Highway Safety Plan
FY 2020
Florida

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Introduction

FLORIDA DEPARTMENT OF TRANSPORTATION

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

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

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

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

FLORIDA'S 2016 STRATEGIC HIGHWAY SAFETY PLAN

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

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

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

Serious Injuries	5-Year Period of 2011-2015	Fatalities
34,276	Lane Departure Crashes	5,940
7,252	Impaired Driving Crashes	4,030
12,499	Pedestrians and Bicyclists	3,365
34,183	Intersection Crashes	3,053
9,456	Unrestrained Occupants	2,932
12,093	Motorcyclists	2,402
12,228	Aging Drivers	2,320
7,190	Speeding and Aggressive Driving Crashes	1,873
7,247	Commercial Motor Vehicle Crashes	1,411
12,741	Teen Driver Crashes	1,148
15,236	Distracted Driving Crashes	994
2,099	Work Zone Crashes	340

Note: Multiple factors are involved in almost every crash.
Source: Department of Highway Safety and Motor Vehicles (2016).

CRASH REPORT
☑ Lane Departure
☑ Speeding and Aggressive Driving
☐ Aging Road User
☑ Teen Driver
☑ Distracted Driving
☐ Intersection Crash

Teen driver was distracted by a cell phone. He was speeding around a curve and departed the roadway colliding with a tree.

STAKEHOLDERS

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

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

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

The SHSP update process included:

- Analysis of safety data collected by FDOT, the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and other sources to identify trends in the number of traffic fatalities and serious injuries and factors often associated with these events. All data presented in the SHSP are from DHSMV for 2011 to 2015 unless otherwise noted. This plan was developed using the most recent data available at the time of plan approval.

- Consideration of extensive partner and public input gathered through the FTP update process in 2015. This process engaged more than 15,000 participants through a 35-member Steering Committee, four advisory groups, three statewide events, 13 regional forums and workshops, and more than 350 partner briefings. This input reaffirmed the State's commitment to maintaining a safe and secure transportation system for residents, visitors, and businesses. The process also highlighted several safety issues of concern to the public, including bicycle and pedestrian safety, commercial vehicles, the impacts of changing technologies, and the role of design and operational decisions in creating a safe environment.

- Coordination with at least eight traffic safety coalitions representing statewide, regional, and local partners from both the public and private sectors. These coalitions provided targeted input on the emphasis areas specifically related to their current strategic plans, and defined key strategies for the next five years.

- Coordination with Florida's 27 metropolitan planning organizations (MPOs), including review of safety-related goals, objectives, and strategies in MPO plans and targeted outreach sessions through Florida's Metropolitan Planning Organization Advisory Council.

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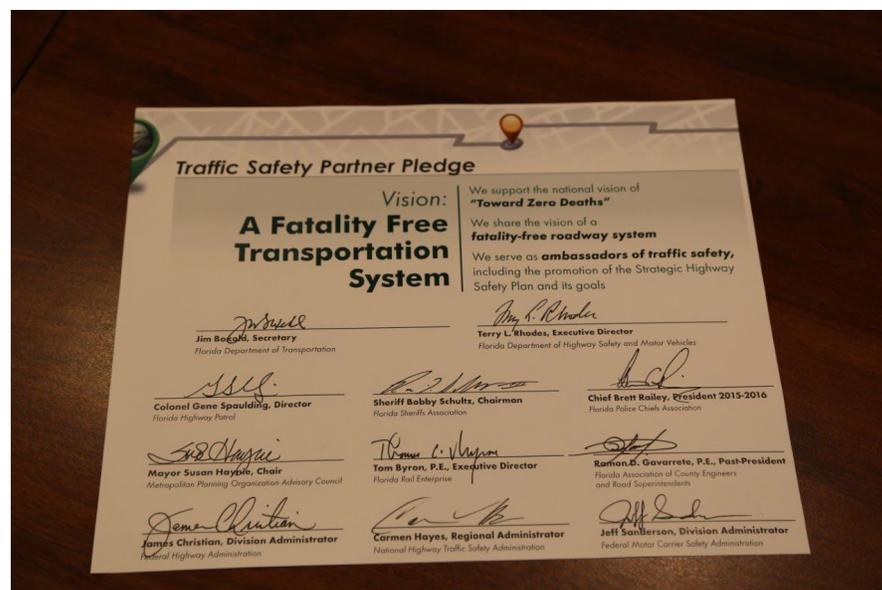
FDOT had the benefit of the expertise and experience of several additional partners throughout the SHSP planning process. Input on safety priorities and activities comes from traffic safety coalitions, advocates, FDOT District Traffic Safety Engineers, law enforcement officers and their leadership, emergency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

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

VISION ZERO

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

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

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

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

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

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

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

FEDERAL TRAFFIC SAFETY PROGRAMS

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

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

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

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

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

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

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

FAST ACT

THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT

FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

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

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety

- Planning and Administration
- Police Traffic Services - LEL
- Public Traffic Safety Professionals Training
- Speed/Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety
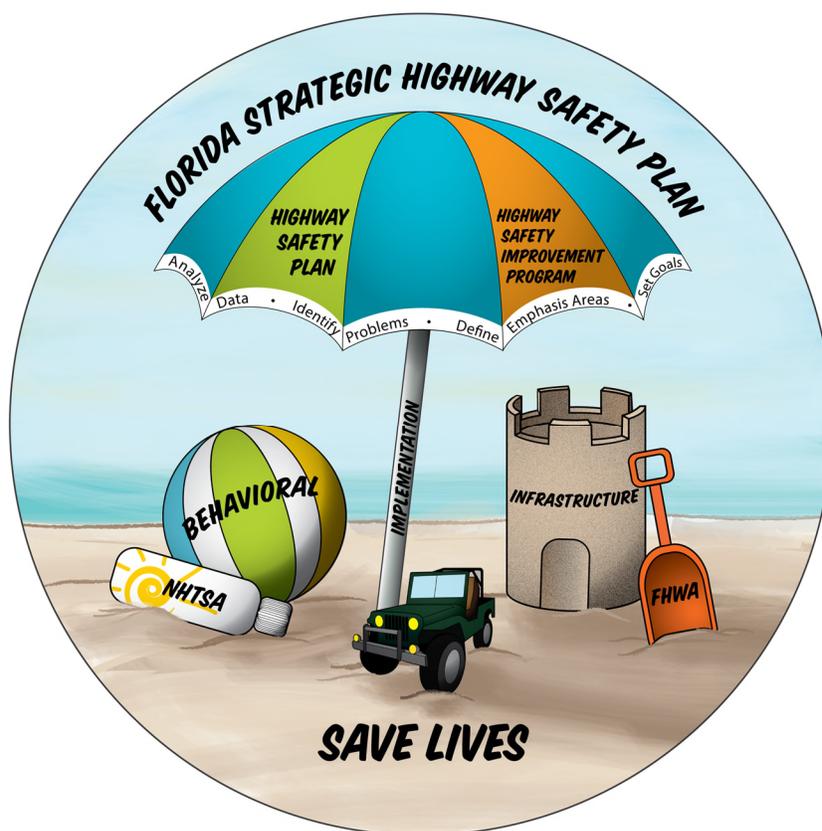
SUBGRANTS

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

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

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

COMPLIANCE WITH GUIDELINES

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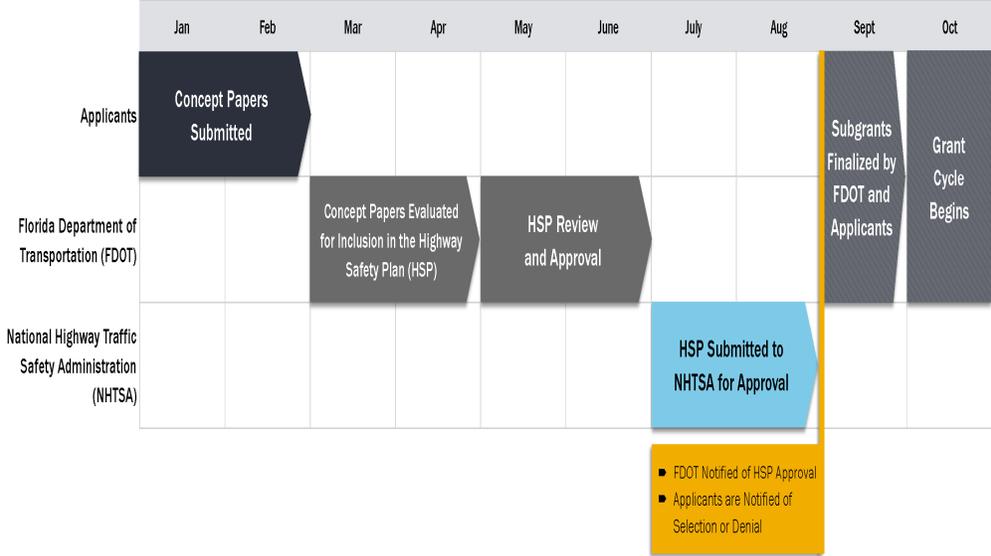
APPLICATION PROCESS

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

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

Safety Grant Process

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct
Applicants	Concept Papers Submitted								Subgrants Finalized by FDOT and Applicants	Grant Cycle Begins
Florida Department of Transportation (FDOT)			Concept Papers Evaluated for Inclusion in the Highway Safety Plan (HSP)		HSP Review and Approval					
National Highway Traffic Safety Administration (NHTSA)							HSP Submitted to NHTSA for Approval			

- FDOT Notified of HSP Approval
- Applicants are Notified of Selection or Denial

RISK ASSESSMENT

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

ANALYSIS

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

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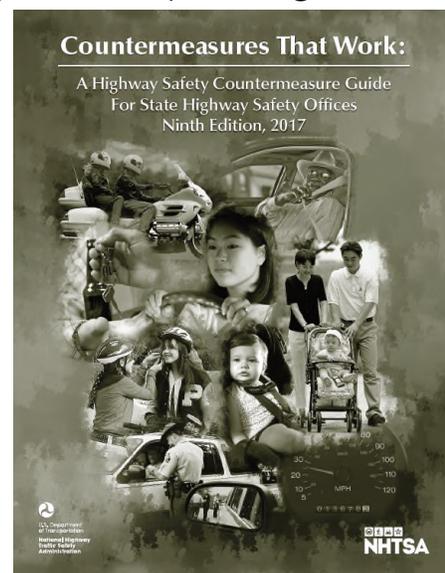
Problem Identification

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

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

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

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

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

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

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

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

CARGO SHIFT OR LOSS (UNSECURED LOAD)

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

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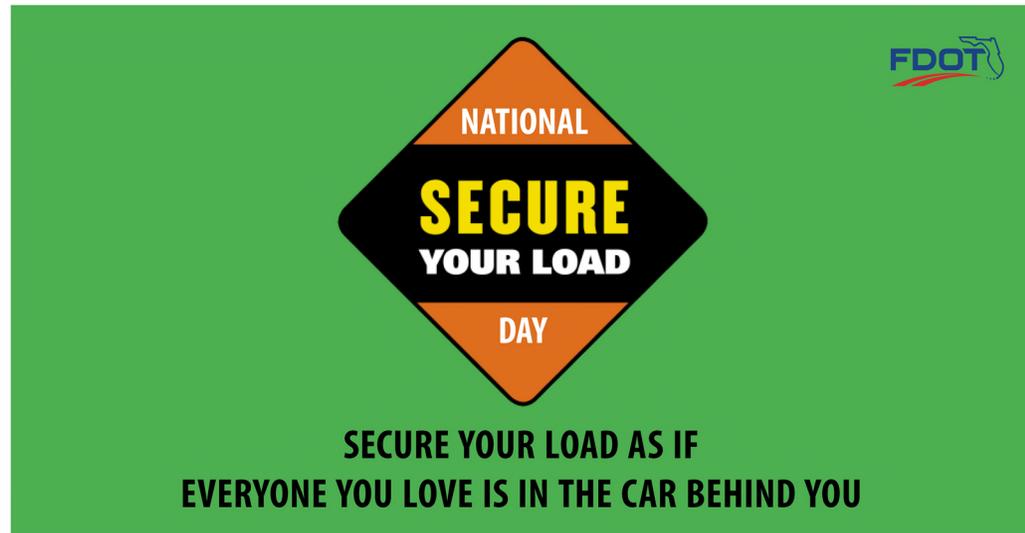
Highway Safety Matrix

FY2020 Highway Safety Matrix - Ranking of Florida Counties
(Based on total actual serious injuries and fatalities during 2013-2017)

Group I - Population of 200,001 and above - 25 Counties

Florida County (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	20	16	18	21	18	21	18	19	24
Brevard	11	12	14	10	13	11	9	11	11
Broward	2	5	9	3	3	2	1	4	3
Clay	25	25	24	25	25	25	25	25	25
Collier	18	21	20	24	19	19	22	22	21
Duval	12	6	2	8	5	8	10	8	8
Escambia	19	14	15	19	14	16	14	18	19
Hillsborough	4	2	1	2	2	4	3	2	2
Lake	17	17	17	15	16	22	21	17	16
Lee	13	11	6	11	9	9	7	13	17
Leon	24	24	21	23	21	20	19	24	23
Manatee	8	13	12	13	15	15	20	9	10
Marion	16	20	13	16	10	17	17	16	20
Miami-Dade	3	4	7	1	1	1	4	3	7
Orange	6	1	3	4	6	5	6	1	1
Osceola	15	3	19	17	24	15	24	10	15
Palm Beach	7	9	8	9	4	6	2	6	14
Pasco	1	7	4	7	12	8	11	5	4
Pinellas	5	8	5	6	7	5	5	7	9
Polk	14	15	10	12	8	14	12	14	13
Sarasota	10	18	16	18	17	18	13	15	5
Seminole	23	19	23	18	22	23	15	20	12
Saint Johns	22	22	22	20	23	23	23	23	22
Saint Lucie	21	23	25	22	20	24	16	21	18
Volusia	9	10	11	5	11	10	8	12	6

Group II - Population of 50,001 to 200,000 - 16 Counties

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

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

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

Legend: Highest 25% in a category.

The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 409.

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Published: 12/22/2018

Florida Department of Transportation
State Safety Office

FY2020 Highway Safety Matrix - Ranking of Florida Cities
(Based on total actual serious injuries and fatalities during 2013-2017)

Group I - Population of 75,000 and above - 32 Cities

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

Legend
Highest 25% in a category.

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Florida Department of Transportation
State Safety Office

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FY2020 Highway Safety Matrix - Ranking of Florida Cities
(Based on total actual serious injuries and fatalities during 2013-2017)

Group II - Population of 15,000-74,999 - 101 Cities

Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Altamonte Springs	70	52	51	71	93	55	80	61	12
Apopka	19	7	13	24	17	25	20	13	56
Auburndale	61	84	74	62	76	70	89	64	68
Aventura	31	24	81	50	50	31	46	55	46
Bartow	84	77	97	91	62	96	95	71	65
Belle Glade	101	102	102	103	65	69	97	86	66
Bonita Springs	45	57	22	42	63	67	69	80	44
Boynton Beach	25	44	18	22	12	32	12	28	37
Bradenton	1	2	1	1	1	1	6	1	2
Callaway	102	85	79	87	87	99	102	88	103
Casselberry	73	82	72	34	79	65	75	92	36
Clermont	28	12	27	23	25	39	43	14	11
Cocoa	22	14	14	14	16	20	7	19	9
Coconut Creek	59	50	49	52	41	71	62	53	55
Cooper City	87	86	85	94	78	94	74	100	59
Coral Gables	37	26	50	49	36	18	90	40	76
Crestview	71	39	65	68	32	62	51	39	88
Cutler Bay	89	96	93	76	100	72	101	60	78
Dania Beach	56	55	71	33	52	42	18	51	32
Daytona Beach	10	10	10	3	6	4	3	9	4
Debary	83	76	96	92	74	103	60	96	98
Deland	23	11	11	18	18	28	21	18	26
Delray Beach	16	29	37	17	14	10	5	38	29
Doral	95	95	76	74	89	84	84	97	33
Dunedin	44	60	53	57	53	58	63	41	48
Edgewater	63	75	61	60	97	80	67	78	16
Estero	5	3	3	8	3	5	2	5	15
Eustis	58	67	55	36	33	73	64	52	96
Fort Pierce	60	71	44	45	61	41	23	44	30
Fort Walton Beach	69	62	42	86	72	59	55	63	64
Greenacres	40	42	29	66	24	33	11	33	82
Haines City	50	53	60	84	57	95	76	76	49
Hallandale Beach	46	43	70	56	42	23	49	66	25
Hialeah Gardens	97	88	94	85	81	100	99	93	90
Homestead	35	37	47	26	19	13	61	16	70
Jacksonville Beach	76	41	54	46	82	44	59	49	91
Jupiter	41	22	39	55	35	36	35	47	54
Key West	30	34	24	2	31	9	34	26	7
Kissimmee	3	1	6	6	11	3	13	2	8
Lake Mary	93	40	78	59	75	89	77	79	51
Lake Wales	54	69	67	79	73	78	39	65	69
Lake Worth	52	59	26	38	22	27	31	37	31
Lauderdale Lakes	90	87	99	93	91	43	91	83	85
Lauderhill	51	72	58	61	46	35	29	57	71
Leesburg	17	28	41	19	26	29	72	21	63
Lynn Haven	94	91	101	90	83	102	94	95	97
Maitland	92	31	91	78	85	88	78	82	20
Marco Island	85	98	103	97	99	92	86	101	67
Margate	18	23	56	51	30	17	57	22	38
Miami Lakes	103	99	86	101	92	101	103	98	86
Naples	12	13	8	28	8	19	32	15	42

Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
New Port Richey	6	19	17	11	34	14	22	9	18
New Smyrna Beach	24	20	43	15	38	49	38	48	14
North Lauderdale	86	79	90	64	90	56	70	69	80
North Miami	66	73	48	41	66	15	66	58	73
North Miami Beach	53	64	62	39	37	30	41	43	77
North Port	20	33	31	40	21	53	25	29	1
Oakland Park	42	45	69	35	44	12	15	50	79
Ocala	4	8	5	7	2	6	14	4	19
Ocoee	65	32	63	75	67	64	52	45	24
Opa-locka	79	56	82	77	47	60	47	81	100
Ormond Beach	11	9	12	5	27	26	10	17	39
Oviedo	77	80	80	80	55	82	73	67	35
Palm Beach Gardens	29	16	32	63	13	40	9	25	75
Palm Springs	72	74	45	44	58	34	24	84	92
Palmetto Bay	82	100	88	100	56	79	92	62	89
Panama City	13	6	7	13	7	11	4	7	47
Parkland	96	97	100	99	102	90	81	75	60
Pensacola	14	17	4	12	5	8	17	10	28
Pinecrest	98	103	90	95	103	97	96	99	99
Pinellas Park	7	18	9	9	23	7	8	6	21
Plant City	36	60	33	31	10	48	42	27	58
Port Orange	8	38	19	10	29	22	26	11	13
Punta Gorda	33	27	21	32	28	63	56	72	17
Riviera Beach	78	61	40	81	60	46	54	91	40
Rockledge	47	46	30	48	69	74	37	36	41
Royal Palm Beach	80	93	52	88	51	85	53	74	83
Safety Harbor	88	101	73	96	96	98	82	103	101
Saint Cloud	67	58	68	58	64	60	79	73	23
Sanford	49	30	15	21	9	24	16	23	34
Sarasota	2	5	2	4	4	2	1	3	3
Sebastian	57	94	87	69	70	76	86	70	62
Seminole	27	35	20	20	84	38	19	31	50
Stuart	38	78	57	37	48	45	44	56	52
Sunny Isles Beach	91	89	89	102	94	77	93	102	93
Sweetwater	100	90	95	89	98	91	100	85	94
Tamarac	43	54	92	54	40	47	30	77	72
Tarpon Springs	21	21	35	30	39	37	33	24	87
Tavares	64	92	66	72	86	87	98	87	102
Temple Terrace	75	83	64	67	80	75	50	68	61
Titusville	26	51	23	25	20	51	45	30	45
Venice	9	25	16	16	15	21	28	20	6
Vero Beach	32	63	36	70	43	52	65	54	22
Wellington	55	48	38	83	77	57	27	34	74
West Melbourne	81	66	77	82	95	83	87	94	95
Weston	68	70	83	53	88	54	40	46	27
Winter Garden	74	36	34	65	71	81	71	59	81
Winter Haven	39	65	84	43	45	61	58	35	57
Winter Park	34	4	28	29	54	16	36	12	5
Winter Springs	99	81	59	98	101	86	85	90	84
Zephyrhills	15	49	25	27	49	50	48	32	53

Legend
Highest 25% in a category.

