Police Department
Kyle Clark	Project Manager – Drug Evaluation and Classification Program (DECP) National	Program Management and Strategic Planning	International Association of Chiefs of Police
Kristie Shaw	Senior Crime Laboratory Analyst	Criminal Justice System (Enforcement / Data and Records / Toxicology Drug and Alcohol Testing)	FL Dept. of Law Enforcement Toxicology
Lakeisha White	Traffic Safety Program Manager	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	Florida Department of Transportation Central Office – State Safety Office
Larry Coggins	Regional Executive Director (Florida & Puerto Rico)	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Mothers Against Drunk Driving (MADD)

Name	Title	Discipline	Department/Agency/Organization
Sgt. Laura Anstead	Sergeant	Criminal Justice System (Driving Licensing / Education and Prevention / Enforcement / Policy / Prosecution)	Citrus County Sheriffs Office
LeAndra Higginbotham	Crime Lab Analyst	Criminal Justice System (Policy / Toxicology Drug and Alcohol Testing) / Prosecution	FL Dept. of Law Enforcement
Lee Axdahl	Managing Director	Data and Records / Education and Prevention / Criminal Justice System (Legislation / Policy)	Safety and Advocacy For Empowerment (SAFE)
Lora Hollingsworth	Chief Safety Officer	Program Management and Strategic Planning / Program Evaluation and Data / Criminal Justice System (Enforcement)	FL Dept. of Transportation Central Office, State Safety Office
Malcom Osteen	U.S. Probation Officer/Chief Warrant Officer	Criminal Justice System (Enforcement / Administrative Hearings)	United States Probation United States Coast Guard (Reserve)
Sgt. Mark Eastty	Sergeant / DUI Supervisor	Criminal Justice System (Enforcement)	Pinellas County Sheriff's Office
Mary Lewis	Operations Manager, DUI and IID Programs	Community-Based Programs / Data and Records / Data and Records / Education and Prevention / Legislation / Policy Screening and Assessment / Treatment and Rehabilitation	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Sgt. Matthew Rosenbloom	Sergeant	Criminal Justice System (Enforcement)	Pasco County Sheriff's Office
Melissa Gonzalez	HSMV Program Manager	Criminal Justice System (Data and Records/Legislation)	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Sgt. Michael Gajewski	Sergeant	Criminal Justice System (Enforcement)	Jacksonville Sheriff's Office
Mike Zinn	Community Traffic Safety Team Program Manager	Community-Based Programs / Education and Prevention / Enforcement / Alcohol Industry	FL Dept. of Transportation District 7, Community Traffic Safety Team Program
Nicholas Tiscione	Toxicology Unit Manager	Criminal Justice System (Enforcement/ Data and Records)	Palm Beach County Sheriff's Office
Capt. Rachel Bryant	Captain, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit	Criminal Justice System (Enforcement / Data and Records)	Florida Fish and Wildlife Conservation Commission Division of Law Enforcement, Boating and Waterways Section Statewide Boating Safety Unit
Ray Graves	Chief, Bureau of Motorist Compliance	Program Management and Strategic Planning / Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Criminal Justice System (Policy)	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Ofc. Robert Schohn	Officer	Criminal Justice System (Enforcement / Education and Prevention)	Fort Walton Beach Police Department
Ross Weiner	Assistant State Attorney in Charge, Traffic Homicide Unit	Criminal Justice System (Prosecution and Adjudication)	Office of the State Attorney 17th Judicial Circuit of Florida
Sgt. Ryan Clifton	Sergeant	Criminal Justice System (Enforcement)	Broward Sheriff's Office
Shayla Platt	Quality Assurance Manager	Criminal Justice System (Enforcement / Data and Records)	FL Dept. of Law Enforcement Alcohol Testing Program
Sylia Persons	Senior Crime Laboratory Analyst	Criminal Justice System (Enforcement / Data and Records / Toxicology Drug and Alcohol Testing)	FL Dept. of Law Enforcement, Toxicology

Name	Title	Discipline	Department/Agency/Organization
Theresa Chestnut	Community Safety Traffic Specialist - MS 1-8	Community-Based Programs / Education and Prevention	FL Dept. of Transportation District 1, Community Traffic Safety Team Program
Theresa Chestnut	Community Safety Traffic Specialist - MS 1-8	Community-Based Programs / Education and Prevention	FL Dept. of Transportation District 1, Community Traffic Safety Team Program
Thomas Graham	Crime Laboratory Analyst	Criminal Justice System (Enforcement / Data and Records)	FL Dept. of Law Enforcement, Toxicology Unit
Tim Cornelius	Florida DRE Coordinator	Criminal Justice System (Enforcement / Education and Prevention / Data and Records)	Institute of Police Technology and Management (IPTM)
Tim Roberts	Law Enforcement Liaison District Coordinator	Criminal Justice System (Enforcement / Education and Prevention)	Florida Law Enforcement Liaison Program
Todd Schimpf	Communications Manager	Program Management and Strategic Planning / Education and Prevention / Communications Program	FL Dept. of Health Office of Medical Marijuana Use (OMMU)
Ofc. Tom Apsey	Officer	Criminal Justice System (Enforcement)	Seminole Police Department (Seminole Tribe of Florida)
Tom Moffett	Chief Counsel	Program Management and Strategic Planning	FL Dept. of Highway Safety and Motor Vehicles (FLHSMV)
Vin Petty	Traffic Safety Resource Prosecutor Program	Criminal Justice System (Prosecution /Adjudication)	Florida Public Safety Institute (FPSI) Traffic Safety Resource Prosecutor (TSRP) Program
Capt. William Jarvis	Captain	Criminal Justice System (Enforcement / Regulatory / Policy / Education and Prevention)	FL Dept. of Business and Professional Regulation Division of Alcoholic Beverages and Tobacco Bureau of Criminal Justice System
Hon. William Overton	Senior Judge-Retired	Criminal Justice System (Adjudication)	Trial Court Judge
Sgt. William Weaver	Sergeant	Criminal Justice System (Enforcement)	Orlando Police Department