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FY2020 Highway Safety Matrix - Ranking of Florida Cities
(Based on total actual serious injuries and fatalities during 2013-2017)

Group III - Population of 3,000-14,999 - 118 Cities

Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	34	13	18	16	78	49	17	31	Loxahatchee Groves	100	114	114	90	96	82	79	77	109
Arcadia	3	12	3	3	2	4	13	2	1	Macclenny	59	22	37	65	26	56	84	16	77
Atlantic Beach	30	28	18	29	72	12	38	67	48	Madeira Beach	51	62	29	79	93	29	36	108	97
Avon Park	11	18	19	17	11	34	27	21	9	Madison	108	116	68	104	97	106	116	87	116
Bay Harbor Islands	91	81	103	108	88	89	74	98	36	Marathon	16	3	35	10	32	27	6	55	33
Belle Isle	103	96	100	81	104	87	58	72	74	Marianna	13	17	14	44	10	47	29	13	35
Belleair	106	100	81	101	112	93	110	111	41	Mary Esther	76	32	64	67	70	67	92	30	13
Belleview	37	52	61	53	36	64	61	76	92	Mascotte	81	107	106	82	108	98	105	101	86
Biscayne Park	116	115	115	116	115	115	113	114	111	Melbourne Beach	77	75	67	91	116	77	114	115	114
Brooksville	4	10	17	5	7	11	15	3	2	Miami Shores	57	52	92	60	41	26	97	54	58
Cape Canaveral	48	68	41	36	98	45	67	69	60	Miami Springs	96	65	85	70	52	41	64	50	46
Chipley	61	47	32	69	19	75	55	36	105	Midway	47	74	40	114	56	95	37	48	106
Clewiston	63	30	20	23	14	37	41	40	17	Milton	6	11	8	7	6	10	2	5	10
Cocoa Beach	36	91	71	16	44	8	39	25	14	Minneola	97	102	91	105	85	107	66	63	56
Crystal River	15	2	66	6	18	16	9	11	112	Mount Dora	39	24	70	80	59	83	95	43	45
Dade City	7	19	36	11	24	22	18	6	3	Mulberry	86	73	83	68	71	50	78	47	42
Davenport	43	33	39	31	55	73	42	105	8	Neptune Beach	42	21	74	95	64	60	71	58	69
Daytona Beach Shores	92	63	50	55	80	40	43	65	98	Newberry	54	25	24	74	30	62	59	41	81
Defuniak Springs	20	20	27	27	12	63	10	23	6	Niceville	38	27	45	33	39	30	31	24	26
Destin	40	16	21	34	27	9	26	28	27	North Bay Village	109	93	93	71	99	108	68	90	32
Dundee	105	109	109	110	111	107	82	96	52	North Palm Beach	64	50	90	59	83	35	46	78	52
Fellsmere	99	83	79	100	109	99	89	80	39	Okeechobee	21	45	38	26	17	28	19	20	38
Fernandina Beach	78	55	47	47	84	51	65	53	44	Oldsmar	22	26	46	57	40	33	25	27	44
Flagler Beach	83	85	62	45	79	65	91	81	40	Orange City	29	14	31	12	31	14	16	32	22
Florida City	33	29	51	13	47	6	20	31	20	Orange Park	69	35	23	15	34	18	34	34	63
Fort Meade	111	70	77	109	67	90	87	46	84	Pahokee	104	72	78	83	89	92	75	102	87
Fort Myers Beach	46	57	9	38	45	19	35	73	78	Palatka	41	39	7	48	21	31	17	14	15
Freeport	56	48	15	46	58	105	44	37	18	Palm Beach	28	61	55	63	86	36	69	56	65
Frostproof	95	90	44	103	43	97	56	66	113	Palmetto	1	8	2	1	4	2	7	1	4
Fruitland Park	25	42	97	48	75	85	50	57	5	Panama City Beach	17	9	4	2	13	1	3	8	49
Grant-Valkaria	113	110	110	111	112	108	109	99	94	Parker	84	59	108	86	69	74	62	106	94
Green Cove Springs	45	31	42	42	63	55	99	70	66	Pembroke Park	73	56	76	24	28	57	23	26	7
Groveland	48	47	46	73	59	93	83	89	43	Perry	66	95	98	64	35	38	57	29	71
Gulf Breeze	27	58	60	76	66	48	86	42	83	Ponce Inlet	101	101	116	92	82	116	115	116	113
Gulfport	68	91	52	40	73	59	47	88	53	Port Saint Joe	52	88	65	88	42	94	93	84	104
High Springs	74	44	58	98	65	70	52	96	80	Quincy	88	69	43	94	54	84	70	52	68
Highland Beach	114	111	112	113	113	113	111	112	103	Saint Augustine	18	5	25	4	15	3	11	10	47
Holly Hill	31	67	53	29	50	25	22	62	55	Saint Augustine Beach	90	97	57	51	105	69	102	45	76
Holmes Beach	94	87	82	87	81	104	54	83	102	Saint Pete Beach	23	41	22	35	74	17	33	89	24
Indian Harbour Beach	70	78	94	73	100	54	82	79	64	Sanibel	72	105	101	107	76	80	72	95	75
Indian River Shores	93	99	111	112	94	102	109	110	100	Satellite Beach	79	60	34	61	62	52	98	68	30
Indian Rocks Beach	85	86	63	54	92	66	77	107	95	Sebring	2	4	6	3	3	5	12	9	57
Inverness	9	7	55	14	8	24	5	15	25	South Bay	87	89	33	102	57	76	80	86	110
Islamorada	26	15	12	43	29	46	73	74	11	South Daytona	34	33	87	22	49	23	14	60	28
Juno Beach	107	113	84	89	95	96	94	85	108	South Miami	53	49	89	58	60	43	81	61	51
Kenneth City	82	84	80	85	91	58	106	59	90	South Pasadena	75	37	49	66	78	101	24	104	91
Key Biscayne	63	43	86	93	48	42	96	51	21	Southwest Ranches	110	103	96	106	101	109	100	91	67
LaBelle	55	46	28	78	46	49	76	35	93	Springfield	49	77	72	62	23	53	8	44	61
Lady Lake	12	54	34	32	20	32	63	49	43	Starke	32	36	10	29	22	72	30	22	12
Lake Alfred	67	98	59	75	77	110	85	97	82	Surfside	98	82	104	99	107	71	104	99	37
Lake City	5	1	1	9	1	13	1	4	54	Tequesta	60	71	105	77	68	91	88	100	85
Lake Clarke Shores	115	112	113	115	114	114	112	113	107	Treasure Island	71	80	56	50	103	61	51	71	34
Lake Park	80	54	73	72	33	68	40	33	62	Umatilla	24	64	30	56	37	103	53	18	101
Lantana	44	76	15	41	51	44	48	39	23	Valparaiso	112	108	107	84	90	100	90	103	88
Lauderdale-By-The-Sea	50	106	102	52	106	88	103	75	79	Wauchula	8	23	11	21	9	81	60	7	89
Lighthouse Point	58	40	48	30	61	15	32	64	59	West Miami	102	104	75	96	87	79	83	93	70
Live Oak	14	13	5	37	5	39	4	12	73	West Park	62	38	69	39	38	20	45	38	19
Longboat Key	89	79	99	97	102	86	101	94	72	Wildwood	10	6	26	13	25	21	28	19	16
Longwood	62	15	75	47	60	66	60	42	10	Wilton Manors	35	66	88	25	53	7	21	52	30

Legend
Highest 25% in a category.

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Performance Plan

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

CORE OUTCOME MEASURES:

- C1 - Number of fatalities (FARS)

- C2 - Number of serious injuries (State crash file)

- C3 - Fatality rate per 100M VMT (FARS, FHWA)

- C4 - Number of unrestrained passenger vehicle occupant fatalities, all seating positions (FARS)

- C5 - Number of fatalities involving driver or motorcycle operator with a .08 BAC or above (FARS)

- C6 - Number of speeding-related fatalities (FARS)

- C7 - Number of motorcyclist fatalities (FARS)

- C8 - Number of unhelmeted motorcyclist fatalities (FARS)

- C9 - Number of drivers age 20 or younger involved in fatal crashes (FARS)

- C10 - Number of pedestrian fatalities (FARS)

- C11 - Number of bicyclist fatalities (FARS)

BEHAVIOR MEASURES:

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

ACTIVITY MEASURES:

- A1 - Number of seat belt citations issued during grant-funded enforcement activities (Subgrant activity reports)

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

- A3 - Number of speeding citations issued and arrests made during grant-funded enforcement activities (Subgrant activity reports)

FLORIDA-SPECIFIC MEASURES:

- F1 - Number of Florida resident drivers age 65 or older involved in fatal crashes (State data)

- F2 - Number of CTST outreach events conducted (Subgrant activity reports)

- F3 - Number of distracted driving fatalities (State data)

- F4 – Estimated number of impressions for campaigns (Subgrant activity reports)

- F5 - Number of traffic safety subgrants executed (State data)

- F6 – Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge (Subgrant activity reports)

- F7 - Number of persons who received traffic safety professional's training (Subgrant activity reports)

- F8 - Number of crashes submitted within 10 days to the State (State data)

- F9 - Number of fatalities in work zones (State Data)

TARGETS:

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

DATA FORECASTS:

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

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

C1 - NUMBER OF FATALITIES:

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

Florida's target for fatalities is zero in 2020.

While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.
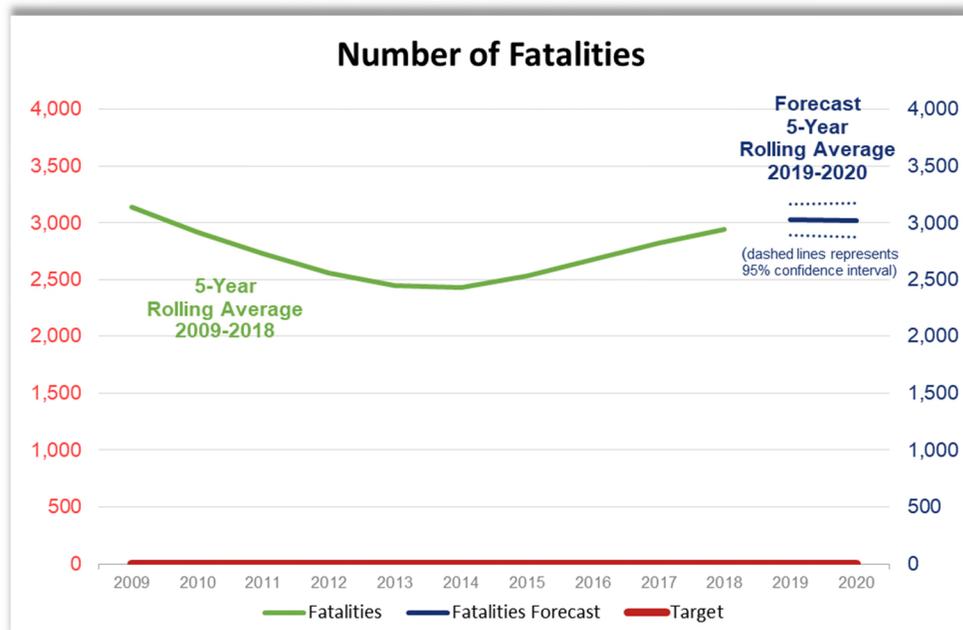
C2 - NUMBER OF SERIOUS INJURIES:

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

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

The data forecast indicates Florida's five year rolling average of serious injuries will continue to trend downward in 2019 and 2020. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.
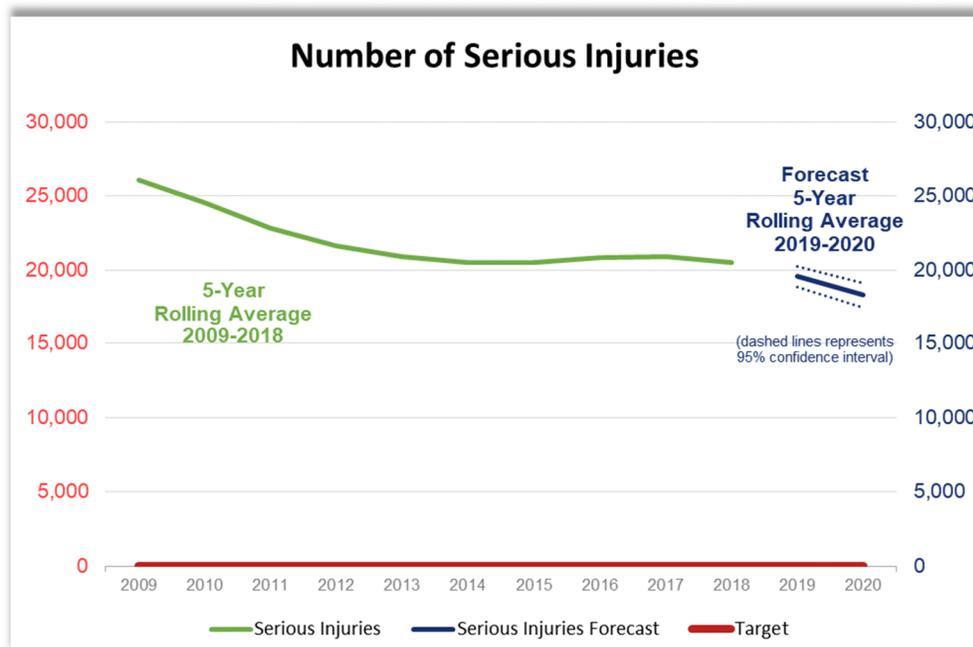
C3 - FATALITY RATE PER 100M VMT

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

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

While data forecast indicates Florida's fatality rate per 100 million VMT will trend downward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend and ultimately reduce the fatality rate per 100 million VMT.
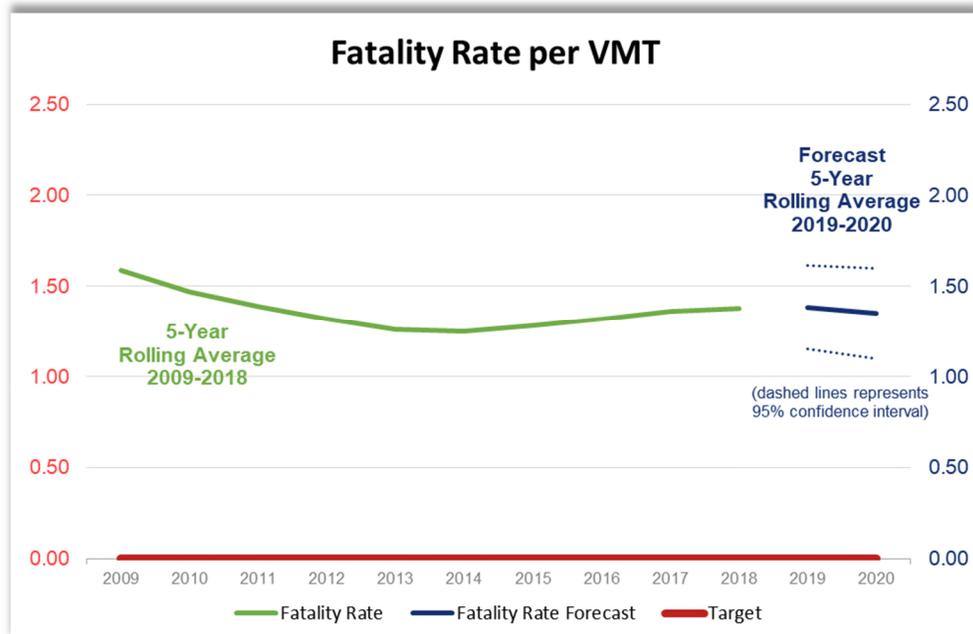
C4 - NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEATING POSITIONS:

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

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

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

Number of Unrestrained Passenger Vehicle Occupant Fatalities, all seating positions
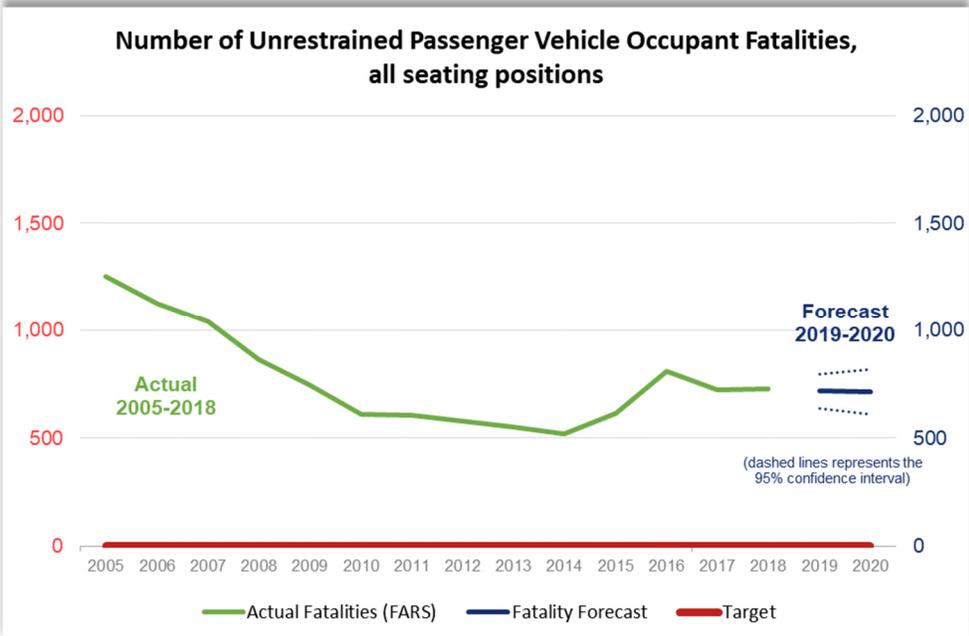
C5 - NUMBER OF FATALITIES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A .08 BAC OR ABOVE

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

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

While the data forecast indicates Florida's number of fatalities involving a driver or motorcycle operator with a .08 BAC or above will continue to trend downward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above.
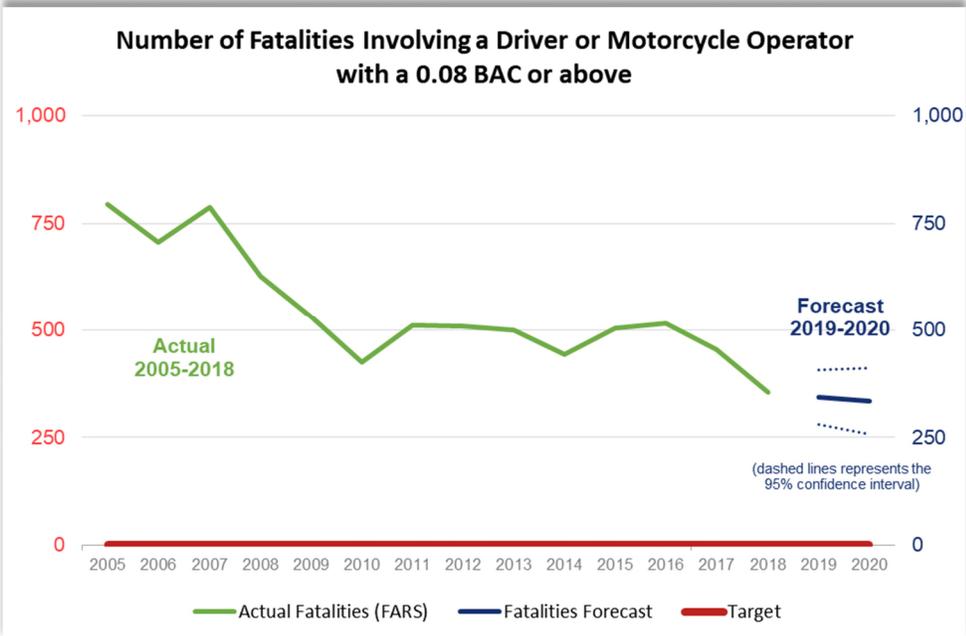
C6 - NUMBER OF SPEEDING-RELATED FATALITIES

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

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

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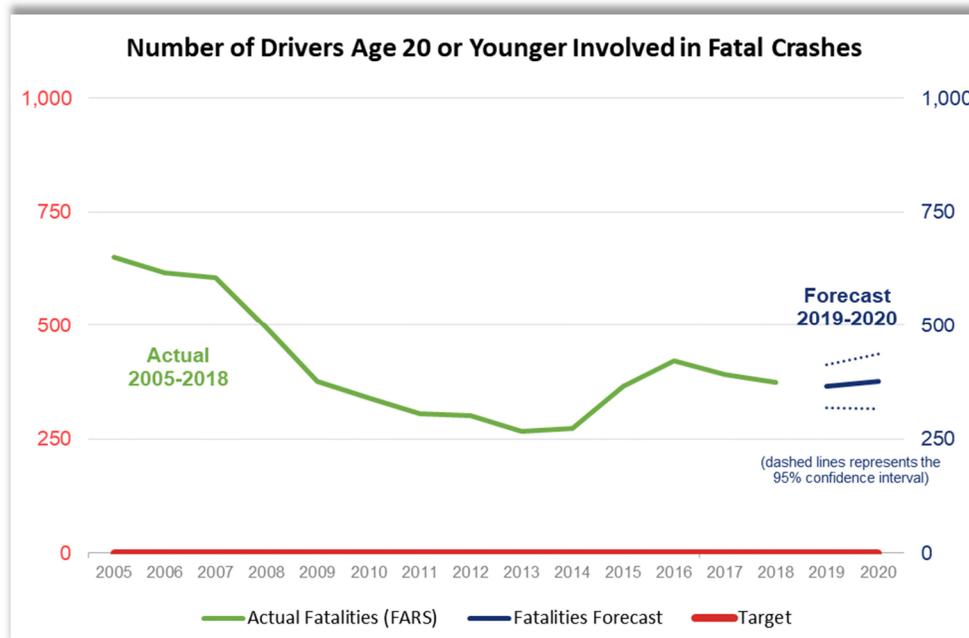

Number of Speeding-related Fatalities
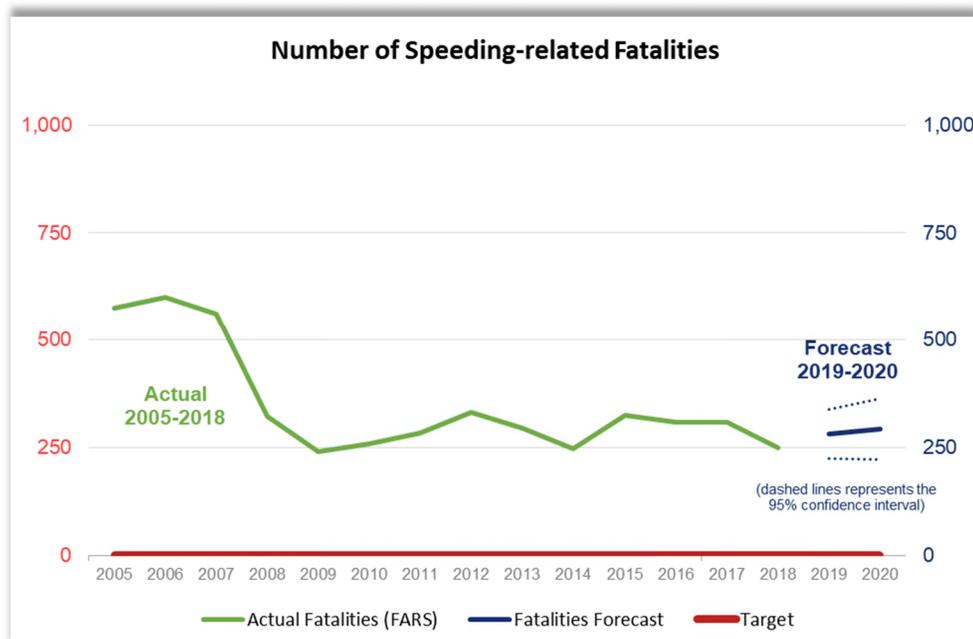
C7 - NUMBER OF MOTORCYCLIST FATALITIES

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

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

While the data forecast indicates Florida's number of motorcyclist fatalities will increase in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of motorcyclist fatalities.
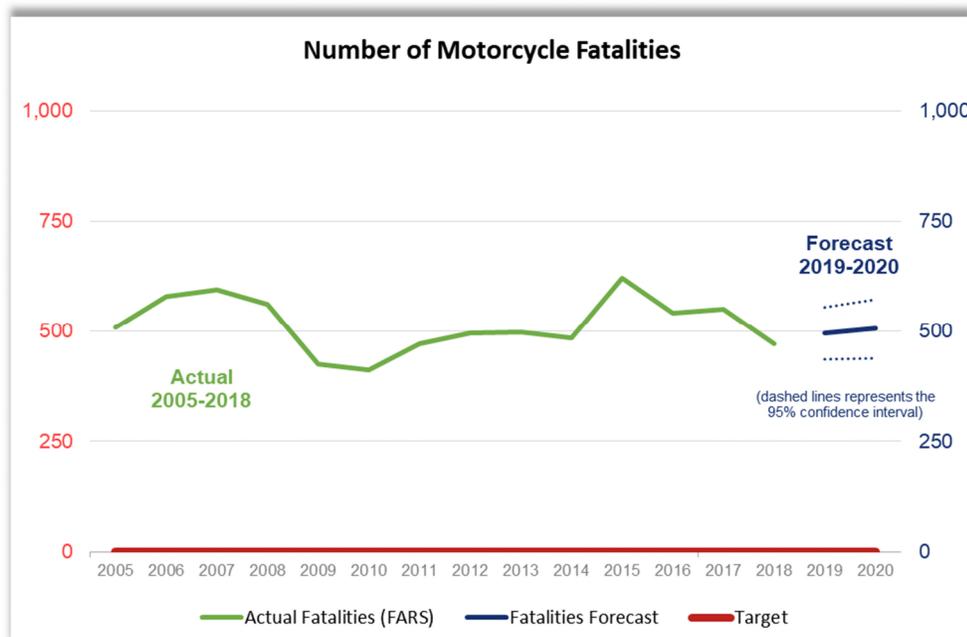
C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

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

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

While the data forecast indicates Florida's number of unhelmeted motorcyclist fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of unhelmeted motorcyclist fatalities.
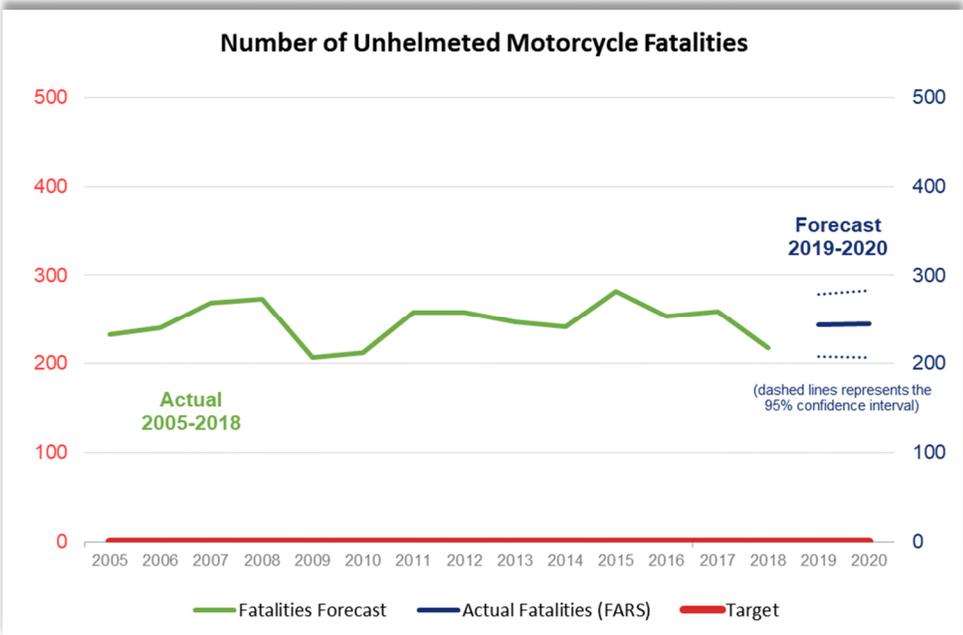
C9 - NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

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

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

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


Number of Drivers Age 20 or Younger Involved in Fatal Crashes

C10 - NUMBER OF PEDESTRIAN FATALITIES

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

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

While the data forecast indicates Florida's number of pedestrian fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of pedestrian fatalities.
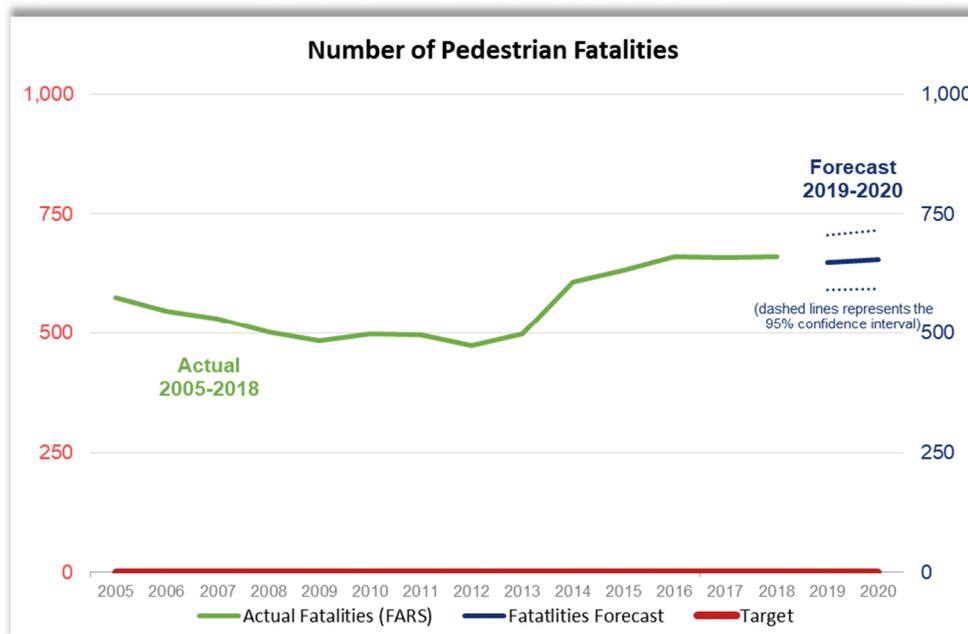
C11 - NUMBER OF BICYCLIST FATALITIES

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

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

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

Number of Bicyclist Fatalities

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

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

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

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

Observed safety belt use for passenger vehicles, front seat outboard occupants
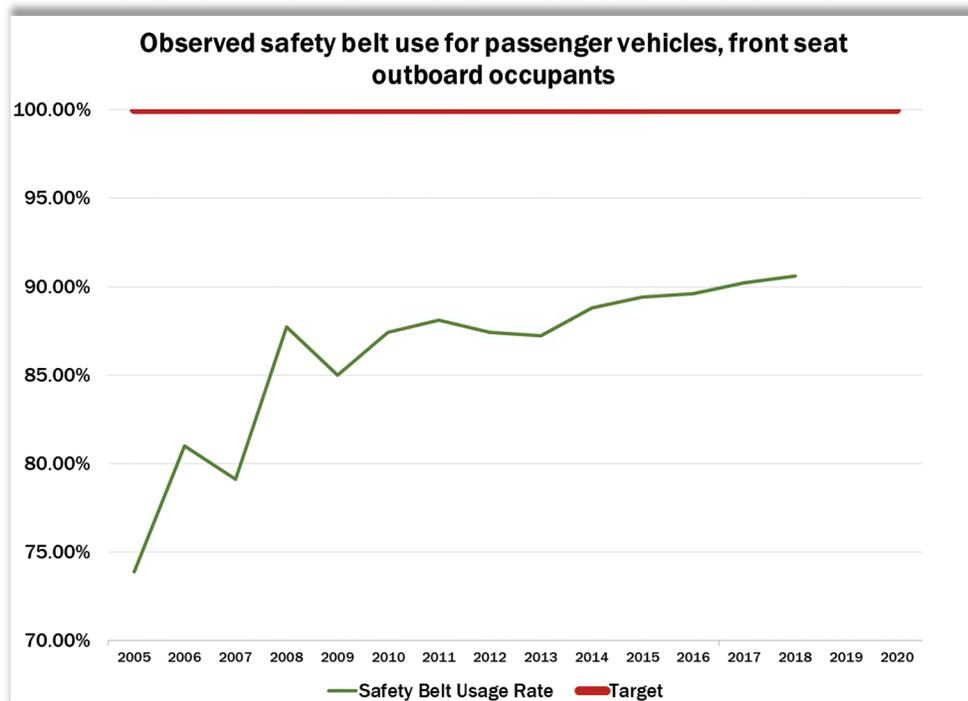
ACTIVITY MEASURES

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

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

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

FLORIDA-SPECIFIC MEASURES

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

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

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

▮ Indicates that data is not currently available

Performance Report

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

	Core Performance Measures		2013	2014	2015	2016	2017	2018
C-1	Number of Traffic Fatalities	Target	2,309	2,194	2,084	1,980	1,881	0
		Final	2,403	2,494	2,938	3,174	3,112	3,004
C-2	Number of Serious Injuries in Traffic Crashes	Target	17,440	16,568	15,740	14,953	14,205	-
		Final	12,930	20,907	21,546	21,645	20,037	17,976
C-3	Number of Fatalities/100M VMT	Target	1.21	1.15	1.09	1.03	0.98	-
		Final	1.25	1.24	1.42	1.47	1.42	1
C-4	Number of Unrestrained Occupant Fatalities – All Seating Positions	Target	551	523	497	472	449	-
		Final	553	511	602	745	671	728
C-5	Number of Fatalities Involving Driver/Motorcyclist with .08+ BAC	Target	674	640	608	577	549	-
		Final	672	694	794	905	839	356
C-6	Number of Speeding-Related Fatalities	Target	348	330	314	298	283	-
		Final	346	245	320	310	299	249
C-7	Number of Motorcyclist Fatalities	Target	467	444	422	401	381	-
		Final	485	478	615	586	590	472
C-8	Number of Unhelmeted Motorcyclist Fatalities	Target	239	227	216	205	195	-
		Final	237	223	283	283	228	218
C-9	Number of Drivers ≤ Age 20 Involved in Fatal Crashes	Target	285	271	257	244	232	-
		Final	263	269	359	401	381	375
C-10	Number of Pedestrian Fatalities	Target	453	430	409	389	369	-
		Final	499	588	629	653	654	661
C-11	Number of Bicyclist Fatalities	Target	118	112	106	101	96	-
		Final	133	139	150	138	125	141
	Behavioral Measures		**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
B-1	Observed Safety Belt Use, Front Seat Outboard Occupants	Target	90.0%	90.0%	90.0%	90.0%	90.0%	100%
		Final	87.2%	88.8%	89.4%	89.6%	90.2%	90.6%
	Activity Measures		**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
A-1	Number of Grant-Funded Safety Belt Citations	Final	9,019	9,016	1,105	553	3,870	9295
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	4,003	2,133	1,060	1,848	1,121	1134
A-3	Number of Grant-Funded Speeding Citations	Final	17,725	21,148	5,737	4,285	17,605	19999
	Florida Specific Measures		**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
F-1	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	344	327	311	295	280	
		Final	465	460	516	325		
F-2	Number of CTST outreach events conducted	Target	N/A	N/A	N/A	N/A	N/A	160
		Final	N/A	N/A	N/A	N/A	N/A	168
F-3	Number of distracted driving fatalities	Target	N/A	N/A	N/A	N/A	N/A	-
		Final	N/A	N/A	N/A	N/A	N/A	
F-4	Estimated number of impressions							
	Aging Road Users	Target	N/A	N/A	N/A	N/A	N/A	30,000
		Final	N/A	N/A	N/A	N/A	N/A	-
	Impaired Driving	Target	N/A	N/A	N/A	N/A	N/A	3,000,000
		Final	N/A	N/A	N/A	N/A	N/A	85,389,616
	Motorcycle Safety	Target	N/A	N/A	N/A	N/A	N/A	500,000
		Final	N/A	N/A	N/A	N/A	N/A	78,996,032
	Occupant Protection	Target	N/A	N/A	N/A	N/A	N/A	1,000,000
		Final	N/A	N/A	N/A	N/A	N/A	98,028,754
	Pedestrian and Bicycle Safety	Target	N/A	N/A	N/A	N/A	N/A	400,000
		Final	N/A	N/A	N/A	N/A	N/A	182,600,000
F-5	Number of traffic safety subgrants executed	Target	N/A	N/A	N/A	N/A	N/A	168
		Final	N/A	N/A	N/A	N/A	N/A	145
F-6	Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	N/A	N/A	N/A	N/A	N/A	100%
		Final	N/A	N/A	N/A	N/A	N/A	
F-7	Number of persons who received traffic safety professional's traning	Target	N/A	N/A	N/A	N/A	N/A	500
		Final	N/A	N/A	N/A	N/A	N/A	2,383
F-8	Number of crashes submitted within 10 days to the state	Target	N/A	>60%	>65%	>70%	>75%	>80%
		Final	N/A	63.80%	69.93%	76.40%	74.30%	80.44%
F-9	Number of fatalities in work zones	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	N/A	N/A	N/A	N/A	N/A	

Indicates that data is not currently available

Evidence-Based Enforcement Plan

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

DATA-DRIVEN ENFORCEMENT

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

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

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

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

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

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

Palm Beach County Hot Spot Crash Clusters for Pedestrians
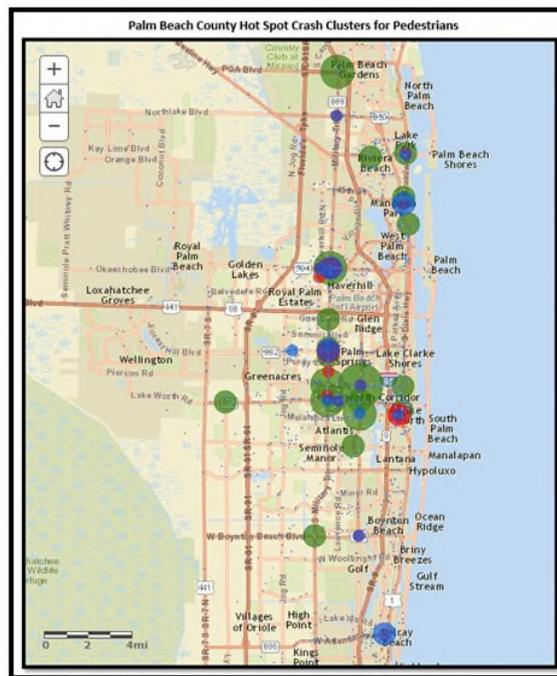
HIGH VISIBILITY ENFORCEMENT AND NATIONAL MOBILIZATION SUPPORT

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

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

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

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

MEDIA SUPPORT

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

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

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

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

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

CONTINUOUS FOLLOW-UP AND ADJUSTMENT

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

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

FDOT Program Areas

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

- Aging Road Users

- Community Traffic Safety Outreach

- Distracted Driving

- Impaired Driving

- Motorcycle Safety

- Occupant Protection and Child Passenger Safety

- Paid Media

- Pedestrian and Bicycle Safety

- Planning and Administration

- Police Traffic Services – LEL

- Public Traffic Safety Professionals Training

- Speed/Aggressive Driving

- Teen Driver Safety

- Traffic Records

- Work Zone Safety

Aging Road Users

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: Safe Mobility for Life Coalition

Implementing Agency: Pepper Institute on Aging and Public Policy

Project Number: CP-20-04-09

Funding Source: 402

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

Budget: $350,000

Project Name: Aging Road User Information Systems 2019-2020

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

Project Number: CP-20-04-10

Funding Source: 402

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

Budget: $182,469

Find a Ride Florida

Low Vision Users | Standard | Black/White | White/Black | Yellow/Blue |

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

Traveling from: ❓

[Starting location]

Traveling to: (optional) ❓

[Destination]

What is the purpose of the trip?
☐ Education ☐ Work ☐ Medical ☐ Other ❓

Do any of the following apply?
☐ Age 60 or older ❓
☐ Need escort to and from vehicle
☐ Need accommodation for wheelchair
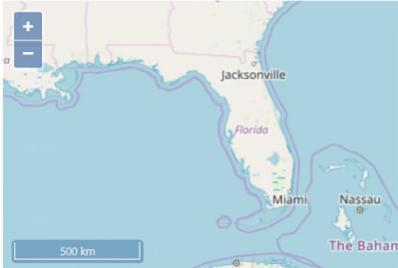
🚗 Find a ride

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

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

Budget: $32,750

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

Community Traffic Safety Outreach

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: Community Traffic Safety Teams

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

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

Budget: $210,000

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

Community Traffic Safety Teams

Project Name:	Community Traffic Safety Support
Implementing Agency:	Center for Urban Transportation Research
Project Number:	CP-20-04-08
Funding Source:	402
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to hire contractors to support the FDOT State Safety Office and other community programs along with purchasing traffic safety-related public information and education materials. The support includes, but is not limited to, assisting with strategic plans, focused studies, process reviews, and assisting with hosting the Lifesavers National Conference on Highway Safety Priorities in Tampa. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement, and outreach materials that are distributed as part of other programs.
Budget:	$274,500