Traffic Safety Partners

Name	Title	Discipline	Department/Agency/Organization
Alan Amidon	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Dr. Chanyoung Lee	Program Director	Program Management and Strategic Planning / Program Evaluation and Data / Communications Program	Center for Urban Transportation Research (CUTR)
Crystal Mercedes	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Danny Shopf	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Jamie Bohn	Administrative Specialist	Program Management and Strategic Planning / Program Evaluation and Data	Center for Urban Transportation Research (CUTR)
Karen Morgan	Public Policy Consultant	Communications Program / Education and Prevention	AAA
Lindsey Champlin	Public Affairs Specialist	Communications Program / Education and Prevention	AAA
Michele Harris	Director Public Affairs	Communications Program / Education and Prevention	AAA
Olimpia Jackson	NAS Jax Security Department Training Staff Major	Communications Program / Education and Prevention / Criminal Justice System (Enforcement / Administrative Hearings)	United States Navy
Dr. Xiaoyuan Zhao	Researcher	Program Management and Strategic Planning / Program Evaluation and Data / Communications Program	Center for Urban Transportation Research (CUTR)
Young-Keun Yang	Statistical Data Analyst	Program Management and Strategic Planning / Program Evaluation and Data / Communications Program	Center for Urban Transportation Research (CUTR)

Appendix C: Florida Impaired Driving Strategic Action Plan

Florida Impaired Driving Strategic Action Plan

Updated May 2025

GOAL 1: PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Objective 1A: Meeting Facilitation and Progress Tracking

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
1A.1	FDOT Cambridge Systematics	Quarterly	Conduct quarterly Florida Impaired Driving Coalition (FIDC) meetings.	Number of meetings conducted annually.	FIDC Meeting conducted Aug 22-23, 2024	FIDC Meeting conducted November 19-20, 2024	FIDC Meeting conducted March 6-7, 2025	FIDC Meeting conducted May15-16, 2025
1A.2	Cambridge Systematics	Quarterly	Update progress on Impaired Driving Strategic Action Plan strategies to include recent implementation activities.	Action Plan progress updated quarterly.	Action plan updated and posted on website.	Action plan updated and posted on website.	Action plan updated and posted on website.	Action plan updated and posted on website.

Objective 1B: Policies and Best Practices

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
1B.1	Ray Graves Brett Railey Chanyoung Lee	Quarterly	Regularly coordinate with other Florida traffic safety coalitions to identify education and enforcement opportunities across Strategic Highway Safety Plan (SHSP) Emphasis Areas.	Number of traffic safety coalitions coordinated with (annually).	Ongoing.	Ongoing.	Ongoing.	
1B.2	FDOT	Annually	Educate the FIDC on FDOT's subgrant selection process for projects and activities that support impaired driving education and enforcement.	Grant selection process presentation delivered annually.	Will present at a future meeting.	Presented November 19,2024	Presented November 19,2024	Will present at a future meeting.
1B.3	Vin Petty Dan Darren Isabel Perez-Morina	Short-Term	Develop a visual representation of Florida's full impaired driving countermeasures system which maps out what happens to someone when they receive a DUI (enforcement through treatment).	Visual representation created.	Coming along nicely.	CS working with Designers to layout concept.	Finalizing descriptive content for each step of the process.	
1B.4	Chris Craig Judge Overton Judge Ramsey	Medium-Term	Create State Judicial Outreach Liaison (JOL) position.	Position responsibilities created; State JOL identified; JOL actively engaged.		Ongoing.	Ongoing.	Ongoing.

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
1B.5	Chris Craig	Medium-Term	Survey FIDC membership to create a master list of best practices and accomplishments of each partner organization and determine which are applicable for other organizations and communities.	Survey conducted; best practices and accomplishments documented.	CS to coordinate with FDOT between meetings.	CS to coordinate with FDOT between meetings.	CS to coordinate with FDOT between meetings.	CS to coordinate with FDOT between meetings.

Objective 1C: Maintain a Robust and Active FIDC Membership

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May25
1C.1	FDOT	Quarterly	Review meeting attendance of existing membership and connect with members that have not attended the previous two meetings to ensure they still intend to participate.	Members contacted; meeting attendance increased.	Membership list updated.	Membership list updated.	Membership list updated.	Membership list updated.
1C.2	FDOT	Quarterly	Expand FIDC membership to include partners such as: • Tribal Representation; • Judicial Representation; • Florida Alcohol and Drug Abuse Association; • Florida business leaders (e.g., Florida Automobile Dealers, Insurance Companies); • Florida Department of Education; • Substance Abuse Treatment Providers; • Probation Representation; and • Others deemed to benefit the Coalition's mission and objectives.	Potential members identified and contacted; number of new representatives participating.		Ongoing.	Ann has a representative. Tim met with Miccosukee tribe for a representative Could check with Sheriffs to see if there is a probation rep we like.	

GOAL 2: PREVENTION

Objective 2A: Responsible Alcohol Service

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
2A.1	William Jarvis Ellen Snelling	Medium-Term	Determine the need to develop signage that discourages impaired driving and distribute to establishments serving alcohol or drugs (pharmacies, dispensaries, etc.).	Number of signs distributed.	On hold. Find what Will Jarvis sent and reformat.	CS reviewing with FDOT.	Ongoing.	Ongoing.
2A.2	William Jarvis	Medium-Term	Identify opportunities to promote Responsible Alcohol Service Training and best practices.	Opportunities identified. Updated as needed and publicized.	Looking to identify incentives to vendors.	Looking to identify incentives to vendors. TPD is working on a program we might be able to learn from	TPD conducted first training was conducted last week and followed up with an underage operation with ABT. Additional are scheduled	TPD presented on 5/15/2025
2A.5	William Jarvis	Medium-Term	Develop materials on alcohol service standards training to incentivize business owners to have their servers and staff take and enforce the training.	Materials developed; number of materials distributed.	Related to 2A.2.	Related to 2A.2.	Related to 2A.2.	Related to 2A.2.
2A.6	William Jarvis	Long-Term	Develop guidance and materials about conducting alcohol vendor compliance checks to address underage drinking and DUIs.	Materials developed; number of materials distributed.			Ongoing.	Ongoing.
2A.7	Larry Coggins Hugh Gross	Long-Term	Collaborate with law enforcement agencies to encourage last drink surveys to better understand where impaired drivers are coming from.	Number of law enforcement agencies engaged.	Plan to use Hillsborough's model		Will share materials for review.	Have materials to review.

Objective 2B: Community Based Programs and Coalitions

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
2B.1	FDOT Mike Zinn Mark Eastty	Short-Term	Coordinate with Florida's Community Traffic Safety Teams (CTST) to identify regional and local impaired driving challenges.	List of local and regional challenges developed.	Ongoing.	Ongoing.	Ongoing.	Ongoing.
2B.2	Ray Graves Todd Schimpf Mary Lewis	Medium-Term	Collaborate with Florida Traffic Safety Coalitions to develop and distribute impaired driving materials to traffic safety partners, stakeholders, and the public.	Materials developed; number of materials distributed.	Ongoing.	Ongoing.	Ongoing.	Ongoing.

Objective 2C: Community Engagement (Outreach Materials and Programs Focused on Impaired Driving Prevention)

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
2C.1	Kyle Clark Tim Cornelius	Long-Term	Promote the use of IACP's Drug Impairment Training for Education Professionals (DITEP) at Florida high schools and colleges.	Number of schools contacted.	Considering a train the trainer. Tim is coordinating.	Will follow up at a future meeting.	Evaluating costs for conducting this training and the logistics involved.	No progress yet.
2C.2	Kyle Clark Tim Cornelius	Long-Term	Identify potential funding sources for Drug Impairment Training for Educational Professionals (DITEP).	Funding sources identified.	To be completed after 2C.1. May be able to use Teacher Association.	To be completed after 2C.1.	There may be federal funding available at some point.	No progress yet.
2C.3	Larry Coggins Brandy Howard Ray Graves Mary Lewis	Medium-Term	Conduct a comprehensive review of the Ignition Interlock Device program to identify trends, successes, and opportunities for improvement.	Program review conducted.	Ongoing	Ongoing.	Ongoing.	Ongoing.

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
2C.4	Dan Darren William Jarvis	Medium-Term	Develop and distribute a best practices guide for alcohol service at special events, like concerts and sporting events.	Best practices guide developed; number of guides distributed.	Ongoing.	Ongoing.	Ongoing. ABT has something they use.	Ongoing.
2C.5	Ray Graves	Medium-Term	Evaluate opportunities to develop underage impaired driving pilot program (perhaps in conjunction with existing programs, like Drive with Care) in an area(s) with high rate of underage impaired driving.	Pilot program framework developed; potential locations identified.	Researched best practices and incentives to encourage students to attend. No need for elementary. High school and maybe middle.	Looking at multiple factors: - Fake IDs -Addressing glorifying drinking - Alcohol service on college campus - Update interactive module to assist teens passing their DL test - More interactive TLSAE - Introduce consequences	Want to be sure we're covering other factors influencing teen impaired driving. Going to do some data analysis to focus on a more narrow target audience. Thinking through the messaging of this program.	July 21 virtual meeting to review materials and discuss next steps.
2C.6	William Jarvis	Short-Term	Create and promote a best practices guide for responsible beverage service and training.	Materials developed; number of materials distributed.	Check out the materials Will Jarvis sent.	CS reviewing with FDOT.	CS reviewing with FDOT.	CS reviewing with FDOT.
2C.7	Todd Schimpf	Short-Term	Develop educational materials on the impact of prescription/recommended medications and driving impairment.	Materials developed; number of materials distributed.		Waiting on FDOH Leadership Approval.	Waiting on FDOH Leadership Approval.	Waiting on FDOH Leadership Approval.