Distracted Driving

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: Distracted Driving Outreach Program

Implementing Agency: Center for Urban Transportation Research

Project Number: DD-20-04-01

Funding Source: 402

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

Budget: $26,000

Project Name: Law Enforcement Distracted Driving Outreach and Education

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

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

Budget: $63,500

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

Impaired Driving

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

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

Project Name:	Florida Impaired Driving Coalition
Implementing Agency:	Center for Urban Transportation Research
Project Number:	AL-20-05-01
Funding Source:	402
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to bring together technical stakeholders and subject matter experts from various disciplines to provide recommendations on critical impaired driving issues. The Coalition will address prevention, enforcement, prosecution, and community awareness of impaired driving in Florida, in addition to the treatment and rehabilitation of impaired drivers.
Budget:	$153,932

Project Name:	Florida Department of Law Enforcement
Implementing Agency:	Improving Highway Safety Through Data Analysis
Project Number:	AL-20-05-02
Funding Source:	402
Project Description:	The Florida Department of Law Enforcement (FDLE) which is responsible for providing drug testing services in 64 counties throughout the state of Florida will receive funding to purchase new drug testing instrumentation that will assist the state with improving prosecution and adjudication of impaired driving cases. FDLE will also train its law enforcement contributors on case analysis and State Attorney's offices on the ability to identify and report drugs for court cases which will assist in the accurate and timely prosecution of impaired drivers.
Budget:	$449,064

Project Name:	Florida Department of Highway Safety and Motor Vehicles
Implementing Agency:	DUI Centralized Repository Database
Project Number:	AL-20-05-03
Funding Source:	402
Project Description:	The Florida Department of Highway Safety and Motor Vehicles (DHSMV) will receive funding to contract with a consultant to determine how to bring all DUI related databases/tracking systems into one comprehensive system. DHSMV will ultimately like to develop a centralized repository database that would be a statewide, real-time, electronic system to track impaired driving offenders from arrest through disposition and treatment, that could be utilized by all stakeholders involved in the efforts to reduce impaired driving crashes in Florida.
Budget:	$200,000

Project Name: Traffic Safety Resource Prosecutor Program (TSRP)

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

Project Number: M5CS-20-06-01

Funding Source: 405(d)

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

Budget: $451,882

Project Name: MADD Florida Safe and Aware

Implementing Agency: Mothers Against Drunk Driving (MADD) Florida

Project Number: M5X-20-06-01

Funding Source: 405(d)

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

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

Budget: $295,000

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

Implementing Agency: Institute of Police Technology and Management

Project Number: M5X-20-06-02

Funding Source: 405(d)

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

Budget: $30,000

Project Name: Value Life

Implementing Agency: The Meagan Napier Foundation

Project Number: M5X-20-06-03

Funding Source: 405(d)

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

Budget: $16,500

Project Name: Impaired Driving Media Awareness Survey

Implementing Agency: Institute of Police Technology and Management

Project Number: M5X-20-06-04

Funding Source: 405(d)

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

Budget: $60,000

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 405(d)

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

Budget: $1,181,750

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

Motorcycle Safety

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: Florida's Comprehensive Motorcycle Safety Program

Implementing Agency: Center for Urban Transportation Research

Project Number: MC-20-10-01

Funding Source: 402

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

Budget: $500,500

Project Name: Motorcycle Program Evaluation and Data Collection

Implementing Agency: Center for Urban Transportation Research

Project Number: MC-20-10-02

Funding Source: 402

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

Budget: $110,000

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

Project Name: Safe Motorcycle and Rider Techniques (SMART)

Implementing Agency: Osceola County Sheriff's Office

Project Number: MC-20-10-04

Funding Source: 402

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

Budget: $60,000

Project Name: Preventing Street Racing Through Legal Alternatives

Implementing Agency: Florida State University Police Department

Project Number: MC-20-10-05

Funding Source: 402

Project Description: The Florida State University Police Department will continue to use its motorsports team to educate sport bike riders at amateur level sanctioned motorsports events in Florida on the dangers of street racing. Track Day training is also offered and it is intended to increase the technical skills, confidence and respect in riders who would otherwise be engaging in risky street racing and stunting. This program

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

Budget: $82,500

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

Implementing Agency: Gainesville Police Department

Project Number: MC-20-10-06

Funding Source: 402

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

Budget: $42,500

Project Name: Motorcycle Awareness Survey

Implementing Agency: Institute of Police Technology and Management

Project Number: MC-20-10-07

Funding Source: 402

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

Budget: $60,000

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

Implementing Agency: Center for Urban Transportation Research

Project Number: MC-20-10-08

Funding Source: 402

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

Budget: $54,773

Project Name: Motorcycle Operator Street-Survival Skills

Implementing Agency: Tampa Police Department

Project Number: MC-20-10-09

Funding Source: 402

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

Budget: $30,000

Project Name: Jacksonville Sheriff's Office SMART Motorcycle Program

Implementing Agency: Jacksonville Sheriff's Office

Project Number: MC-20-10-10

Funding Source: 402

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

Budget: $22,500

Project Name: Motorcycle and Scooter Enforcement and Education

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

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

Budget: $338,905

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

Occupant Protection and Child Passenger Safety

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

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

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

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

STRATEGIES

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

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

EFFECTIVENESS OF PROGRAM

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

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

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

Project Name: Florida's Occupant Protection Resource Center

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

Project Number: M2X-20-20-01

Funding Source: 405(b)

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

Budget: $400,000

Project Name: Statewide Safety Belt and Child Passenger Safety Surveys

Implementing Agency: Institute of Police Technology and Management

Project Number: M2X-20-20-02

Funding Source: 405(b)

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

Budget: $321,000

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 405(b)

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

Budget: $401,750

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

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

Paid Media

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

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

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: Distracted Driving Media Campaign

Implementing Agency: FDOT State Safety Office

Project Number: PM-20-07-01

Funding Source: 405(e)

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

Budget: $623,584.21

Project Name: Work Zone Safety Campaign

Implementing Agency: Center for Urban Transportation Research

Project Number: PM-20-07-02

Funding Source: 402

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

Budget: $100,000

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

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

Project Name:	Impaired Driving Professional Sports Marketing
Implementing Agency:	The District Board of Trustees of Tallahassee Community College
Project Number:	M5PEM-20-16-04
Funding Source:	405(d)
Project Description:	Tallahassee Community College will purchase advertisements with professional sports teams and venues to promote *Drive Sober or Get Pulled Over* to sports fans. The FY 2020 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.
Budget:	$2,000,000

Project Name: Impaired Driving Major College Sports Marketing

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

Project Number: M5PEM-20-16-05

Funding Source: 405(d)

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

Budget: $459,000

Project Name: Impaired Driving Sports Campaign

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

Project Number: M5PEM-20-16-06

Funding Source: 405(d)

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

Budget: $216,000

Project Name: Motorcycle Safety Paid Media Campaign

Implementing Agency: Center for Urban Transportation Research

Project Number: PM-20-07-03

Funding Source: 402

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

Budget: $175,000

Project Name: Impaired Motorcyclist PSA Campaign

Implementing Agency: Center for Urban Transportation Research

Project Number: M5PEM-20-16-02

Funding Source: 405(d)

Project Description: The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple markets to promote the *Drink + Ride = Lose* campaign to reduce fatalities and injuries involving impaired motorcyclists. While this is a statewide campaign, the media buy will be concentrated in counties identified as the top 10 for motorcycle crashes: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia.

Budget: $300,000

Project Name: *Share the Road* PSA Campaign

Implementing Agency: Center for Urban Transportation Research

Project Number: M9MA-20-11-01

Funding Source: 405(f)

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

Budget: $225,500

Project Name: Florida *Click It or Ticket* Media Campaign

Implementing Agency: FDOT State Safety Office

Project Number: M2PEM-20-20-01

Funding Source: 405(b)

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

Budget: $900,000

Project Name: Occupant Protection and Child Passenger Safety Campaign Development

Implementing Agency: Center for Urban Transportation Research

Project Number: M2PEM-20-20-02

Funding Source: 405(b)

Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will work with FDOT to create a comprehensive media package that includes ads that can be used in: television, radio, magazine, events, internet, billboards, posters, brochures, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to wear their safety belts and make sure any children are secured in the proper restraint system or seat.

Budget: $25,000

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

Implementing Agency: Institute of Police Technology and Management

Project Number: FHPE-20-07-01

Funding Source: 405(h)

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

Budget: $200,000

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

Implementing Agency: Institute of Police Technology and Management

Project Number: FHPE-20-07-02

Funding Source: 405(h)

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

Budget: $200,000

Pedestrian and Bicycle Safety

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

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

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

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

STRATEGIES

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

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name:	Florida's Comprehensive Pedestrian and Bicycle Safety Program
Implementing Agency:	Institute of Police Technology and Management
Project Number:	PS-20-08-01
Funding Source:	402
Project Description:	The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the statewide Pedestrian Safety Program Technical Assessment that was conducted in January 2012 and as outlined in Highway Safety Program Guideline No. 14. This project is data driven with clear goals to support the reduction of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists on Florida's roadways.
Budget:	$650,000

Project Name: Pedestrian and Bicycle Program Evaluation and Data Collection

Implementing Agency: Institute of Police Technology and Management

Project Number: PS-20-08-02

Funding Source: 402

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

Budget: $250,000

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

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

Project Number: PS-20-08-03

Funding Source: 402

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

Budget: $602,560

Project Name:	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program
Implementing Agency:	Institute of Police Technology and Management
Project Number:	PS-20-08-04
Funding Source:	402
Project Description:	The University of North Florida Institute of Police Technology and Management will contract with law enforcement agencies to implement High Visibility Enforcement details in the twenty-five counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012. The project will be data-driven, with clear goals for education based enforcement operations geared towards overall injury and fatality reduction through increased awareness and compliance with traffic laws. This project identifies specific priorities, and is focused on implementing proven countermeasures and best practices.
Budget:	$150,000

Project Name:	National Safe Routes to School Conference
Implementing Agency:	Safe Routes to School National Partnership
Project Number:	PS-20-08-05
Funding Source:	402
Project Description:	The goal of this program is to assist with the hosting of the National Safe Routes to School Conference in Florida. The conference provides an opportunity for individuals and organizations interested and involved with Safe Routes to School and healthy communities to network, engage in educational opportunities, and form partnerships to enhance their work. The three-day, two-night conference will provide an opportunity for an intense training experience that is not otherwise available to people working on Safe Routes to School programs and policies. Being in

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

Budget: $35,000

Project Name: Enhanced Pedestrian/Bicycle Safety Enforcement

Implementing Agency: Okeechobee County Sheriff's Office

Project Number: PS-20-08-06

Funding Source: 402

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

Budget: $13,000
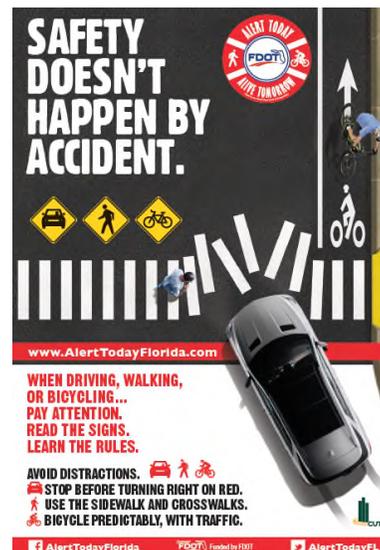
Project Name: Florida's Pedestrian and Bicycle Safety High Visibility Enforcement Campaign

Implementing Agency: Institute of Police Technology and Management

Project Number: FHX-20-07-01

Funding Source: 405(h)

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

Budget: $500,000
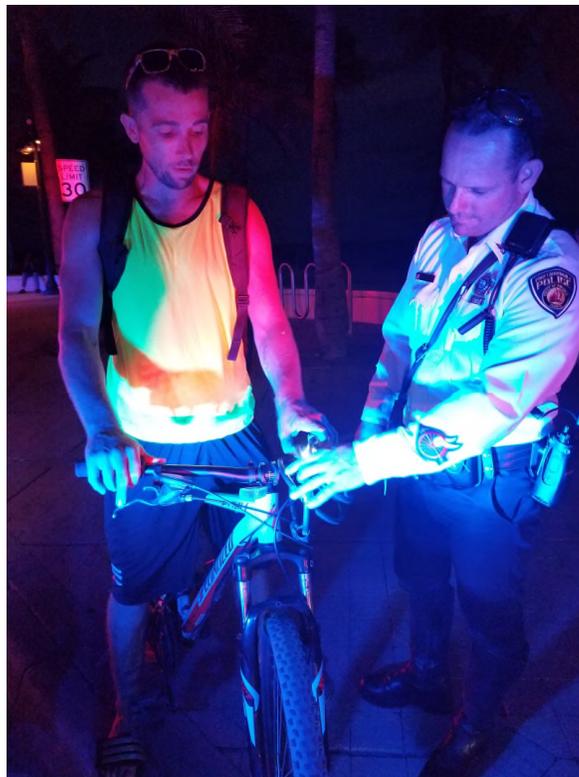
Planning and Administration

Project Name: Operation of the Highway Traffic Safety Grant Section

Implementing Agency: FDOT State Safety Office

Project Number: PA-20-01-01

Funding Source: 402

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

Budget: **$250,000**

Project Name: Highway Safety Travel and Training

Implementing Agency: FDOT State Safety Office

Project Number: PA-20-01-02

Funding Source: 402

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

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

Budget: $70,000

Project Name: Traffic Safety Fiscal Assistant

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

Project Number: PA-20-01-03

Funding Source: 402

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

Budget: $50,000

Police Traffic Services - LEL

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: Florida Law Enforcement Liaison Program

Implementing Agency: Institute of Police Technology and Management

Project Number: PT-20-12-01

Funding Source: 402

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

Budget: $950,000

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

Implementing Agency: Institute of Police Technology and Management

Project Number: PT-20-12-02

Funding Source: 402

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

Budget: $150,000

Project Name: Florida Law Enforcement Liaison Occupant Protection
                           Awareness Program

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

Project Number: M2X-20-20-03

Funding Source: 405(b)

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

Budget: $100,000

Project Name: Florida Law Enforcement Liaison Impaired Driving
                           Awareness Program

Implementing Agency: Institute of Police Technology and Management

Project Number: M5X-20-06-05

Funding Source: 405(d)

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

Budget: $100,000

Public Traffic Safety Professionals Training

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: (see below)

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

Budget: $1,842,650

Project Number	Funding Source	Implementing Agency	Project Name	Budget
PT-20-12-03	402	The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	$26,250
PT-20-12-04	402	The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	$40,000
PT-20-12-05	402	The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	$68,250
PT-20-12-06	402	The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	$30,000
PT-20-12-07	402	The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	$30,000
PT-20-12-08	402	The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	$28,350
PT-20-12-09	402	Institute of Police Technology and Management	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	$44,625
PT-20-12-10	402	Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level 1	$39,750

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

Speed/Aggressive Driving

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

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

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

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

Budget: $1,331,000

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

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

Teen Driver Safety

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

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

Project Name: Teen Driver Safety

Implementing Agency: Florida Department of Highway Safety and Motor Vehicles

Project Number: TSP-20-04-02

Funding Source: 402

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

Budget: **$40,000**

Project Name: Life Changing Experience Community Education Project

Implementing Agency: Children and Parent Resource Group, Inc.

Project Number: TSP-20-04-03

Funding Source: 402

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

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

Budget: $52,000

Project Name: Apopka Reinforces Teen Safety

Implementing Agency: Apopka Police Department

Project Number: TSP-20-04-04

Funding Source: 402

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

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

Budget: $5,000

Project Name: Teen Driver Safety

Implementing Agency: Coral Springs Police Department

Project Number: TSP-20-04-05

Funding Source: 402

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

Budget: $25,000

Project Name: Teen Driver Education and Enforcement Operation

Implementing Agency: Hillsborough County Sheriff's Office

Project Number: TSP-20-04-06

Funding Source: 402

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

Budget: $50,000

Project Name: Street Racing Made Safe – Teen Implementation

Implementing Agency: Street Racing Made Safe

Project Number: TSP-20-04-07

Funding Source: 402

Project Description: According to the National Highway Traffic Safety Administration, younger drivers, particularly young males, continued to be the most likely to be identified as speeding in fatal crashes in 2015. To assist in combatting this issue, Street Racing Made Safe will implement a pilot project "Street Racing Made Safe for Teens" curriculum that educates teens on illegal street racing using statistics, facts and hazards, and the penal implications such as citations, fines, and speed-related crash facts of performing illegal street racing. The program explains how this issue affects the teen, their peers, and their local community. The program discusses mortality rates and brings in a guest speaker who discusses the losses experienced due to illegal

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

Budget: $20,000

Traffic Records

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

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

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


STRATEGIES

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

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

EFFECTIVENESS OF PROGRAM

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

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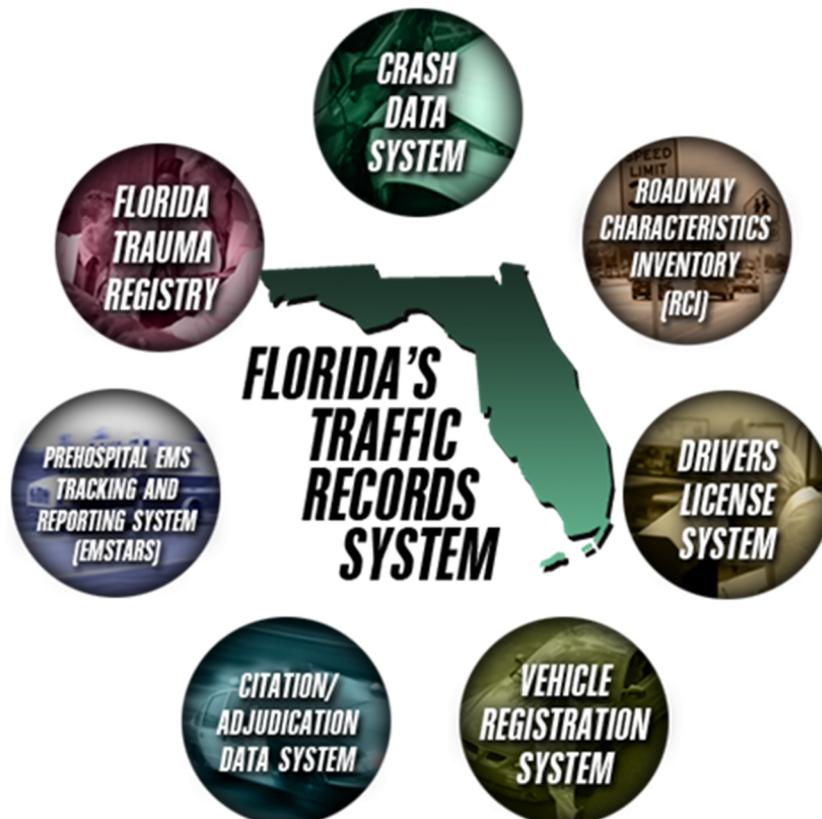
Project Name: Traffic Records Coordinating Committee Support

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

Project Number: TR-20-09-01

Funding Source: 402

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

Budget: $27,500

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

Implementing Agency: Florida State University (FSU)

Project Number: TR-20-09-02

Funding Source: 402

Project Description: The Florida State University will maintain and upgrade a data tool to provide access to the FCIC and NCIC data that will be provided without charge to local law enforcement agencies. This web-based solution will improve the accuracy and quality of crash data submitted by these agencies, while reducing the redundancy and labor costs associated with manual entry. Many agencies currently pay separate licensing costs to query FCIC/NCIC data from providers whose software does not easily partner with the Traffic and

Criminal Software (TraCS) and other private vendors. The proposed Electronic License and Vehicle Information System will provide all Florida law enforcement agencies the ability to run queries and to import contact information into traffic data forms. Resources will be allocated to a full-time Systems Architect, Systems Administrator, IT Support Specialist, part-time Program Coordinator, and part-time Business Office Clerical staff, along with maintenance of the tool, operational costs and travel to conduct trainings and provide support.

Budget: **$518,833**

Project Name: Traffic and Criminal Software (TraCS) Support, Enhancement, and Training

Implementing Agency: Florida State University

Project Number: M3DA-20-18-01

Funding Source: 405(c)

Problem ID: Across the State of Florida, many agencies collect, store, and submit traffic and criminal data using a wide variety of software tools. A few agencies still complete paper forms by hand despite corresponding issues with accuracy and timeliness. The data collected assists in identifying safety problem areas to plan accordingly in reducing crashes, serious injuries and fatalities. To accomplish data collection and storage, each law enforcement agency (LEA) must endure costs associated with hardware, software, virtual private network costs and staff to manage, maintain, and support the infrastructure. The Traffic and Criminal Software (TraCS) offers a cost-effective, field-based collection solution, proving an alternative for agencies that would otherwise each purchase separate software solutions

or continue filling out reports on paper. The TraCS project will improve traffic records data by means of timeliness, accuracy, completeness, uniformity, integration, and accessibility for Florida's Crash, Citation/Adjudication, Roadway, Vehicle and Driver data systems.