GOAL 3: COMMUNICATION PROGRAM

Objective 3A: Impaired Driving Communications Plan

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
3A.1	FDOT	Annual	Reformat and update the Impaired Driving Communications Plan to provide more details on the communications strategies and outreach efforts and ensure the target audiences identified annually in Action Step 4A.2 are addressed appropriately.	Communications plan reviewed annually.	Ongoing.	Ongoing.	Ongoing.	Ongoing.
3A.2	FDOT	Annual	Conduct post-Drive Sober Awareness Survey annually and present results to the FIDC.	Survey conducted and results presented.	Will present at a future meeting.	Presented November 20, 2024	Presented November 20, 2024	Will present at a future meeting.
3A.3	FDOT	Annual	Provide annual updates to the FIDC on paid media strategies, activities, and results.	Presentation given to FIDC.	Presented at Aug 2024 meeting.	Presented at Aug 2024 meeting.	Presented at Aug 2024 meeting.	Will present at a future meeting.

Objective 3B: Expand Catalog of Impaired Driving Digital and Print Resources Materials

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
3B.1	Juan Cardona Vin Petty Mike Zinn Rachel Bryant	Annual	Annually review materials available on the Florida Traffic Safety Resource Center (FTSRC) and the DriveSoberFL website to identify potential gaps or revisions needed to existing materials.	FTSRC reviewed; DriveSoberFL website reviewed; materials updated or replaced annually.	Ongoing.	Ongoing.	Ongoing	
3B.2	Todd Schimpf	Annual	Identify impaired driving educational materials available through non-traditional sources, such as workplaces.	Number of Materials identified.	Waiting on other states to respond.	Still waiting on other states.	Still waiting on other states.	

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
3B.3	Mark Eastty	Medium-Term	Coordinate with Florida CTSTs to identify specific impaired driving materials and best practices, where appropriate.	List of materials and best practices developed. Number of pilot programs conducted.	No specific needs right now.			
3B.4	Todd Schimpf Center for Urban Transportation Research (CUTR) Ellen Snelling	Annual	Create new digital and print materials related to outstanding gaps in impaired driving education and outreach, including: • Responsible alcohol service/overservice; • Drug impaired driving; and • New legislation related to impaired driving or impairing substances.	Number of materials created.	Poster under review. CS to review materials on overservice.	Poster under review. CS to review materials on overservice.		
3B.5	FDOT	Annual	Create new digital and print materials related to impaired driving for specific audiences, including: • Workplace/employers • Designated drivers	Number of materials created.	Make sure the IACP resources are available on the FIDC website.	Available on FIDC Website.	Available on FIDC Website.	Available on FIDC Website.
3B.6	Tim Cornelius Dan Darren Mark Eastty Anthony Palese	Annual	Provide print materials for Florida's SFST, ARIDE, and DRE training and refresher courses.	Number of materials distributed.	Ongoing.	Ongoing.	On Hold.	
3B.7	Todd Schimpf Carmen Dixon	Long-Term	Review marijuana impairment communications conducted in peer states and develop an effective marijuana impairment campaign specific to Florida.	Peer states evaluated; Florida campaign developed.		Working on a new subcommittee to focus on this messaging.		
3B.8	William Jarvis Juan Cardona	Annual	Promote activities Florida Alcoholic Beverage and Tobacco Commission and other partner activities to law enforcement agencies so they are aware of existing resources.	Number of law enforcement agencies engaged.	Ongoing.	Ongoing.	Ongoing.	Ongoing.

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
3B.9	Chanyoung Lee Chris Craig Ellen Snelling Tim Cornelius Tim Roberts Todd Schimpf	Medium-Term	Create digital and print materials focused on facts and myths of marijuana impairment, including medical marijuana impairment.	Number of materials created.		New action created.	Identified myths and facts to review and include.	

GOAL 4: PROGRAM EVALUATION AND DATA

Objective 4A: Data Analysis/Reporting

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
4A.1	Center for Urban Transportation Research (CUTR)	Annual	Develop an Annual Impaired Driving Fact Sheet.	Fact sheet developed and posted on FIDC website; fact sheet publicized.	Presented at Aug 2024 Meeting.	Presented at Aug 2024 Meeting. .	Presented at Aug 2024 Meeting.	Presented at May 2025 Meeting.
4A.2	CUTR Rachel Bryant	Annual	Review Florida's impaired driving traffic records related data annually and determine if target audiences have changed.	Data analyzed and target audiences adjusted (if applicable).	Referenced in Impaired Driving Fact Sheet.	Referenced in Impaired Driving Fact Sheet. Rachel can share the impaired boating report.	Ongoing.	No Change.
4A.3	Kyle Clark Rachel Bryant	Annual	Evaluate and identify additional Impaired Driving data sources.	Information for all applicable data sources available on FIDC website and publicized (i.e., Signal Four, etc.).	IACP Annual Drug Evaluation and Classification Program Annual Report.	CUTR is working on some data related to impairment rates.	Ongoing.	Ongoing.
4A.4	CUTR	Annual	Analyze impaired driving data to understand trends and challenges specifically for minority populations.	Data analyzed; trends and challenges documented.	Analysis was inconclusive. Considering using FARS data for demographic analysis. Will update at Q1.			

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
4A.5	CUTR	Annual	Analyze impacts of DUI Diversion Programs and other relevant DUI countermeasures on impaired driving fatalities, serious injuries, and citations.	Analysis conducted annually and posted on FIDC website and publicized.	Looking at DUI information by census tracts to better understand impacts to underserved populations.	.	Hillsborough could be a good case study.	
4A.6	Ray Graves Melissa Gonzalez	Long-Term	Develop a robust DUI tracking system that includes citations, diversions, treatment, and law enforcement training information.	DUI tracking system developed.	Currently in Phase II of Motorist Modernization. This is included in Phase III (2026).	Currently in Phase II of Motorist Modernization. This is included in Phase III (2026).	Currently in Phase II of Motorist Modernization. This is included in Phase III (2026).	Currently in Phase II of Motorist Modernization. This is included in Phase III (2026).
4A.7	Ray Graves Melissa Gonzalez	Long-Term	Coordinate with the Florida TRCC to develop and implement a state-to-state verification service to better track impaired diving history.	State-to-state verification service created.	Ongoing.	Ongoing.	Ongoing.	Ongoing.
4A.8	Tim Roberts Morgan Sterling Larry Coggins Mike White Ben Shaw	Short-Term	Conduct a survey of law enforcement officers to determine the greatest challenges in impaired driving enforcement.	Law enforcement survey created; survey conducted; results summarized and reported to FIDC.	Survey is out. Will present results at Q1.	Presented November 19, 2024	Presented November 19, 2024	Presented November 19, 2024.
4A.9	Isabel Perez-Morina Vin Petty	Medium-Term	Conduct a study of all Florida diversion programs to determine what factors have changed and what impacts program effectiveness.	Study conducted; results reported to FIDC.	Reviewed draft Fact Sheet.	Updating Fact Sheet	Complete.	Complete.

GOAL 5: ALCOHOL AND OTHER DRUG MISUSE

Objective 5A: Screening and Assessment

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
5A.1	Ray Graves Chris Craig	Short-Term	Document 24/7 program best practices and develop a presentation which includes alcohol and other impairing substances for use in soliciting programs to participate in a Florida pilot.	Best practices presentation developed.	Will reconvene at a future meeting. Draft presentation for the FSA Conference? Chris E to work on a meeting with Orange County Sheriff and SAO.		Ongoing.	Ongoing.
5A.2	Ray Graves Chris Craig	Long-Term	Establish 24/7 Pilot program in Florida.	Pilot Established.	To be completed after 5A.1.	To be completed after 5A.1.	To be completed after 5A.1.	To be completed after 5A.1.
5A.3	Judge Overton Anne Rollyson	Annual	Review and update DUI Diversion Program Best Practices Guide to ensure it aligns with current best practices.	DUI Diversion Best Practices Guide updated as needed.				
5A.4	Nick Tiscione	Short-Term	Survey Florida toxicology labs to identify testing best practices and challenges	Survey created; survey distributed.	Still coordinating. Waiting on 3 labs.			

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
5A.5	Nick Tiscione	Long-Term	Draft white paper documenting toxicology best practices and challenges.	White paper drafted.	To be completed after 5A.4.	To be completed after 5A.4.	To be completed after 5A.4	To be completed after 5A.4
5A.6	Nick Tiscione	Long-Term	Draft model language for new toxicology standards.	Model language created.	To be completed after 5A.5.	To be completed after 5A.5.	To be completed after 5A.5.	To be completed after 5A.5.
5A.7	Isabel Perez-Morina Ray Graves Melissa Gonzalez	Long-Term	Create a DUI diversion data repository (as a component of 4A.6).	DUI diversion data repository created.	Currently in Phase II of Motorist Modernization. This is included in Phase III (2026).	Currently in Phase II of Motorist Modernization. This is included in Phase III (2026).	Currently in Phase II of Motorist Modernization. This is included in Phase III (2026).	Currently in Phase II of Motorist Modernization. This is included in Phase III (2026).
5A.8	Brandy Howard Anne Rollyson Mary Lewis Chris Earl	Long-Term	Review and update existing Best Practices Guide for DUI Programs.	DUI Program Best Practices Guide updated and posted to FIDC website.	Reviewing previous guide.	Ongoing.		
5A.9	Brandy Howard Anne Rollyson Chris Earl *DCF & DOH*	Long-Term	Identify and document best practices for DUI Treatment Programs.	DUI Treatment Program Best Practices Guide developed and posted to FIDC website.				

Objective 5B: Treatment and Rehabilitation

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
5B.1	Vin Petty	Short-Term	Develop and maintain an inventory of DUI Courts in Florida.	Number of DUI Courts identified; number verified annually.	Ongoing.	Ongoing.	Ongoing.	Ongoing.