Project Description: The Florida State University (FSU) College of Engineering will continue the development and enhancement of the Traffic and Criminal Software (TraCS) National Model software, including providing updates to meet state and federal guidelines. The TraCS staff will support current and future officers and IT staff at user agencies with technical support and training. This project will maintain a centralized hosting facility at the primary data hosting site, a disaster recovery hosting facility at the secondary data hosting site and maintain interfaces for FCIC/NCIC imports through various vendors and Signal Four Analytics' Geo-Location tool. Resources will be allocated to full-time positions such as a Systems Architect, two Developers, a Systems Administrator, an IT Support Specialist, and the following part-time staff: Program Coordinator, Principal Investigator and Business Office Clerical position. Funds will also be used for data hosting fees, network infrastructure needs, maintenance and operational expenses.

Budget: $871,000

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

Implementing Agency: Florida Department of Highway Safety and Motor Vehicles

Project Number: M3DA-20-18-02

Funding Source: 405(c)

Problem ID: Improving the data quality attributes of the crash and UTC datasets support the Florida Department of Highway Safety and Motor Vehicles (DHSMV) Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the State's data-driven approach in developing traffic safety initiatives and law enforcement countermeasures. This project directly affects Florida's Citation/Adjudication and Crash data systems, by using the established performance measures to implement actionable strategies to improve the accuracy, completeness, and uniformity of these two key parts of the Traffic Records Information System.

Project Description: The Crash and UTC staff at DHSMV will be tasked with improving Florida crash and UTC data to allow the Department and stakeholders to make more informed and accurate decisions. The crash program staff will coordinate four meetings with critical stakeholders to obtain an agreement on what to include in the revised Florida crash report to ensure quality data is captured to meet the needs of DHSMV's stakeholders. In addition, the UTC program staff will continue its ongoing improvement efforts and conduct four train-the-trainer workshops with the Clerk of Courts (COC) and conduct a review of four case management systems utilized by the COC for the submission of UTC and disposition data. Lastly, they will continue to expand a best practices guide for clerks and vendors to reduce citation and disposition errors. Project funding will be provided for personnel, training materials and travel expenses to conduct trainings throughout the state.

Budget: $124,594

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

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

Project Number: M3DA-20-18-03

Funding Source: 405(c)

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

Project Description: The Florida Department of Health will work on increasing the number of agencies submitting data to the state repository in compliance with the current NEMSIS standards. It will also work on transitioning agencies into compliance with the new NEMSIS Version 3 (V3) standards by September 2019. The implementation of the NEMSIS V3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process. This project will fund a Project Manager, Technical Business Analyst and Data Modeler, along with data hosting services, required vendor change

orders, and travel expenses to educate local EMS agencies on data collection standards and to attend conferences for implementation planning.

Budget: $439,955

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

Implementing Agency: University of Florida

Project Number: M3DA-20-18-04

Funding Source: 405(c)

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

Project Description: This project with the University of Florida (UF) S4 Analytics will continue to provide a statewide crash and citations analytical system that allows local, regional and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform and timely fashion. This project with the University of Florida will address several S4 Analytics feature requests and overall system improvements. It will expand the integration of citations with crashes statewide, expand the new reporting

module that provides interactive summary charts of crashes and citations, perform data quality analysis, database updates, system monitoring and updates, marketing, training and lastly to continue the migration of the system to a new HTML5 web platform. Project funding will be provided for personnel to maintain S4 Analytics, conduct improvements, travel and equipment expenses.

Budget: **$377,418**

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

Implementing Agency: University of Florida

Project Number: M3DA-20-18-05

Funding Source: 405(c)

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

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

availability of geo-located data will enable earlier detection of problems and identification of solutions, ultimately saving lives and preventing loss of property. Project funding will be provided for personnel to perform technical support and trainings, travel and equipment expenses.

Budget: $168,567
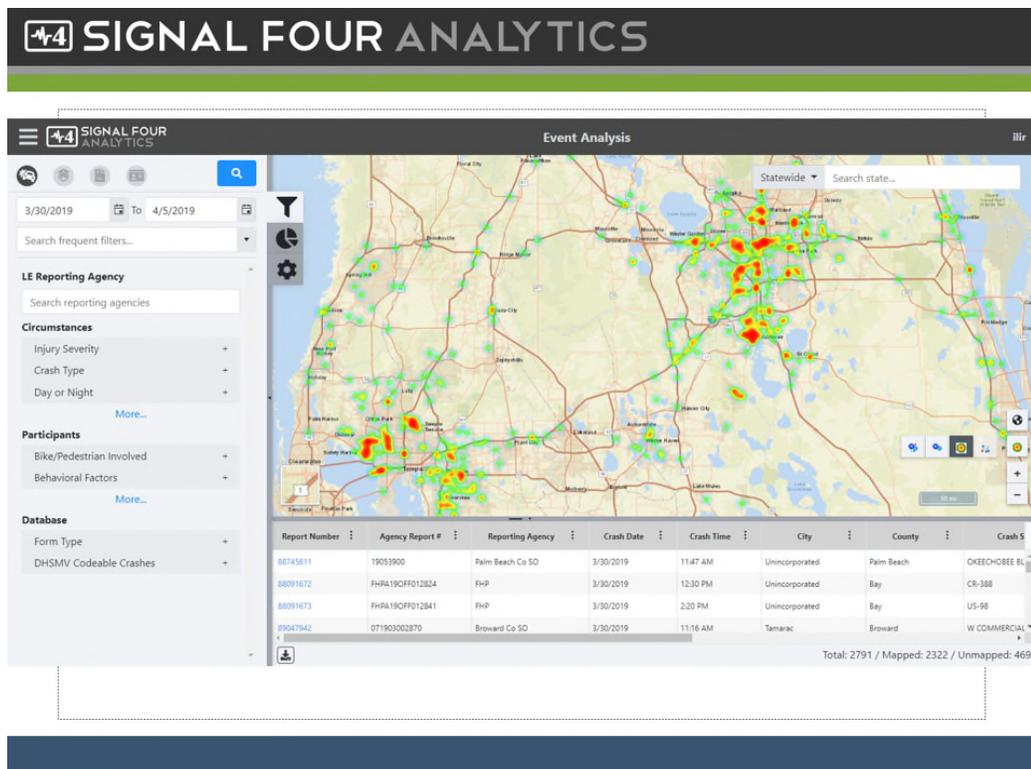
Work Zone Safety

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

Project Name: Operation I-Spy

Implementing Agency: Nassau County Sheriff's Office

Project Number: RS-20-15-01

Funding Source: 402

Project Description: The Nassau County Sheriff's Office will receive funding to conduct speed and aggressive driving countermeasures on State Road 200 in designated work zones. Funding will be used to cover overtime salaries and benefits for successful enforcement. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.

Budget: $30,000

Project Name: Safer Drivers, Safer Work Zones

Implementing Agency: Tampa Police Department

Project Number: RS-20-15-02

Funding Source: 402

Project Description: The Tampa Police Department will receive funding for overtime salaries and benefits along with one speed sign board advisory trailer to conduct high visibility enforcement in work zones. The police department will also use overtime funds to participate in community events and presentations to educate the public on the importance of driving responsibly in work zones. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.

Budget: $33,000

Project Name: Sheriff's Work Zone Safety Project

Implementing Agency: Highlands County Sheriff's Office

Project Number: RS-20-15-03

Funding Source: 402

Project Description: The Highlands County Sheriff's office will receive funding for overtime salaries and benefits to conduct high visibility enforcement in work zones in the city of Avon Park. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.

Budget: $10,000

Florida FY2020 HSP - Project List

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
402	Aging Road Users	CP-20-04-09	Pepper Institute on Aging and Public Policy	Safe Mobility for Life Coalition	$350,000.00
402	Aging Road Users	CP-20-04-10	University of Florida - Institute for Mobility, Activity, and Participation	Aging Road User Information Systems 2019-2020	$182,469.00
402	Aging Road Users	CP-20-04-11	Apopka Police Department	Assisting Aging Road Users	$1,250.00
402	Aging Road Users	CP-20-04-12	Broward Sheriff's Office	65+ Grand Drivers	$14,000.00
402	Aging Road Users	CP-20-04-13	Coral Springs Police Department	Coral Springs Aging Road User Program	$4,500.00
402	Aging Road Users	CP-20-04-14	Fruitland Park Police Department	Operation Fountain of Y.O.U.T.H.	$3,000.00
402	Aging Road Users	CP-20-04-15	Lee County Sheriff's Office	Seniors Driving Safely Program	$10,000.00
402	Community Traffic Safety Outreach	CP-20-04-01	Florida Department of Transportation - District 1	Public Information and Education Program - District 1	$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-02	Florida Department of Transportation - District 2	Public Information and Education Program - District 2	$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-03	Florida Department of Transportation District 3	Public Information and Education Program - District 3	$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-04	Florida Department of Transportation - District 4	Public Information and Education Program - District 4	$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-05	Florida Department of Transportation District 5	Public Information and Education Program - District 5	$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-06	Florida Department of Transportation - District 6	Public Information and Education Program - District 6	$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-07	Florida Department of Transportation District 7	Public Information and Education Program - District 7	$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-08	Center for Urban Transportation Research	Community Traffic Safety Support	$274,500.00
402	Distracted Driving	DD-20-04-01	Center for Urban Transportation Research	Distracted Driving Outreach Program	$26,000.00
402	Distracted Driving	DD-20-04-02	Apopka Police Department	Apopka Distracted Driving Program	$10,500.00
402	Distracted Driving	DD-20-04-03	Broward Sheriff's Office	Broward Distracted Driving Program	$11,000.00
402	Distracted Driving	DD-20-04-04	Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	$10,500.00
402	Distracted Driving	DD-20-04-05	Coral Springs Police Department	Coral Springs Distracted Driving Program	$10,500.00
402	Distracted Driving	DD-20-04-06	Gainesville Police Department	Gainesville Distracted Driving Program	$10,500.00
402	Distracted Driving	DD-20-04-07	Jupiter Police Department	Jupiter Distracted Driving Program	$10,500.00
402	Impaired Driving	AL-20-05-01	Center for Urban Transportation Research	Florida Impaired Driving Coalition	$153,932.00
402	Impaired Driving	AL-20-05-02	Florida Department of Law Enforcement	Improving Highway Safety Through Data Analysis	$449,064.00
402	Impaired Driving	AL-20-05-03	Office of Executive Director	DUI Centralized Repository Database	$200,000.00
405(d)	Impaired Driving	M5CS-20-06-01	The District Board of Trustees of Tallahassee Community College	Traffic Safety Resource Prosecutor Program (TSRP)	$451,882.00
405(d)	Impaired Driving	M5HVE-20-06-01	Cape Coral Police Department	Cape Coral Impaired Driving Education and Enforcement	$45,000.00
405(d)	Impaired Driving	M5HVE-20-06-02	Apopka Police Department	Arresting Impaired Motorists	$10,000.00
405(d)	Impaired Driving	M5HVE-20-06-03	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement Overtime	$30,000.00
405(d)	Impaired Driving	M5HVE-20-06-04	Bradenton Police Department	Bradenton Police Department Operation "Don't Drive Drunk"	$20,000.00
405(d)	Impaired Driving	M5HVE-20-06-05	Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	$50,000.00

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
405(d)	Impaired Driving	M5HVE-20-06-06	Lee County Sheriff's Office	Impaired Driving Enforcement and Education Program	$53,000.00
405(d)	Impaired Driving	M5HVE-20-06-07	Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	$35,000.00
405(d)	Impaired Driving	M5HVE-20-06-08	Pensacola Police Department	Impaired Driving Enforcement Grant FY2020	$46,000.00
405(d)	Impaired Driving	M5HVE-20-06-09	Wauchula Police Department	Operation, Outreach, Education, and Enforcement Impaired Driving Safety Program	$20,000.00
405(d)	Impaired Driving	M5HVE-20-06-10	Putnam County Sheriff's Office	Impaired Driving Task Force 2019-2020	$11,500.00
405(d)	Impaired Driving	M5HVE-20-06-11	Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	$130,000.00
405(d)	Impaired Driving	M5HVE-20-06-12	Pinellas County Sheriff's Office	Impaired Driving Enhancement Project	$40,000.00
405(d)	Impaired Driving	M5HVE-20-06-13	Palm Beach County Sheriff's Office	City of Lake Worth Impaired Driving Strategy	$30,000.00
405(d)	Impaired Driving	M5HVE-20-06-14	Tampa Police Department	Last Call	$196,250.00
405(d)	Impaired Driving	M5HVE-20-06-15	Gainesville Police Department	City of Gainesville Safe Gator	$30,000.00
405(d)	Impaired Driving	M5HVE-20-06-16	Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	$100,000.00
405(d)	Impaired Driving	M5HVE-20-06-17	Santa Rosa County Sheriff's Office	Impaired Driving - A Problem That Affects Us All	$50,000.00
405(d)	Impaired Driving	M5HVE-20-06-18	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	$225,000.00
405(d)	Impaired Driving	M5HVE-20-06-19	Highlands County Sheriff's Office	Sheriff's Strategic Enforcement Project	$20,000.00
405(d)	Impaired Driving	M5X-20-06-01	Mothers Against Drunk Driving (MADD) Florida	MADD Florida Safe and Aware	$295,000.00
405(d)	Impaired Driving	M5X-20-06-02	Institute of Police Technology and Management	Drug Recognition Expert (DRE) Call-Out	$30,000.00
405(d)	Impaired Driving	M5X-20-06-03	The Meagan Napier Foundation	Value Life	$16,500.00
405(d)	Impaired Driving	M5X-20-06-04	Institute of Police Technology and Management	Impaired Driving Media Awareness Survey	$60,000.00
402	Motorcycle Safety	MC-20-10-01	Center for Urban Transportation Research	Florida's Comprehensive Motorcycle Safety Program	$500,500.00
402	Motorcycle Safety	MC-20-10-02	Center for Urban Transportation Research	Motorcycle Program Evaluation and Data Collection	$110,000.00
402	Motorcycle Safety	MC-20-10-03	University of Miami	Motorcycle Education and Injury Prevention Program in Trauma Centers	$199,192.00
402	Motorcycle Safety	MC-20-10-04	Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	$60,000.00
402	Motorcycle Safety	MC-20-10-05	Florida State University Police Department	Preventing Street Racing Through Legal Alternatives	$82,500.00
402	Motorcycle Safety	MC-20-10-06	Gainesville Police Department	CITY OF GAINESVILLE MOTORCYCLE/SCOOTER SAFETY AND EDUCATION PROGRAM	$42,500.00
402	Motorcycle Safety	MC-20-10-07	Institute of Police Technology and Management	Motorcycle Awareness Survey	$60,000.00
402	Motorcycle Safety	MC-20-10-08	Center for Urban Transportation Research	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	$54,773.00
402	Motorcycle Safety	MC-20-10-09	Tampa Police Department	Motorcycle Operator Street-Survival Skills	$91,000.00
402	Motorcycle Safety	MC-20-10-10	Jacksonville Sheriff's Office	Jacksonville Sheriff's Office SMART Motorcycle Program	$22,500.00
402	Motorcycle Safety	MC-20-10-11	Hillsborough County Sheriff's Office	HCSO Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	$100,000.00
402	Motorcycle Safety	MC-20-10-12	City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol Project	$50,000.00
402	Motorcycle Safety	MC-20-10-13	Broward Sheriff's Office	Broward Motorcycle Safety Enforcement Program	$90,000.00

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

| Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
405(b)	Paid Media - Occupant Protection	M2PEM-20-20-02	Center for Urban Transportation Research	Occupant Protection and Child Passenger Safety Campaign Development	$25,000.00
405(h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-20-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program - Transit Advertising	$200,000.00
405(h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-20-07-02	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program - Billboard Advertising	$200,000.00
402	Paid Media - Work Zone Safety	PM-20-07-02	Center for Urban Transportation Research	Work Zone Safety Campaign	$100,000.00
405(h)	Pedestrian and Bicycle Safety	FHTX-20-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	$500,000.00
405(h)	Pedestrian and Bicycle Safety	FHX-20-07-01	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle Safety High Visibility Enforcement Campaign	$500,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-01	Institute of Police Technology and Management	Florida's Comprehensive Pedestrian and Bicycle Safety Program	$650,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-02	Institute of Police Technology and Management	Pedestrian and Bicycle Program Evaluation and Data Collection	$250,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-03	University of Florida Transportation Technology Transfer (T2) Center	Florida's Pedestrian and Bicycle Safety Resource Center	$602,560.00
402	Pedestrian and Bicycle Safety	PS-20-08-04	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	$150,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-05	Safe Routes to School National Partnership	National Safe Routes to School Conference	$35,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-06	Okeechobee County Sheriff's Office	Enhanced Pedestrian/Bicycle Saftey Enforcement	$13,000.00
402	Planning and Administration	PA-20-01-01	FDOT State Safety Office	Operation of the Highway Traffic Safety Grant Section	$250,000.00
402	Planning and Administration	PA-20-01-02	FDOT State Safety Office	Highway Safety Travel and Training	$70,000.00
402	Planning and Administration	PA-20-01-03	The District Board of Trustees of Tallahassee Community College	Traffic Safety Fiscal Assistant	$50,000.00
405(b)	Police Traffic Services - LEL	M2X-20-20-03	Institute of Police Technology and Management	Florida Law Enforcement Liaison Occupant Protection Awareness Program	$100,000.00
405(d)	Police Traffic Services - LEL	M5X-20-06-05	Institute of Police Technology and Management	Florida Law Enforcement Liaison Impaired Driving Awareness Program	$100,000.00
402	Police Traffic Services - LEL	PT-20-12-01	Institute of Police Technology and Management	Florida Law Enforcement Liaison Program	$950,000.00
402	Police Traffic Services - LEL	PT-20-12-02	Institute of Police Technology and Management	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	$150,000.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-01	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing	$178,500.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-02	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Development	$19,875.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-03	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Update	$5,625.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-04	Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	$79,000.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-05	Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	$35,700.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-06	Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	$58,500.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-07	Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	$19,500.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-08	Institute of Police Technology and Management	Drug Evaluation and Classification Program	$400,000.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-09	Florida Department of Law Enforcement: Alcohol Testing Program	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	$50,000.00
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-10	Florida Department of Highway Safety and Motor Vehicles	Legal Training for the Bureau of Administrative Reviews and Law Enforcement	$110,000.00
402	Public Traffic Safety Professionals Training	PT-20-12-03	The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	$26,250.00

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

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
402	Speed/Aggressive Driving	SC-20-13-21	Palm Beach County Sheriff's Office	Speed and Aggressive Driving Initiative	$100,000.00
402	Speed/Aggressive Driving	SC-20-13-22	Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers	$100,000.00
402	Speed/Aggressive Driving	SC-20-13-23	St. Johns County Sheriff's Office	Traffic Safety Services Initiative	$20,000.00
402	Speed/Aggressive Driving	SC-20-13-24	Holly Hill Police Department	2020 Aggressive Driving and Speed Enforcement Program	$42,000.00
402	Teen Driver Safety	TSP-20-04-01	The District Board of Trustees of Tallahassee Community College	Florida Teen Traffic Safety	$282,852.00
402	Teen Driver Safety	TSP-20-04-02	Florida Department of Highway Safety and Motor Vehicles	Drive With CARE	$40,000.00
402	Teen Driver Safety	TSP-20-04-03	Children and Parent Resource Group, Inc.	Life Changing Experience Community Education Project	$52,000.00
402	Teen Driver Safety	TSP-20-04-04	Apopka Police Department	Apopka Reinforces Teen Safety	$5,000.00
402	Teen Driver Safety	TSP-20-04-05	Coral Springs Police Department	Teen Driver Safety	$25,000.00
402	Teen Driver Safety	TSP-20-04-06	Hillsborough County Sheriff's Office	Teen Driver Education and Enforcement Operation	$50,000.00
402	Teen Driver Safety	TSP-20-04-07	Street Racing Made Safe	Street Racing Made Safe - Teen Implementation	$20,000.00
405(c)	Traffic Records	M3DA-20-18-01	Florida State University	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	$871,000.00
405(c)	Traffic Records	M3DA-20-18-02	Florida Department of Highway Safety and Motor Vehicles	Crash and Uniform Traffic Citation (UTC) Data Improvement	$124,594.00
405(c)	Traffic Records	M3DA-20-18-03	Florida Department of Health, DEPCS, Bureau of Emergency Medical Oversight	Field Data Collection for National EMS Information System (NEMSIS)	$439,955.00
405(c)	Traffic Records	M3DA-20-18-04	University of Florida	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	$377,418.00
405(c)	Traffic Records	M3DA-20-18-05	University of Florida	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	$168,567.00
402	Traffic Records	TR-20-09-01	The District Board of Trustees of Tallahassee Community College	Traffic Records Coordinating Committee Support	$27,500.00
402	Traffic Records	TR-20-09-02	Florida State University (FSU)	Electronic License and Vehicle Information System (ELVIS)	$518,833.00
402	Work Zone Safety	RS-20-15-02	Tampa Police Department	Safer Drivers, Safer Work Zones	$33,000.00
402	Work Zone Safety	RS-20-15-03	HIGHLANDS COUNTY SHERIFF'S OFFICE	SHERIFF'S WORK ZONE SAFETY PROJECT	$10,000.00
402	Work Zone Safety	RS-20-15-01	NASSAU COUNTY SHERIFF'S OFFICE	OPERATION I-SPY	$30,000.00