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May 25
5B.2	Vin Petty	Medium-Term	Coordinate with DUI Courts to identify needs.	List of DUI Court needs created.	Ongoing.	Ongoing.	Ongoing.	Ongoing.
5B.3	Judge Overton	Long-Term	Identify opportunities for FIDC to provide support to DUI Courts.	List of opportunities created.				
5B.4	Ray Graves Melissa Gonzalez	Medium-Term	Determine how to provide access to the Comprehensive Case Information System (CCIS) for DUI schools.	Feasibility of access evaluated.	Not Feasible.	Not Feasible.	Not Feasible.	Not Feasible.
5B.5	Mary Lewis	Medium-Term	Conduct research to determine how often offenders cannot afford treatment or monitoring.	Research completed; results reported to FIDC.				
5B.6		Long-Term	Determine how peer states are funding vouchers or waiving fees for the financially struggling offender to offset the cost of the monitoring program.	Peer state interviews conducted; results reported to FIDC.	To be completed after 5B.5.	To be completed after 5B.5.	To be completed after 5B.5.	To be completed after 5B.5.

GOAL 6: CRIMINAL JUSTICE SYSTEM

Objective 6A: Support Enhancement of Florida's Impaired Driving Laws

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May25
6A.1	Nick Tiscione Brett Railey Vin Petty Tom Moffett	Short-Term	Develop and update model legislative language to align Florida's DUI definition with national best practices.	Model legislative language developed and posted online.	Posted on website.	Posted on website.	Posted on website.	Posted on website.
6A.2	Morgan Sterling Vin Petty Tom Moffett	Short-Term	Develop and update model legislative language for Florida's Refusal to Submit to Testing statute to align with national best practices.	Model legislative language developed and posted online.	Posted on website.	Posted on website.	Posted on website.	Posted on website.

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 25	May25
6A.3	Nick Tiscione Brett Railey Vin Petty Tom Moffett	Short-Term	Develop and update model legislative language for Florida's DUI Warrant statute to align with national best practices.	Model legislative language developed and posted online.	Posted on website.	Posted on website.	Posted on website.	Posted on website.
6A.4	Larry Coggins Ray Graves Vin Petty	Short-Term	Develop and update model legislative language to require mandatory use of ignition interlock devices for all first-time offenders and/or refusals to align with national best practices.	Model legislative language developed and posted online.	On hold.	On hold.	On hold.	On hold.
6A.5	Vin Petty Nick Tiscione Kristie Shaw Channing Taylor Tim Cornelius Ellen Snelling	Short-Term	Develop and update model language that would allow agencies to utilize oral fluid testing kits and align with national best practices.	Model legislative language developed and posted online.				
6A.6	Ellen Snelling Jacob Gonzalez Kevin Milan Kristie Shaw Laura Anstead Lee Axdahl Ray Graves Tim Cornelius William Overton	Medium-Term	Develop and distribute a white paper that documents potential impacts of lowering Florida's BAC threshold for impairment from 0.08 to 0.05.	White Paper developed and posted on FIDC website.		New action created.		Conducting data analysis and peer research.

Objective 6B: Law Enforcement, Prosecution, and Adjudication

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 2025	May25
6B.1	Juan Cardona Mary Lewis Anthony Palese	Medium-Term	Develop and distribute roll-call videos and other digital and print materials to help officers better enforce ignition interlock circumvention detection.	Roll call videos created; number of materials distributed.	Juan provided some examples for us.		Working with MADD on putting something together.	Larry coordinating with vendors.
6B.2	Melissa Gonzalez Tim Cornelius Kyle Clark Chris Craig	Medium-Term	Coordinate with Florida TRCC to develop and implement digital DRE Evaluation forms.	Digital DUI form developed and implemented.	Ongoing.	Ongoing.	Ongoing.	Ongoing.
6B.3	FDOT Tim Roberts	Annual	Identify and recruit law enforcement agencies to apply for subgrant support for education and high-visibility enforcement activities.	Number of agencies engaged.	Duval/Jacksonville Marion Manatee.	Presented on November 20, 2024.	Presented on November 20, 2024.	Presented on November 20, 2024.
6B.4	Juan Cardona Channing Taylor	Annual	Collaborate with Florida's law enforcement officers and agencies to identify needs and provide support.	Number of officers/agencies engaged.	Distribution of requested materials is ongoing.	Ongoing.	Ongoing.	Ongoing.
6B.5	Channing Taylor Isabel Perez-Morina Tim Cornelius Vin Petty	Annual	Collaborate with the Florida Associate of Community Corrections (FACC) to provide community corrections specialists, corrections officers, and corrections agencies with information, data, and training.	Contact established; training developed.			Regional training on June 13th. Interested in doing a training? Annual training in JAX July 29-31. Present there? Will create a presentation.	

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Aug 24	Nov 24	March 2025	May25
6B.6	Channing Taylor Anthony Palese Tim Cornelius	Annual	Review FDLE basic recruit training and recommend best practices to align with national best practices	Best practices documented; training reviewed.	On hold.	On hold.	On hold.	On hold.

Appendix D: URL References

Florida Statues:

- 316.193 – Driving Under the Influence; Penalties.
  http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0316/Sections/0316.193.html
- 316.1938 – Ignition Interlock Devices, Certification; Warning Label.
  http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=316.1938&URL=0300-0399/0316/Sections/0316.1938.html
- 322.292 – DUI Programs Supervision; Powers and Duties of the Department.
  http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0322/Sections/0322.292.html
- 322.271 – Authority to Modify Revocation, Cancellation, or Suspension Order.
  http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0322/Sections/0322.271.html
- 397 – Substance Abuse Services
  http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0397/0397ContentsIndex.html

Florida Administration Code & Florida Administration Register (Last visited 02/14/2020)

- 15A-9.007, F.A.C. – Breath Alcohol Ignition Interlock Devices
  https://www.flrules.org/gateway/RuleNo.asp?ID=15A-9.007
- Chapter 65D-30 – Substance Abuse Services Office
  https://www.flrules.org/gateway/ChapterHome.asp?Chapter=65D-30

Federal Highway Administration (FHWA):

- Infrastructure Investment and Jobs Act (IIJA)
  https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

National Highway Traffic Safety Administration (NHTSA):

- Highway Safety Grants Program Resources Page
  https://www.nhtsa.gov/highway-safety-grants-program/resources-guide
- National Center for Statistics and Analysis (NCSA) Motor Vehicle Traffic Crash Data Resource Page
  https://crashstats.nhtsa.dot.gov/#/
- 2024 Alcohol-Impaired Driving Traffic Safety Fact Sheet
  https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813578

Florida Department of Transportation (FDOT):

- Florida Transportation Plan
  https://www.floridaftp.com
- Florida's Strategic Highway Safety Plan (SHSP)
  https://www.fdot.gov/safety/shsp/shsp.shtm
- State Safety Office's Traffic Safety Coalitions
  https://www.fdot.gov/safety/safety-coalitions/coalitonsresources.shtm
- Traffic Records Coordinating Committee (TRCC)
  http://www.fltrafficrecords.com/
- Highway Safety Matrices
  https://www.fdot.gov/Safety/grants/highwaysafetymatrices.shtm

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

- Crash and Citation Reports and Statistics/Uniform Traffic Citation Statistics Annual Report
  https://www.flhsmv.gov/resources/crash-citation-reports/

Florida Impaired Driving Coalition (FIDC):

- Home Page
  http://www.flimpaireddriving.com
- Florida Impaired Driving Program Assessment
  http://www.flimpaireddriving.com/resources.html

Website URLs Last Visited: 05/20/2025

Florida's FY2026 405(e) Distracted Driving Grants

The State of Florida hereby submits this application in accordance with the Infrastructure Investment and Jobs Act (IIJA) Section 405(e) Distracted Driving Grants. This application includes a summary of the state's qualification for a Distracted Driving Awareness Grant funding and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

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Eligibility Determination

Florida has a state driver's license examination that is required in order to obtain a motor vehicle license. The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is responsible for providing educational materials and keeping a registry of all licensed drivers. An Official Florida Driver License Handbook is created to guide residents on what they will need to prepare for the Florida Driver's License Class E Knowledge Exam and Driving Skills Test, as well as teach safe driving and the laws of the road.

Florida's driving test brings awareness on issues such as distracted driving and tests applicants on their knowledge of the dangers of driving distracted.

Florida's sample distracted driving questions pulled from the State's driver's license examination are provided as attachment **FL_FY26_405e Official Distracted Driving Test Questions**.

1. When you are driving your vehicle, if your cell phone rings, you should	*Let it ring. The caller can leave a message and you can phone them back after you have safely parked your vehicle.	Always answer your phone.	Look at your phone to see who is calling, and then decide whether to answer the call while driving.	Answer the call, but tell the caller you are driving, so they don't say anything distracting.
2. You are driving a car with a digital music player connected to the sound system. To avoid being distracted by the music player, you should	*Only adjust the music player when your vehicle is stopped. Do not try to adjust it while driving.	Take your eyes off the road for only 7 or 8 seconds at a time, when you adjust the music player.	Try to adjust the music player by feel, without looking at it.	Wait until traffic is moving at a steady speed before adjusting the music player.

Thank you,

William "Ray" Graves, Chief of Motorist Compliance

Division of Motorist Services, Bureau of Motorist Compliance

Florida Department of Highway Safety & Motor Vehicles

Craig, Chris

From: Graves, Ray <RayGraves@flhsmv.gov>
Sent: Monday, April 14, 2025 5:00 PM
To: Bradley, Charlton
Cc: Craig, Chris
Subject: RE: Distracted Driving Question

EXTERNAL SENDER: Use caution with links and attachments.

There have been no changes to the question formats.

From: Bradley, Charlton <Charlton.Bradley@dot.state.fl.us>
Sent: Monday, April 14, 2025 4:25 PM
To: Graves, Ray <RayGraves@flhsmv.gov>
Cc: Craig, Chris <Chris.Craig@dot.state.fl.us>
Subject: [EXT] Distracted Driving Question
Importance: High

Good afternoon Mr. Graves,

I am applying for funding and want to know if the below questions are the same, or if they have changed?

1. When you are driving your vehicle, if your cell phone rings, you should	*Let it ring. The caller can leave a message and you can phone them back after you have safely parked your vehicle.	Always answer your phone.	Look at your phone to see who is calling, and then decide whether to answer the call while driving.	Answer the but tell the you are dri so they dor anything distracting.
2. You are driving a car with a digital music player connected to the sound system. To avoid being distracted by the music player, you should	*Only adjust the music player when your vehicle is stopped. Do not try to adjust it while driving.	Take your eyes off the road for only 7 or 8 seconds at a time, when you adjust the music player.	Try to adjust the music player by feel, without looking at it.	V is s b t