Florida FY2020 HSP - FDOT Financial Summary

**FY 2020 Highway Safety Plan**
FDOT Financial Summary

Sum of Final Funding Amount	Funding Source								
FDOT Program Area	$ 402	405(b)	405(c)	405(d)	405(e)	405(f)	405(h)	Grand Total	Percentage
Aging Road Users	$ 565,219							$ 565,219	2%
Community Traffic Safety Outreach	$ 484,500							$ 484,500	2%
Distracted Driving	$ 89,500							$ 89,500	0%
Impaired Driving	$ 802,996			$ 1,995,132				$ 2,798,128	12%
Motorcycle Safety	$ 1,561,870							$ 1,561,870	7%
Occupant Protection and Child Passenger Safety	$ 105,600	$ 1,122,750						$ 1,228,350	5%
Paid Media - Distracted Driving					$ 623,584			$ 623,584	3%
Paid Media - Impaired Driving				$ 3,365,000				$ 3,365,000	15%
Paid Media - Motorcycle Safety	$ 175,000			$ 300,000		$ 225,500		$ 700,500	3%
Paid Media - Occupant Protection		$ 925,000						$ 925,000	4%
Paid Media - Pedestrian and Bicycle Safety							$ 400,000	$ 400,000	2%
Paid Media - Work Zone Safety	$ 100,000							$ 100,000	0%
Pedestrian and Bicycle Safety	$ 1,700,560						$ 1,000,000	$ 2,700,560	12%
Planning and Administration	$ 370,000							$ 370,000	2%
Police Traffic Services - LEL	$ 1,100,000	$ 100,000		$ 100,000				$ 1,300,000	6%
Public Traffic Safety Professionals Training	$ 495,950			$ 956,700				$ 1,452,650	6%
Speed/Aggressive Driving	$ 1,331,000							$ 1,331,000	6%
Teen Driver Safety	$ 474,852							$ 474,852	2%
Traffic Records	$ 546,333		$ 1,981,534					$ 2,527,867	11%
Work Zone Safety	$ 73,000							$ 73,000	0%
Grand Total	**$ 9,976,380**	**$ 2,147,750**	**$ 1,981,534**	**$ 6,716,832**	**$ 623,584**	**$ 225,500**	**$ 1,400,000**	**$ 23,071,580**	**100%**
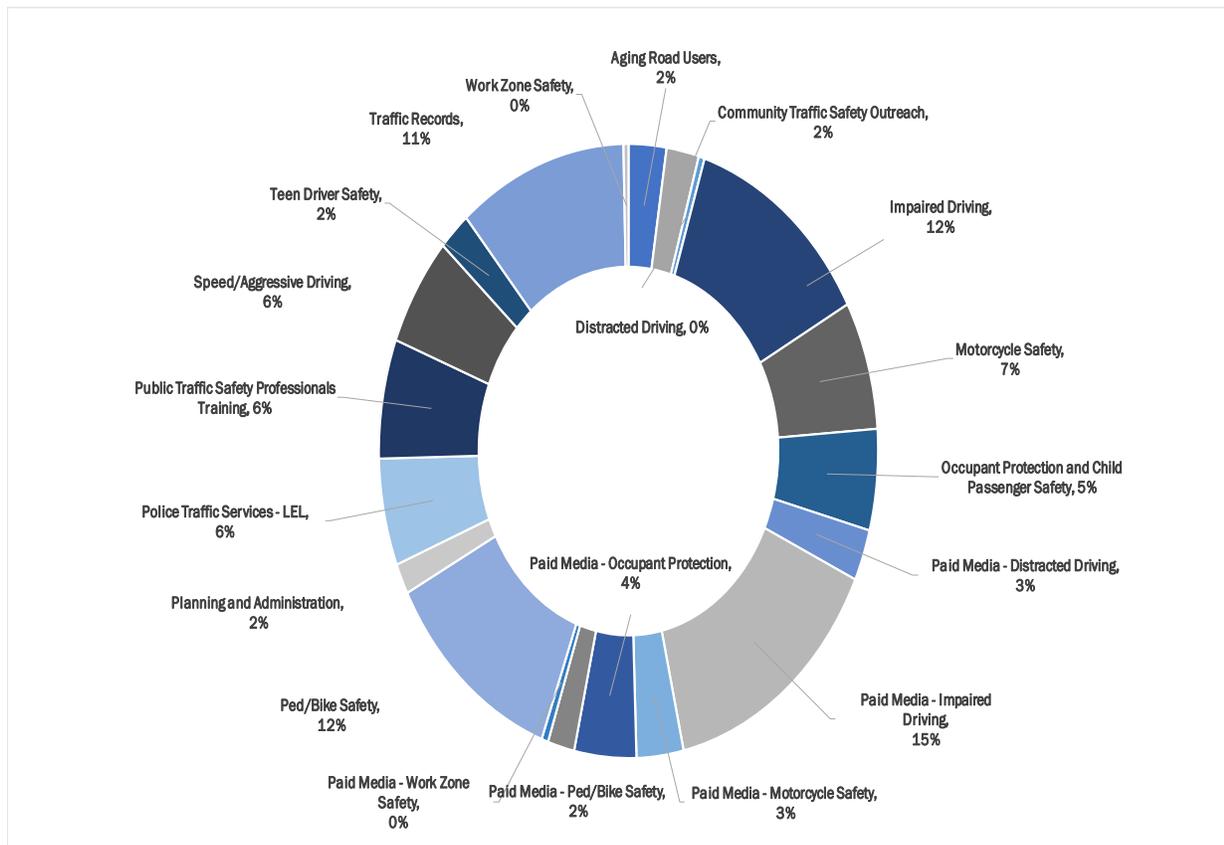
FY 2020 Highway Safety Plan
Count of Projects

FDOT Program Area	Count of Projects	Funding
Aging Road Users	7	$ 565,219
Community Traffic Safety Outreach	8	$ 484,500
Distracted Driving	7	$ 89,500
Impaired Driving	27	$ 2,798,128
Motorcycle Safety	16	$ 1,561,870
Occupant Protection and Child Passenger Safety	18	$ 1,228,350
Paid Media - Distracted Driving	1	$ 623,584
Paid Media - Impaired Driving	5	$ 3,365,000
Paid Media - Motorcycle Safety	3	$ 700,500
Paid Media - Occupant Protection	2	$ 925,000
Paid Media - Pedestrian and Bicycle Safety	2	$ 400,000
Paid Media - Work Zone Safety	1	$ 100,000
Pedestrian and Bicycle Safety	8	$ 2,700,560
Planning and Administration	3	$ 370,000
Police Traffic Services - LEL	4	$ 1,300,000
Public Traffic Safety Professionals Training	22	$ 1,452,650
Speed/Aggressive Driving	24	$ 1,331,000
Teen Driver Safety	7	$ 474,852
Traffic Records	7	$ 2,527,867
Work Zone Safety	3	$ 73,000
Grand Total	**175**	**$ 23,071,580**
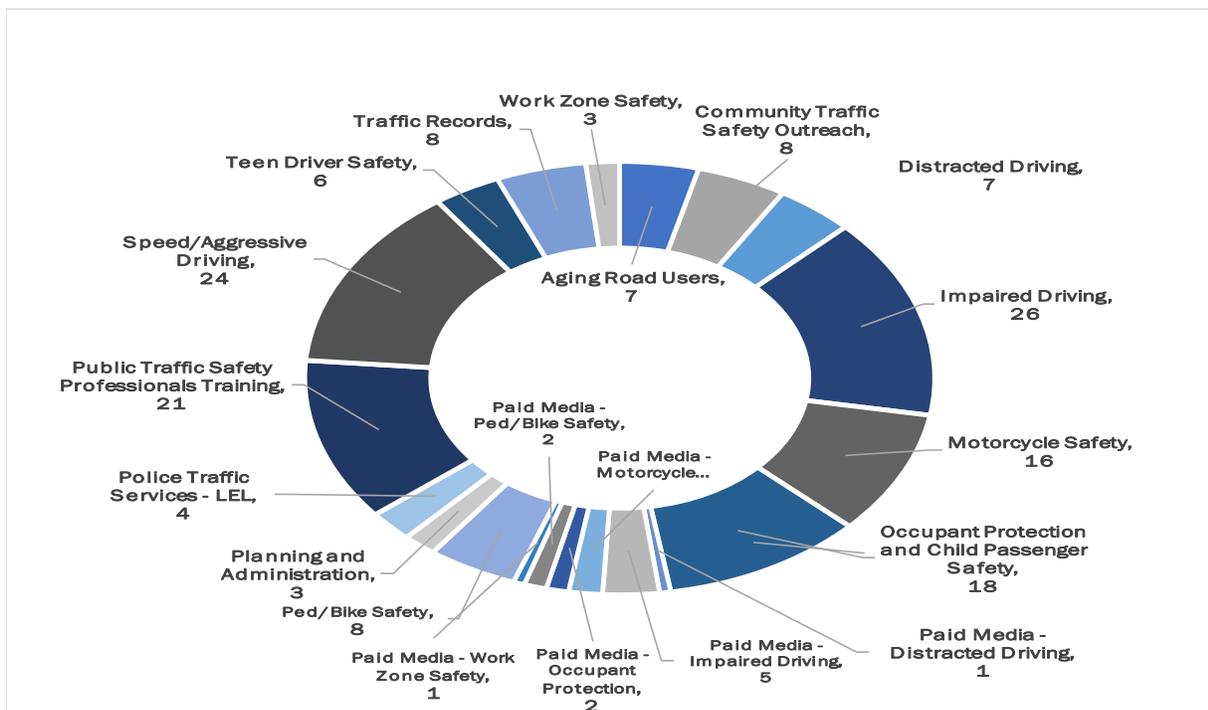
Florida FY2020 HSP - $5,000 Equipment List

Florida FY2020 HSP - $5,000 Equipment List

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

Florida FY2020 HSP - $5,000 Equipment List

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

Appendix A - Certification and Assurances for Highway Safety Grants

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

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

State: FLORIDA

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

GENERAL CERTIFICATIONS AND ASSURANCES

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

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.

- In addition to the certifications and assurances contained in this document, I am aware and I acknowledge that each statement in the State's application bearing the designation "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or Assurance that I am making in connection with this application.

- As a condition of each grant awarded, the State will use the grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants, including but not limited to—

    o 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
    o Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
    o 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
    o 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
    o 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award. If NHTSA seeks clarification of the State's application, I authorize the State Highway Safety Office to provide additional information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.

SECTION 402 CERTIFICATIONS AND ASSURANCES

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

- The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

- The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

- At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

- The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

- The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

- The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

  o 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;

  o Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

  o 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;

- o Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;

- o Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

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

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

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

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

OR

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

OTHER REQUIRED CERTIFICATIONS AND ASSURANCES

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

Intergovernmental Review of Federal Programs

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

Federal Funding Accountability and Transparency Act (FFATA)

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

- Name of the entity receiving the award;

- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;

- A unique identifier (DUNS);

- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
      (I) 80 percent or more of its annual gross revenues in Federal awards;
      (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

Nondiscrimination
(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;

- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);

- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;

- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);

- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

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

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and

- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

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

a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing a drug-free awareness program to inform employees about:

    1. The dangers of drug abuse in the workplace;

    2. The grantee's policy of maintaining a drug-free workplace;

    3. Any available drug counseling, rehabilitation, and employee assistance programs;

    4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;

    5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –

1. Abide by the terms of the statement;

2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;

d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

1. Taking appropriate personnel action against such an employee, up to and including termination;

2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

Political Activity (Hatch Act)
(applies to subrecipients as well as States)

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

Certification Regarding Federal Lobbying
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and

submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

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

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

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

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns

its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,* as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (https://www.sam.gov/).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

<u>Instructions for Lower Tier Participant Certification</u>

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal,* and *voluntarily excluded,* as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for

lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (https://www.sam.gov/).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Buy America Act
(applies to subrecipients as well as States)

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

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

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

Policy on Seat Belt Use

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

Policy on Banning Text Messaging While Driving

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

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

Signature Governor's Representative for Highway Safety   Date 6/28/19.

Courtney Drummond, P.E.
Printed Name of Governor's Representative for Highway Safety

Appendix B – Incentive Grants Applications

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

S. 405(b) Occupant Protection	☒
S. 405(c) State Traffic Safety Information System Improvements	☒
S. 405(d) Impaired Driving Countermeasures	☒
S. 405(f) Motorcyclist Safety Grants	☒
S. 405(h) Nonmotorized Safety	☒

Section 405(b) Occupant Protection Grants

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

Eligibility Determination:

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

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

Attachments to this application include:

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

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

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

Eligibility Determination:

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

Attachments to this application include:

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

Section 405(d) Impaired Driving Countermeasures Grants

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

Eligibility Determination:

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

Attachments to this appendix include:

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

Section 405(f) Motorcycle Safety Grants

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

Eligibility Determination:

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

Attachments to this application include:

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

Section 405(h) Non-motorized Safety Grants

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

Eligibility Determination:

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

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

Attachments to this appendix include:

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

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, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.*]

State: _____   Fiscal Year: _____

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. 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 lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at _____ (location).

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at _____ (location).

- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at _____ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at _____ (location), that include estimates of the total number of classes and total number of

technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

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

☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**_____
_____.

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

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least $25;
- _____ Exemptions from restraint requirements.

☐ The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).

☐ The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

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

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- Multi-year strategic plan: HSP at _____ (location);
- The name and title of the State's designated occupant protection coordinator is _____.
_____
- List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).

☐ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 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 lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[*Fill in **all** blank for each bullet below.*]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at _____ (location).

- The name and title of the State's Traffic Records Coordinator is _____ _____.

- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at _____ (location).

- The State Strategic Plan is provided as follows:

  - Description of specific, quantifiable and measurable improvements: HSP at _____ (location);
  - List of all recommendations from most recent assessment: HSP at _____ (location);
  - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures: HSP at _____ (location);
  - Recommendations not to be addressed, including reasons for not implementing: HSP at _____ (location).

- 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 due date in relation to one or more of the significant data program attributes is provided in the HSP at _____ (location).

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____ (date).

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

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

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

- 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 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). Specifically –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- the HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

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

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, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;

- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at_____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP 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 HSP at _____ (location).

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

[*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 drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months 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):** _____

_____.

☐ 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 HSP at _____ (location).

□ PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[*Check the box above **only** if applying for this grant and fill in **all** blanks.*]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

  The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, 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;
  - _____ Minimum fine of at least $25 for an offense;
  - _____ Exemptions from texting 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, driver license testing of distracted driving issues and requiring a minimum fine of at least $25, 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;
  - ▪ _____ Minimum fine of at least $25 for an offense;
  - ▪ _____ Exemptions from youth cell phone use ban.

- 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., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

□ 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 riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.

- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [*Check at least one of the following boxes below and fill in any blanks.*]

  □ Motorcycle Safety Foundation Basic Rider Course;
  □ TEAM OREGON Basic Rider Training;
  □ Idaho STAR Basic I;
  □ California Motorcyclist Safety Program Motorcyclist Training Course;
  □ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the HSP at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

□ Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.

- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

- In the HSP at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

- In the HSP at _____ (location), the countermeasure strategies and planned activities 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.

□ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

□ **Impaired driving program:**

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

- In the HSP at _____ (location), countermeasure strategies and planned activities 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 accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

□ **Use of fees collected from motorcyclists for motorcycle programs:**

☐ 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 HSP at _____ (location).

☐ **PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)**

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

[*Fill in **all** applicable blanks below.*]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

  Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;

- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 17 years of age;
- _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
- _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of intermediate stage if convicted of a driving-related offense;
- _____ Exemptions from intermediate stage.

□ **PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)**

[*Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent*

of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

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

☐ **PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)**

[*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**.*]

   ☐ In the HSP at _____ (location), 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.

   ☐ In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities 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. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

405(B) Occupant Protection Grant

Occupant protection information

405(b) qualification status: (Read-Only)   High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Attachment: FL_FY20_Occupant Protection Strategic Plan

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

[Add New]

Agencies planning to participate in CIOT

Agency
Attachment: FL_FY20_CIOT Participation

Enter description of the State's planned participation in the Click-It-or-Ticket national mobilization.

The State of Florida occupant protection program area plan for fiscal year 2020 is provided in the Occupant Protection Section of this Highway Safety Plan (HSP). Florida will participate in the Click It or Ticket national mobilization in fiscal year 2020. Details of this participation is documented within the Click It or Ticket paid media and Evidence-Based Enforcement plan sections of this HSP.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Occupant Protection (Adult and Child Passenger Safety) Child Restraint System Inspection Station(s) Occupant Protection (Adult and Child Passenger Safety) Communication Campaign *See Attachment FL_FY20_CPST-I Plan

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name
M2X-20-20-01 OP-20-02-01	Florida Occupant Protection Resource Center Florida's Occupant Protection Coalition *See Attachment FL_FY20_CPST-I Plan

Enter the total number of planned inspection stations and/or events in the State.

| Planned inspection stations and/or events | 163 Inspection Stations |

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Population Served- urban	139
Population Served- rural	24
Population Served- at risk	85

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Occupant Protection (Adult and Child Passenger Safety) Child Restraint System Inspection Station(s)
Occupant Protection (Adult and Child Passenger Safety) Communication Campaign
*See Attachment FL_FY20_CPST-I Plan

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name
M2X-20-20-01 OP-20-02-01	Florida Occupant Protection Resource Center Florida's Occupant Protection Coalition *See Attachment FL_FY20_CPST-I Plan

Enter an estimate of the total number of classes and the estimated 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.

Based on the total number of classes held and technicians trained during FY2018 and FY2019 (partial—through the beginning of April).

FY2018 TOTALS	
Certification Courses:	47
Renewal Courses:	3
Students Certified/Recertified:	409

FY2019 TOTALS*	
Certification Courses:	35
Renewal Courses:	3
Students Certified/Recertified:	257

*Through April 14, 2019

Estimated total number of classes	50
Estimated number of technicians	400

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

State of Florida

## Occupant Protection Strategic Plan
2018 - 2020

June 21, 2018

Table of Contents

1.0   Executive Summary

Florida reached a historic record for statewide safety belt usage of 90.2 percent in 2017. Observed safety belt usage in Florida has risen 30 percentage points in the last 17 years and has increased approximately eight percentage points in ten years' time, from 81.7 percent in 2008 to 90.2 percent in 2017. 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 safety 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.