Thank you,

William "Ray" Graves, Chief of Motorist Compliance

Division of Motorist Services, Bureau of Motorist Compliance

Florida Department of Highway Safety & Motor Vehicles

Thank you,

Charlton P. Bradley II
Traffic Safety Program Manager
Florida Department of Transportation
State Safety Office
605 Suwannee Street, MS-53
Tallahassee, FL. 32399-0450
Phone: (850)414-4207
Email: Charlton.Bradley@dot.state.fl.us

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

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

State: _Florida_____ Fiscal Year: 2026

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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

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

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

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

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

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

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

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

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

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

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

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

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

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

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

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

BUY AMERICA
(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

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

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

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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

Click here to validate form fields and permit signature



7/17/25

Signature Governor's Representative for Highway Safety

Date

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

Printed name of Governor's Representative for Highway Safety

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

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

State: Florida Fiscal Year: 2026

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

☑ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

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

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at page 42 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at page 49 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Attachment FL_FY26_405b_CPS Fitting Stations (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Attachment FL_FY26_405b_Application Summary (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

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

☑ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 7/1/86 (date) and last amended on 3/19/15 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  Florida Statues 316.614

☑ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on 6/30/09 (date) and last amended on 6/30/09 (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
    Florida Statute 316.613
  - Coverage of all passenger motor vehicles;
    Florida Statute 316.614(5)
  - Minimum fine of at least $25;
    Florida Statute 316.614(8) and Florida Statute 318.18(2)
  - Exemptions from restraint requirements.
    Florida Statute 316.614(6)

☑ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at
page 49 (location).

☑ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at
Attachment FL_FY26_405b_Application Summary (location).

☑ The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 5/17/21 (date);
- Multi-year strategic plan: annual grant application or triennial HSP at
  Attachment FL_FY26_405b_FOPC Strategic Plan (location);
- The name and title of the State's designated occupant protection coordinator is
  Willem de Greef, Traffic Safety Program Manager.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at
  Attachment FL_FY26_405b_FOPC Membership List (location).

☑ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 5/17/21 (date) (within 5 years of the application due date);

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

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

ALL STATES

☑ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

☑ The State has designated a TRCC coordinator.

☑ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

☑ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at FL_FY25_406c_Quantitative Progress (location).

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

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

ALL STATES

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

MID-RANGE STATES ONLY

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

☑ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 5/15/25 (date). Specifically:

- Annual grant application at Attachment FL_FY26_405d_Florida Impaired Driving Coalition Charter (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at Attachment FL_FY26_405d_Florida Impaired Driving Coalition Membership (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at Attachment FL_FY26_Florida Statewide Impaired Driving Strategic Plan - Update May 2025 (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

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

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

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

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

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

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
    _____
  - Identify all alcohol-ignition interlock use exceptions.
    _____

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

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Identify all alcohol-ignition interlock use exceptions.

    _____

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

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

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

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

    _____

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

    _____

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

_____

- Identify all alcohol-ignition interlock use exceptions.

_____

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

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

[Fill in all blanks.]

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

- *Legal citation(s):*

  _____

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

☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

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

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

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

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

DISTRACTED DRIVING AWARENESS GRANT

☑ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at Attachment FL_FY26_405e_Official Distracted Driving Test Questions (location).

DISTRACTED DRIVING LAW GRANTS

☐ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on texting while driving; _____
  - Definition of covered wireless communication devices; _____
  - Fine for an offense; _____
  - Exemptions from texting ban. _____

☐ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on handheld phone use; _____
  - Definition of covered wireless communication devices; _____
  - Fine for an offense; _____
  - Exemptions from handheld phone use ban. _____

☐ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;

    _____
  - Definition of covered wireless communication devices;

    _____
  - Fine for an offense;

    _____
  - Exemptions from youth cell phone use ban

    _____

☐ **Prohibition on Viewing Devices While Driving**

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

- *Legal citations:*
  - Prohibition on viewing devices while driving;

    _____
  - Definition of covered wireless communication devices;

    _____

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

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

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

☑ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Florida Department of Highway Safety and Motor Vehicles
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

  [*Check at least one of the following boxes below and fill in any blanks.*]

  - ☑ Motorcycle Safety Foundation Basic Rider Course;
  - ☐ TEAM OREGON Basic Rider Training;
  - ☐ Idaho STAR Basic I;
  - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
  - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at FL_FY26_405f_Florida Motorcycle Training Calendar and Locations (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

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

☑ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Florida Department of Highway Safety and Motor Vehicles.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Attachment FL_FY26_405f_Application Summary (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Attachment FL_FY26_405f_Application Summary (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☑ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 7/1/01 (date) and last amended on 7/1/01 (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*
    Florida Statute 316.211

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

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

☐ **Impaired Motorcycle Driving Program**

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

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

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

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

☐ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
  Legal citation(s):
  _____.

  AND

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

☐ Applying as a Data State—

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

☑ PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

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

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
pages 60-61 (location(s)).

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

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

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
Attachment FL_FY26_405h_Application Summary (location(s)).

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

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

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

☐ **Driver Education and Driving Safety Courses**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

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

☐ Applying as a documentation State—

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

☐ **Peace Officer Training Programs**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

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

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

- *Legal citation(s):*

  _____.

☐ Applying as a documentation State—

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

☐ Applying as a qualifying State—

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

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

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

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

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

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

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

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

Click here to validate form fields and permit signature



Signature Governor's Representative for Highway Safety

7/17/25

Date

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

Printed name of Governor's Representative for Highway Safety