**Florida's Observed Safety Belt Use, 2000-2016**
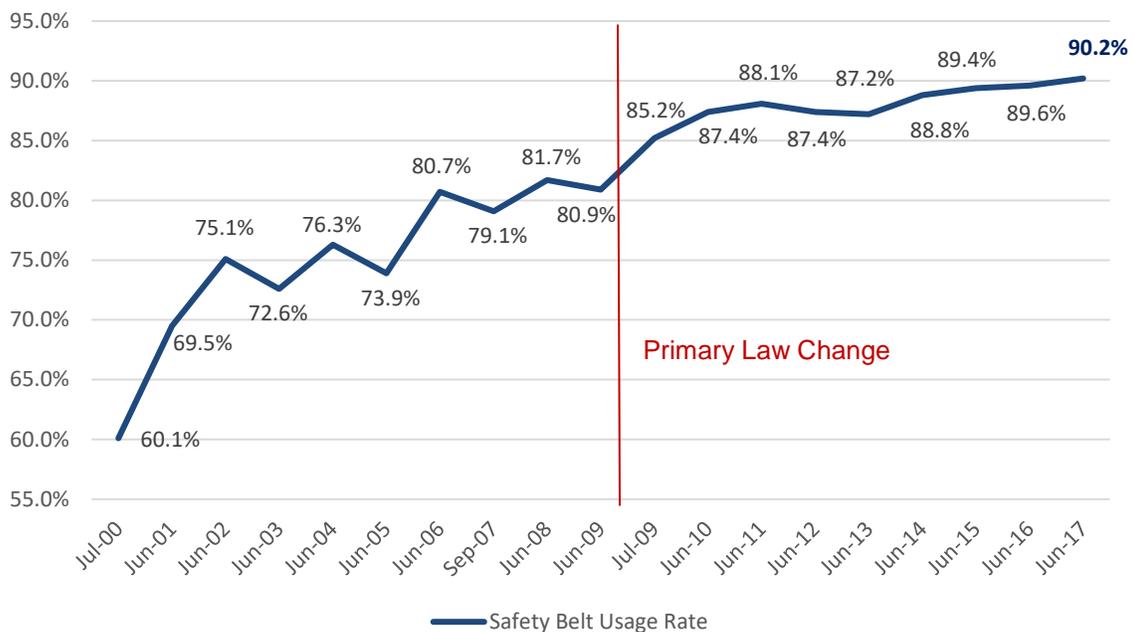
Source: June 2017 Safety Belt Use in Florida: Final Report

Despite these impressive gains in safety belt usage and the implementation of many proven countermeasures, efforts to reduce the number of traffic-related fatalities and serious injuries involving unrestrained vehicle occupants in Florida over the past few years continues to be a challenge in the state's goal to reach zero fatalities. As a percent of all crash fatalities, occupant protection related fatalities in Florida have slowly declined from 25.7 percent in 2011 to 23.2 percent in 2016 (National Highway Traffic Safety Administration, NHTSA). During that same period, the Florida Department of Highway Safety and Motor Vehicles (DHSMV) reported 3,671 fatalities and 11,309 serious injuries due to lack of or improper occupant restraint use. 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.

Florida's Unrestrained Occupants, 2011-2016
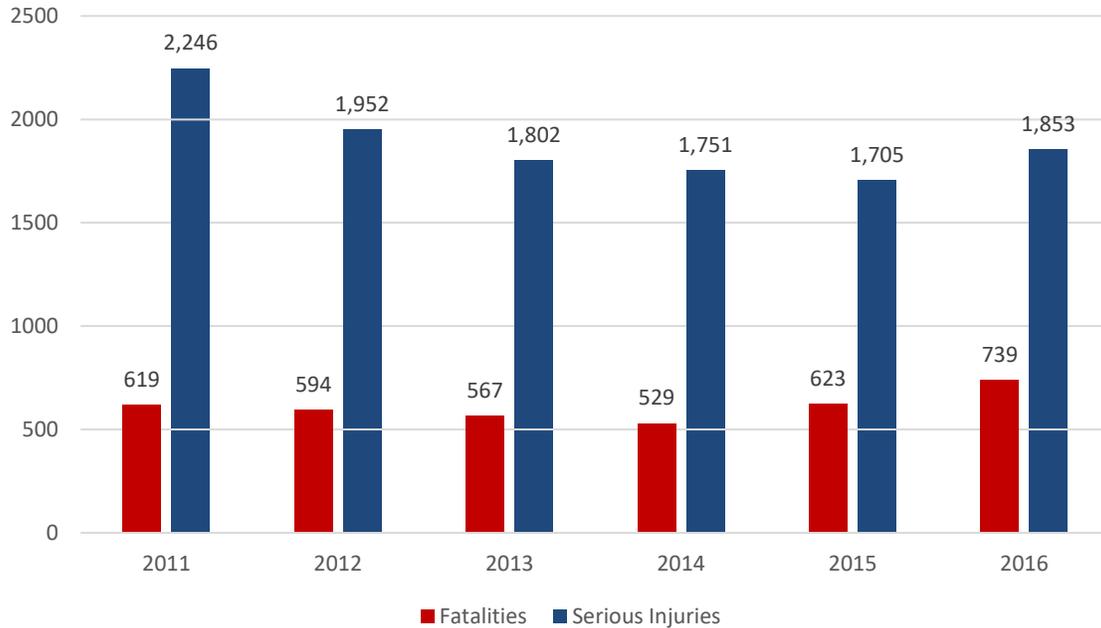
The Florida Department of Transportation (FDOT) State Safety Office conducted a NHTSA technical assessment of Florida's occupant protection countermeasures program in March 2016. Following a key recommendation from the assessment, in 2017 the FDOT State Safety Office facilitated the establishment of the Florida Occupant Protection Coalition (FOPC). 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. The Coalition met four times in 2017—in April, June, August, and October — to develop this strategic plan and the associated action plan, which will guide the Coalition's implementation efforts over the next three years.

2.0   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 (18-34 year 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.

2.1   Strategies

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

1. Improve occupant protection-related education, communication, and outreach.

2. Encourage enforcement of occupant protection laws and increase occupant protection awareness among law enforcement.

3. Improve and expand occupant protection for children.

4. Identify and share model laws that would increase use of occupant protection devices.

2.2   Effectiveness of the Program

NHTSA provides guidance on the proven effectiveness of countermeasure programs in *Countermeasures That Work: Eighth Edition, 2015* (CTW). The CTW citations below reference the programs that Florida is implementing.

Countermeasures Targeting Adults

Seat Belt Law Enforcement (Chapter 2, Pages 126-130)

Communications and Outreach (Chapter 3, Pages 131-134)

Countermeasures Targeting Children and Youth

Child Restraint/Booster Seat Law Enforcement (Chapter 5, Pages 137-138)

Communications and Outreach (Chapter 6, Pages 139-142)

2.3 Florida's Strategic Highway Safety Plan

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 Fixing America's Surface Transportation Act, or FAST Act, requirements.

FDOT continuously analyzes the linkages between specific safety investments and safety outcomes to track the association between the application of resources and results.

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. The following FDOT coalitions support implementation of many of the SHSP emphasis areas:

- Florida Impaired Driving Coalition
- Florida Lane Departure and Intersection Coalition
- Florida Motorcycle Safety Coalition
- Florida Occupant Protection Coalition
- Florida's Pedestrian and Bicycle Safety Coalition
- Florida Teen Safe Driving Coalition
- Florida Work Zone Safety Coalition
- Safe Mobility for Life Coalition
- Traffic Records Coordinating Committee

Additional partners throughout the SHSP planning and implementation process include traffic safety advocates, FDOT District Traffic Safety Engineers, law enforcement, emergency responders, judges, Students Against Destructive Decisions (SADD), Mothers Against Drunk Driving (MADD), Florida Safe Kids, Florida Department of Health, and many state and local agencies.

2.4 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 DHSMV and NHTSA's Fatality Analysis Reporting System;
- Reviewing data from DHSMV'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 the DHSMV that includes all information collected on the 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, local community traffic safety teams, and the Community Traffic Safety Team Coalition to identify problems.

Random digit dialed telephone surveys are conducted annually in conjunction with the *Click It or Ticket* and *Drive Sober Or Get Pulled Over* 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 staff use this information in planning future activities.

2.5   Strategic Plan Organization

The following Sections 3.0 through 7.0 provide information on each component of Florida's occupant protection system:

- Program management and strategic planning;
- Law enforcement;
- Communication and outreach;
- Occupant protection for children; and
- Data and program evaluation.

The FOPC's membership list and strategic action plan are in Appendices A and B, respectively. The action plan identifies the objectives, strategies, and action steps (including a leader for each step) for advancing improvements in occupant protection and reducing fatalities and serious injuries involving unrestrained or improperly restrained vehicle occupants in Florida.

3.0   Program Management and Planning

3.1   NHTSA Occupant Protection Assessment

The Occupant Protection Strategic Plan is based on the Uniform Guidelines for State Highway Safety Programs for Occupant Protection No. 20 (NHTSA, 2006). The FDOT State Safety Office conducted a NHTSA technical assessment of Florida's occupant protection countermeasures program in March 2016. One of the key recommendations from the assessment was to work with SHSP stakeholders to establish occupant protection as an emphasis area. The State accomplished this recommendation with the release of the SHSP[1] in October 2016 that specifically references an occupant protection emphasis area. Other key recommendations include the establishment a statewide Occupant

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[1] http://www.fdot.gov/safety/SHSP2012/FDOT_2016SHSP_Final.pdf

Protection Advisory Coalition and the development of a state Occupant Protection Strategic Plan. This strategic plan is the result of the efforts of the Florida Occupant Protection Coalition (FOPC), which was established in 2017 as detailed below.

3.2   Florida Occupant Protection Coalition

Following the assessment, Florida began to address several of the key recommendations. The FDOT State Safety Office created and distributed a membership application to 45 individuals who have expertise and familiarity with Florida-specific occupant protection needs. 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.

FOPC members represent a diverse group of partners focused on supporting occupant protection through engineering, education, enforcement, and evaluation. A full list of coalition members and the agency/group they represent can be found in Appendix A.

3.3   Strategic Planning

The assessment process and resulting recommendations were instructive to the FDOT State Safety Office and guided the FOPC who met in April, June, August, and October 2017. During these meetings, the FOPC identified and prioritized the state's most pressing occupant protection issues and developed this Occupant Protection Strategic Plan to 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 this strategic plan and the associated action plan in Appendix B that will guide the Coalition's implementation efforts over the next three years.

| Public and Private Stakeholders | → | Florida Occupant Protection Coalition | → | Florida Department of Transportation Safety Office | ⇨ | Occupant Protection Strategic Plan |
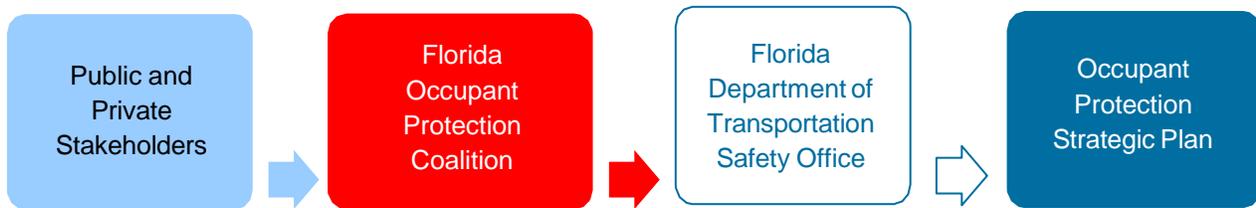
The FDOT State Safety Office and the FOPC members share the goal of zero traffic fatalities in Florida and will continue to develop strategies to reduce unrestrained vehicle occupant fatalities.

3.4   Program Management

The FDOT State Safety Office manages federally funded highway safety projects throughout Florida. The FDOT State Safety Office staff responsible for the 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 State Safety Office efforts at all FOPC meetings.

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

3.5   Data and Records

Data is integral to safety decision-making. Analyzing crash data to identify safety problems creates an evidence-based transportation planning process, and results in better decision-making and effective strategic planning. 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 FOPC and its members will work with the TRCC as opportunities arise to strengthen and improve occupant protection related data and reporting systems in Florida.

The most immediate need for the FOPC is strengthening and improving the reporting options for participation in diversion programs. The Florida Impaired Driving Coalition (FIDC) is focused on a similar task in their action plan. These two coalitions will collaborate to determine if their needs in this area can be coordinated and/or jointly accomplished.

4.0   Law Enforcement

The goal of Florida's Occupant Protection 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 through enforcement efforts, with approximately 280 law enforcement agencies participating in 2016, including municipal and county agencies, Florida Highway Patrol, National Park Service, and Air Force Police. The FDOT State Safety Office also supports other smaller NHTSA and Florida specific traffic safety campaigns that focus on safety belt use.

Law enforcement agencies also 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 *Click It or Ticket*

mobilization. School resource officers represent law enforcement in schools. They assist with the Battle of the Belts programs where student organizations like SADD or student government associations create a unique campaign for their high school to encourage fellow students to wear their seat belts during every ride in a motor vehicle. Health agencies also support this effort.

4.1   Law Enforcement Liaisons

One of the nation's largest 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 Program facilitates a Florida-based Traffic Safety Challenge competition to support the goal of saving lives. This Challenge program promotes and reward law enforcement agencies for improving traffic safety through increased enforcement that helps to reduce crashes and increase safety belt usage. Research shows that an increase in a community's traffic enforcement results in decreased motor vehicle crashes, injuries, and fatalities. In fact, no other program or strategy works as well as high visibility enforcement in making roads safer. LEL programs are an important source of support for all traffic safety-related training and public information programs sponsored by FDOT and NHTSA. Florida's LEL Coordinator and several LELs are members of the FOPC and all LELs are in the process of becoming Child Passenger Safety (CPS) technicians.

5.0   Communications and Outreach

5.1   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, 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.

5.2   Communications Plan

The Florida Occupant Protection Coalition will assist with the development and implementation of a comprehensive communications plan that supports priority policies and program efforts directed at safety belt and occupant protection for children to educate about the risk of injury, death, and resulting medical, legal, and social costs. The communications plan will complement the efforts of the FDOT State Safety Office's paid media campaigns.

The Communications Plan calls for a comprehensive communication program that supports priority policies and program efforts. The FDOT State Safety Office will develop communication programs and materials that are culturally relevant and multilingual as appropriate.

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 (18-34 year old males, minorities, and pickup truck drivers). Information and resources for the public are available on the Florida Occupant Protection Coalition[2] and Occupant Protection Resource Center[3] websites.

5.3   Community-Based Programs

Community-based programs focus on the use of familiar and comfortable surroundings as a prevention method by using family, friends, colleagues, etc. to influence behavior and actions. Coalitions, advocates, and other community groups use places such as schools, places of

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[2] http://www.floccupantprotection.com/index.html

[3] https://www.floridaoprc.ce.ufl.edu/oprc/default.asp

employment, medical and health care environments, and community centers to implement traffic safety programs.

Community Coalitions and Traffic Safety Programs

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.

Integrating the efforts of the 4 "E" disciplines that work in highway safety, (Engineering, Enforcement, Education, and Emergency Services) is 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 CTST members in their geographic area. Several CTST Coordinators are members of the FOPC.

Schools

Florida SADD provides statewide coordination and assistance to over 200 SADD chapters and works in cooperation with state agencies, local school districts, law enforcement agencies, and other state and community based organizations. The collaboration and cooperation between these organizations enhances the "Triangle of Caring" which is comprised of school, home, and community.

The purpose of Florida SADD is to assist and encourage middle and high school students to live safe, healthy, and substance-free lifestyles by creating chapters in their schools that support and promote positive decision-making. SADD promotes a "No-Use" message – no alcohol, tobacco, or illegal substances – through positive peer pressure, support, and activism. SADD's philosophy is: If the problem is mine, the solution also begins with me.

Knowing that data shows teenage drivers and passengers are the least likely to wear safety belts, SADD is also involved in promoting safety belt use. Florida SADD teens across the state participate in the National Organizations for Youth Safety (NOYS) annual Seat Belt Challenge, SADD's *Rock The Belt*, and the Always Wear Your Seat Belt Foundation. Local teen initiatives include local seat belt checks, and programs at the Click Clack Royal Palm Beach High School and *#Refuse* at Cape Coral High School. The Florida SADD Coordinator, who is also on the Florida Teen Safe Driving Coalition (FTSDC), is a member of the FOPC.

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.

A 2011 report on *Lessons Learned from Florida Aging Road User Participants* looked at incidence data from the national CarFit database and examined trends for over 1,400 Florida drivers. Important lessons were learned regarding seatbelt utilization and reasons why older drivers may not or cannot utilize them properly. Education and information about available adaptive devices was shown to help many. Researchers found driver seat positioning to be an issue for many, either because of tilt of the steering wheel or seating distance from an airbag. Forty percent of distance issues can be resolved with a simple seat adjustment.

CarFit events are offered across the state, in fact Florida ranks #1 in the nation in CarFit events. As of September 2016, the program held 243 events reaching 6,769 individuals. The Florida CarFit Coordinator is a member of the FOPC.

5.4   Florida Occupant Protection Resource Center

The goal of Florida's Occupant Protection Program is to improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries. Progress toward this goal occurs through the Florida Occupant Protection Resource Center (OPRC). 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 the 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 provided to CPS technicians across the state for distribution to low-income families who cannot afford to purchase a child safety seat.

5.5   Minority Taskforce on Occupant Protection

The Florida Minority Task Force on Occupant Protection was the predecessor to the Florida Occupant Protection Coalition. The Florida Minority Task Force conducted safety belt/child restraint use interventions in Alachua, Duval, and St. Johns counties, as these counties were identified as the most at-risk for fatalities and injuries of minorities due to lack of safety belt and child restraint use. The goal of this project was to increase safety belt and child restraint use in minority communities in each county. The Florida Occupant Protection Coalition will expand the work of Minority Taskforce on Occupant Protection to minority communities statewide.

6.0   Occupant Protection for Children

6.1   Florida Special Needs Occupant Protection

The OPRC also facilitates the Florida Special Needs Occupant Protection (FSNOP) program where hospital-based, certified CPS technicians with specific training provide "loaner" special needs child restraints to children with acute special health care needs. Florida's participating hospitals are required to receive training and work in the guidelines of the program. The FSNOP uses a curriculum specifically to provide the training and guidelines for upkeep and distribution of the various special needs child restraints.

6.2   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.

7.0   Program Evaluation and Data

The FOPC, its member agencies and organizations, 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 occupant protection program.

7.1   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 (18-34 year old males, minorities, and pickup truck drivers) to increase safety restraint use to reduce traffic fatalities and serious injuries.

The safety belt 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.

In 2017, a statewide observational survey to estimate child restraint use was conducted in Florida for the first time. The survey, conducted during May 2017, included data from 200 sites, spread across 20 counties (10 per county). Observers collected data on 5,230 children riding in 4,550 passenger vehicles. The survey indicated that 85.9 percent of the observed children were restrained. Observers estimated an age category for child passengers and the survey indicated that the youngest children, ages 0 to 3, were restrained 95 percent of the time. Children ages 4 to 5 were restrained least often (78 percent) and older children, ages 6 to 12, were restrained 84 percent of the time. The survey found a correlation between the driver's safety belt use and the child's restraint use — a child was far less likely to be restrained when the vehicle's driver was unrestrained. Only 16 percent of children ages 4 to 5 were restrained when the driver was unrestrained compared to 25 percent of children ages 6 to 12 who were restrained. Even the youngest passengers, ages 0 to 3, were unrestrained 28 percent of the time when their driver was unrestrained.

7.2   Data

Florida effectively maintains a system of records that can:

1. Identify safety restraint use/nonuse and injury levels for drivers and passengers;

2. Maintain an individual's complete driving history;

3. Receive timely and accurate citation data from law enforcement agencies and the Clerk of Courts; and

4. Provide timely and accurate driver history records to law enforcement and the courts.

The DHSMV, Division of Motorist Services maintains the driver file, which contains records on drivers including commercial drivers. DHSMV 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.

Florida has very few child passenger restraint offender/violator diversion programs and the programs are not available on a statewide basis. Diversion programs offer individuals with a traffic violation for failure to use child restraints an alternative to paying the entire citation fee and receiving 3 points on their driver's license. Offenders can choose to complete a course to help drivers understand the importance of safely restraining young children while they are being transported and to create an awareness of how to properly utilize the safety equipment in a vehicle as responsible adults.

The Coalition is committed to increasing access to child passenger restraint offender/violator diversion programs across the state. Members' focus is on developing a standardized CPS diversion program that would be used statewide and has a uniform approach to record keeping and reporting. Ensuring that programs use a similar approach and collect similar data will aid evaluation of the program's reach and effectiveness, and assist the Coalition in making future decisions to enhance the program.

8.0   Strategic Plan Implementation

8.1   Florida Occupant Protection Coalition Action Plan

The FOPC developed a Strategic Action Plan (Appendix B) that identifies the goals, objectives, strategies, and action steps the Coalition will implement over the next three years to reduce fatalities and serious injuries related to unrestrained or improperly restrained occupants. The FOPC will discuss the action plan at each Coalition meeting and will track progress made in implementing the action steps, as well as any challenges or needed resources. The Strategic Action Plan is a dynamic document that will be updated annually as progress is made. Objectives, strategies, and/or action steps that are no longer relevant will be removed and additional objectives, strategies, and/or actions steps may be added as needed to reduce the frequency and severity of unrestrained or improperly restrained occupant use in crashes.

Florida Occupant Protection Coalition Membership

Department/Agency/Organization	Name	Title	Discipline
AAA	Karen Morgan		Advocacy/Education
Broward Sheriff Fire Rescue	Melanie Brocato		Public Health
CarFit	Fran Carlin-Rogers		Education
Florida A&M University, Construction/Civil Engineering Technology	Doreen Kobelo		Engineering
Florida Department of Health	M.R. Street		Public Health
Florida Department of Transportation—District 2	Andrea Atran		Community Outreach
Florida Department of Transportation—District 4	Carmin Pullins		Community Outreach
Florida Department of Transportation—District 5	Joe Steward		Community Outreach
Florida Department of Transportation—District 6	Carlos Sarmiento		Community Outreach
Florida Department of Transportation—District 7	Ginger Regalado		Community Outreach
Florida Department of Transportation, Safety Office	Chris Craig		Program Management
Florida Department of Transportation, Safety Office	Leilani Gruener		Program Management
Florida Highway Patrol	Jeffery Bissainthe		Law Enforcement
Florida Law Enforcement Liaison Program	Charles Kane		Law Enforcement
Florida Law Enforcement Liaison Program	Janice Martinez		Law Enforcement
Florida Law Enforcement Liaison Program	Tim Roberts		Law Enforcement
Florida Police Chief's Association	Art Brodenheimer		Law Enforcement
Florida Students Against Destructive Decisions (SADD)	Danielle Branciforte		Education

Johns Hopkins All Children's Hospital	Petra Vybrialova		Occupant Protection for Children
National Safety Council	Amy Artuso		Advocacy/Education
Orange County Sheriff's Office	Gregory Rittger		Law Enforcement
Preusser Research Group	Robert Chaffe		Program Evaluation and Data
Preusser Research Group	Mark Solomon		Program Evaluation and Data
Safe Kids	Kelly Powell		Occupant Protection for Children
St. Joseph's Children's Hospital, Child Advocacy Center	Tonya Randolph		Occupant Protection for Children
Tallahassee Community College	Morya Willis		Occupant Protection for Children
The Children's Hospital of South Florida, Child Advocacy Program	Sally Kreuscher		Occupant Protection for Children
Trauma Agency, Health Care District Palm Beach County	David Summers		Public Health
University of Florida	Ginny Hinton		Education
University of North Florida	Michael Binder		Program Evaluation and Data
University of North Florida	Andrew Hopkins		Program Evaluation and Data
University of North Florida	Al Roop		Program Evaluation and Data

Florida Occupant Protection Coalition
Occupant Protection Strategic Action Plan

GOAL 1: IMPROVE EDUCATION, COMMUNICATION, AND OUTREACH

Objective 1.1: Identify the target demographics and audiences who are riding unrestrained.

Strategy 1.1.1: Analyze crash, observational, and other data to identify key unrestrained audiences.

Strategy Leader:

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.1.1a	FDOT	Identify current and reliable sources of occupant protection data.	1. List of data sources compiled
1.1.1b	FDOT	Collect occupant protection data needs and information from Florida's Safety Coalitions via an annual survey.	1. Survey questions developed 2. Annual survey conducted 3. Survey results documented and presented to FOPC
1.1.1c	FDOT	Conduct analysis using Fatality Analysis Reporting System (FARS), hospital and injury crash data and observational survey data to identify and prioritize key unrestrained audiences. • Include analysis of urban/rural, county of residence, age, gender, and other demographics data.	1. Yearly analysis conducted 2. Key unrestrained audiences identified and prioritized

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.1.1d	Al Roop	Develop and present a white paper to the FDOT Safety Office that includes a prioritized list of suggested target audiences for material development. • Consider the list of target audiences identified during June 2017 FOPC meeting. • Consider including children in car seats on golf carts, ATVs, and other Class 1 or Low-Speed Vehicles	1. White paper completed and delivered to the SSO
1.1.1e	FDOT/ Cambridge Systematics	Post data and sources on the FOPC website	1. Data and sources accessible on the FOPC website

Objective 1.2: Establish a unified and comprehensive approach to deliver Florida's occupant protection messages and materials.

Strategy 1.2.1: Develop an Occupant Protection Marketing and Education Plan that includes customizable materials for local partners.

Strategy Leader: FDOT

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.2.1a	FDOT	Establish a subcommittee, including representative(s) from FDOT Districts, law enforcement PIOs, for people with disabilities, the CPS community and marketing to support development of an Occupant Protection Marketing and Education Plan. Include Andrea Atran, Tim Roberts, Fran Carlin-Rogers, Alison Tillman, Melissa Branca, and Kelly Powell	1. Potential members identified and invited 1. Subcommittee established
1.2.1b	Marketing and Education Subcommittee	Identify and review current occupant protection marketing and education plan(s).	2. Overview of current marketing and education plans presented to FOPC
1.2.1c	Marketing and Education Subcommittee	Review current special needs program(s) to determine effectiveness and strengths/weaknesses	1. Program(s) reviewed 2. Comprehensive list of strengths and weaknesses developed

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.2.1d	Marketing and Education Subcommittee	Survey FDOT Districts, Florida safety coalitions, law enforcement Public Information Officers (PIOs), the child passenger safety (CPS) community, and others to identify existing occupant protection materials, programs, marketing strategies and audiences.	1. Survey questions developed 2. Annual survey conducted 3. Survey results documented and presented to FOPC
1.2.1e	FDOT Marketing and Education Subcommittee	Produce an Occupant Protection Marketing and Education Plan that: • Considers and refreshes or expands upon what is currently being done in Florida. o Addresses target audiences the FDOT/SSO selects in response to the white paper developed in Action Step 1.1.1c. • Includes a diverse set of print and digital informational/marketing materials. • Details toolkits and event materials for occupant protection professionals and law enforcement that can be branded for local use and/or distributed by community partners. • Identifies the various professionals and champions and provides talking points to promote occupant protection. • Identifies distribution networks for materials.	1. Plan finalized and delivered to SSO 2. Plan presented to the FOPC

Strategy 1.2.2: **Implement the Occupant Protection Marketing and Education Plan that resonates with unrestrained targeted audiences and prioritizes outreach and distribution efforts.**

Strategy Leader: Subcommittee - Andrea Atran; Tim Roberts Fran Carlin-Rogers; Alison Tillman; Melissa Branca; Kelly Powell

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.2.2a	FDOT	Conduct focus groups to identify branding and messaging for targeted audiences identified in the Occupant Protection Marketing and Education Plan.	1. Focus groups convened 2. Focus group results presented to FOPC
1.2.2b	FDOT (marketing representative)	Develop branding strategies to deliver occupant protection messages that are consistent and can be localized.	1. Potential branding strategies presented to FOPC for input 2. Final branding strategies presented to FOPC
1.2.2c	CUTR Design Team	Develop a diverse set of FDOT/FOPC "branded" informational/marketing materials including digital, print, high-visibility content, social media, toolkits, and speaking points for each audience, as appropriate.	1. Draft information/marketing materials and formats presented to FOPC for input 2. Final information/marketing materials presented to FOPC
1.2.2d	M.R. Street Fran Carlin Rogers Danielle Brandiforte Leilani Gruener Juan Cardona Janice Martinez Karen Morgan	Develop strategic partnerships with Florida's other safety and public health coalitions to gain their support and assist them with promoting occupant protection strategies to their key audiences. • Develop or expand partnerships with other agencies, businesses, and coalitions to incorporate occupant protection information in their materials.	1. List of potential partners developed 2. Number of new coalitions, agencies, and businesses that incorporate occupant protection information in their materials
1.2.2e	TBD	Identify community partnerships best suited to distribute informational/marketing materials to identified target audiences	1. List developed
1.2.2f	TBD	Distribute informational/marketing materials to target audiences through identified distribution networks.	1. Number of target audiences reached 2. Number of individuals reached within each target audience 3. Number of materials distributed
1.2.2g	TBD	Conduct surveys with occupant protection professionals and other partners every two years to assess efficacy of materials and approach.	1. Survey questions developed 2. Surveys conducted every other year 3. Survey results documented and presented to FOPC

Objective 1.3: **Expand Florida's diversion program to educate CPS violators and provide an alternative to the financial consequences of CPS citations.**

Strategy 1.3.1: **Increase the number of diversion classes available for CPS law violators.**

Strategy Leader: Leilani Gruener

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.3.1a	Morya Willis	Identify the counties/agencies that have the diversion program available and usage data. • Coordinate with team working on Action Step 4.2.1a.	1. Summary of counties/agencies and available data provided to FOPC (combine with needs identified in 4.2.1a)
1.3.1b	Morya Willis	Identify best practice programs. • Review CPS "classes" provided by County Health Departments to determine if they could be used for the diversion program.	1. Review of CPS "classes" completed 2. Best practices programs/program components presented to FOPC
1.3.1c	Judge Grube Vin Petty	Identify judicial champions to promote/encourage the diversion program.	1. List developed
1.3.1d	TBD	Develop training, and materials in a quick reference format, for law enforcement on the diversion program.	1. Draft program and materials presented to FOPC for input 2. Program and materials developed 3. Number of training sessions offered 4. Number of officers trained 5. Number of agencies with trained officers
1.3.1e	TBD	Create a template for a diversion program handout that can be customized by law enforcement and given with a ticket.	1. Draft handout template presented to FOPC for input 2. Final handout presented to FOPC 3. Number of agencies receiving template 4. Number of agencies distributing handout with ticket 5. Number of handouts distributed to motorists
1.3.1f	TBD	Create a uniform certificate of attendance for all diversion classes and make available to diversion program managers for their use.	1. Draft certificate presented to FOPC for input 2. Final certificate presented to FOPC 3. Number of diversion programs using certificate

GOAL 2: ENCOURAGE ENFORCEMENT OF OCCUPANT PROTECTION LAWS AND INCREASE OCCUPANT PROTECTION AWARENESS AMONG LAW ENFORCEMENT

Strategy 1.4.1: Form a subcommittee to research, plan, and oversee the symposium's occupant protection-related tracks designed to strengthen Florida's occupant protection community and partnerships through professional education and networking.

Strategy Leader: Subcommittee – Melissa Branca; M.R. Street; Andrea Atran; Ginger Regalado; David Summers

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.4.1a	Subcommittee will identify	Partner with other Florida traffic safety coalitions to plan and organize the symposium.	1. Funding and sponsors secured 2. Dates and location confirmed
1.4.1b	Subcommittee will identify	Determine beneficial information/presentations for each track. • Present national data/trends and how Florida compares and affects the statistics.	1. Speakers and moderators confirmed
1.4.1c	Subcommittee will identify	Offer training/recertification for law enforcement and certified Child Passenger Safety Technicians (CPST).	1. Number trained (by group) 2. Number certified (by group) 3. Number recertified (by group)
1.4.1d	Subcommittee will identify	Promote the conference among a broad array of traffic safety professionals and stakeholders.	1. Draft promotional material presented to FOPC for input 2. Final materials presented to FOPC 3. Distribution networks identified 4. Number of individuals registered 5. Diversity (by representation) of conference attendees
1.4.1e	Subcommittee will identify	Conduct the symposium.	1. Symposium conducted 2. Attendee post event survey presented to FOPC

Objective 2.1: Reduce the number of law enforcement officers who are killed or injured due to not wearing their safety belt.

Strategy 2.1.1: Increase safety belt usage among law enforcement officers.

Strategy Leader: Law Enforcement Liaisons (LELs)

Action Step #	Action Step Leader(s)	Description	Performance Measures
2.1.1a	Greg Rittger Charles Kane Michael Binder	Conduct a survey of law enforcement officers to determine whether or not they are wearing their safety belts.	1. Survey questions developed 2. Annual survey conducted 3. Survey results documented and presented to FOPC
2.1.1b	Charles Kane	Support the LEL Program developed training that includes occupant protection information and best practices. • Provide data analysis from crashes involving emergency vehicles including contributing factors, **costs**, and liability data (injury claims). • Compile costs across the state to promote benefits of the training. • Develop a "leave behind" informational piece on the key information from the program.	1. Data analysis, including statewide cost comparison completed and summary presented to FOPC 2. Draft informational piece presented to FOPC for input 3. Final informational piece presented to FOPC 4. Number of agencies receiving informational piece
2.1.1c	Tim Roberts	Seek support of the Florida Sheriffs and Police Chiefs Associations (endorsements) to encourage law enforcement officers to become champions for safety belt use within their respective agencies.	1. Number of endorsements received 2. Number of champions promoting safety belt use

Objective 2.2: Deploy a comprehensive approach to deliver occupant protection information, messages, and materials to law enforcement officers.

Strategy 2.2.1: Increase the number of law enforcement officers who deliver messages on proper restraint use.

Strategy Leader: LELs

Action Step #	Action Step Leader(s)	Description	Performance Measures
2.2.1a	Charles Kane	Identify and promote programs that help law enforcement officers identify child restraint usage problems and solutions.	1. List of programs 2. Number of agencies receiving information about programs 3. Number of officers completing a program
2.2.1b	Charles Kane Fran Carlin-Rogers Morya Willis	Increase law enforcement officer participation in community CarFit training and events.	1. Number of officers participating in training 2. Number of officers participating in events
2.2.1c	Charles Kane Fran Carlin-Rogers Morya Willis	Provide or create an "in a box" reference kit to help law enforcement officers recognize when restraints are not being used properly, particularly for children and older drivers. Reference kit to be included as materials in the Marketing Plan.	1. Potential/draft reference kit presented to FOPC for input 2. Final kit presented to FOPC 3. Number of officers receiving reference kit
2.2.1d	Charles Kane Fran Carlin-Rogers Morya Willis	Develop "cookie-cutter" templates for law enforcement agencies to provide to the public that includes local information for CPS resources/fitting stations and CarFit events. Templates to be included as materials in the Marketing Plan.	1. Draft template presented to FOPC for input 2. Final template presented to FOPC 3. Number of agencies receiving template 4. Number of agencies distributing handout 5. Number of handouts distributed to the public
2.2.1e	TBD	Incorporate proper restraint use, particularly for children and older drivers, into the law enforcement Academy/basic training.	1. Proper restraint use incorporated into Academy training 2. Proper restraint use incorporated into basic training
2.2.1f	LELs	Identify roll call videos that align with FOPC's mission, as well as reflect current law, policies, guidance, and best practices, and encourage their use to increase law enforcement participation in occupant protection enforcement and activities.	1. Roll call videos which meet the criteria identified annually 2. List of videos meeting criteria provided to law enforcement agencies annually 3. Number of agencies using videos which meet the criteria tracked annually

Action Step #	Action Step Leader(s)	Description	Performance Measures
2.2.1g	Charles Kane	Increase law enforcement awareness of external resources available for occupant protection, including: • Information available on the FOPC and Occupant Protection Resource Center websites; • Data hubs such as Florida's Integrated Report Exchange System (FIRES), Signal 4, etc.; and • Train street level officers on the connection between traffic safety (including occupant protection) and crime data to target traffic safety hot spots. List of external resources to be included as materials in the Marketing Plan.	1. Number of officers accessing the websites annually 2. Number of officers accessing data hubs annually 3. Number of DDACTS occupant protection model courses offered and number of officers trained
2.2.1h	TBD	Increase the number of occupant protection law enforcement champions. • Seek out local businesses/organizations willing to help recognize law enforcement for occupant protection efforts.	1. Number of new champions 2. Number of businesses/organizations participating in recognition
2.2.1i	Tim Roberts (LELs)	Conduct an annual survey of law enforcement officers to gauge their awareness, use and participation in resources developed under this strategy (2.2.1; in future years, consider combining with survey conducted in 2.1.1a).	1. Survey questions developed 2. Annual survey conducted 3. Survey results documented and presented to FOPC

GOAL 3: IMPROVE AND EXPAND OCCUPANT PROTECTION FOR CHILDREN

Objective 3.1: Ensure the CPS community has access to data resources and related contracts.

Strategy 3.1.1: Increase CPS related data available to pinpoint target areas for operational improvement.

Strategy Leader: Florida Department of Health (DOH)/M.R. Street and Morya Willis

Action Step #	Action Step Leader(s)	Description	Performance Measures
3.1.1a	DOH	Identify and post a list of current and reliable sources of occupant protection data on the FOPC website, including: crash data, hospital data, car seat installation data (when a caregiver arrives/proper usage), and Emergency Medical Services (EMS) data to identify which kids are getting hurt, how they got hurt, and related factors (alcohol, distraction, etc.).	1. List of data sources accessible on website
3.1.1b	Alison Tillman Cambridge Systematics	Identify contacts for each data source to ask for specific data needs and distribute/post on the FOPC website.	1. List of contacts accessible on website
3.1.1c	Alison Tillman Leilani Gruener	Increase awareness of CPS technicians (techs) and instructors by revising the map available through the Florida Occupant Protection Resource Center (OPRC) to accurately reflect the number and location of each and work to ensure adequate support is available in those areas where few techs/instructors.	1. Revised map available on OPRC website 2. Number of counties meeting per capita guideline for number of technicians and instructors (guideline established in 3.3.1g)

Objective 3.2: Improve CPS marketing, education, and outreach efforts within the CPS community.
Strategy 3.2.1: Support implementation of the Occupant Protection Marketing and Education Plan.

Strategy Leader: Kelly Powell with Subcommittee (M.R. Street; Sally Kreuscher; Petra Vybrialova; Amy Artuso; Karen Morgan; Alison Tillman; Ginny Hinton; Zakkiyyah Osuigwe; Tonya Randolph)

Action Step #	Action Step Leader(s)	Description	Performance Measures
3.2.1a	Kelly Powell	Participate in the subcommittee to support development of an Occupant Protection Marketing and Education Plan (Action Step 1.2.1c).	1. Number of meetings attended
3.2.1b	Subcommittee	Identify existing materials, programs, and communication methods suitable for multiple audiences or environments, e.g., tribes, cultural, etc. (supports 1.2.1b).	1. Overview of current materials, programs, and communication methods presented to FOPC
3.2.1c	Subcommittee	Create talking points for local government/legislators to promote CPS.	1. Draft talking points presented to FOPC for input 2. Final talking points presented to FOPC 3. Number of entities/legislators receiving talking points
3.2.1d	Subcommittee	Create a single, uniform online forum for CPS professionals.	1. Draft online forum concept presented to FOPC for input 2. Final online forum concept presented to FOPC 3. Online forum accessible
3.2.1e	Subcommittee	Provide additional media support (e.g., social media posts press release templates, talking points, B-rolls, etc.) to those involved in CPS Week events.	1. Draft media support materials presented to FOPC for input 2. Final media support materials presented to FOPC 3. Number of individuals/entities receiving media support materials
3.2.1f	Subcommittee	Create toolkits for new technicians on how to start different programs (i.e. diversion, elementary, CPS events, and parent classes). • Topics should include donations, funding, and partners.	1. Draft toolkits presented to FOPC for input 2. Final toolkits presented to FOPC 3. Number of individuals/entities receiving each toolkit 4. Number of toolkits distributed
3.2.1g	Alison Tillman Cambridge Systematics	Post lists of updated fitting stations and CPS law diversion classes on FOPC and OPRC websites.	1. Current fitting station list posted on both websites 2. Current diversion classes list posted on both websites

Objective 3.3: Maintain a cadre of trained CPS professionals who are available to serve all areas of the state and at-risk populations.

Strategy 3.3.1: Increase the quantity and quality of certified CPS technicians (CPST) and instructors (CPST-I).

Strategy Leader: Leilani Gruener

Action Step #	Action Step Leader(s)	Description	Performance Measures
3.3.1a	Kelly Powell M.R. Street Sally Kreuscher Leilani Gruener Alison Tillman	Review current CPS training needs and stipend program to determine effectiveness and strengths/weaknesses.	1. Program(s) reviewed 2. Comprehensive list of strengths and weaknesses developed
3.3.1b	OPRC Leilani Gruener	Determine what is needed by current CPS professionals to maintain an appropriate number of trained CPS professionals who are available to serve all areas of the state and at-risk populations.	1. Criteria identified
3.3.1c	OPRC Leilani Gruener	Provide travel and other support (including scholarships) for certification requirement items.	1. Types of support, associated criteria, and application process identified 2. List of support and requirements provided on OPRC website 3. Summary of support received/denied provided annually to FOPC
3.3.1d	Petra Vybrialova M.R. Street Leilani Gruener Alison Tillman	Provide non-monetary assistance for soon-to-be expiring CPSTs to encourage them to meet recertification requirements, e.g., providing mechanisms to more easily get seat checks and continuing education units (CEU).	1. Types of assistance and associated criteria identified 2. Consistent process to assist CPSTs established statewide and outcomes tracked 3. Summary of assistance and impact on recertification provided annually to FOPC
3.3.1e	Kelly Powell M.R. Street Sally Kreuscher Leilani Gruener	Conduct CPST instructor meetings annually for support and ideas.	1. Instructor meetings conducted annually
3.3.1f	Alison Tillman Leilani Gruener	Collect, analyze, and report reasons individuals provide for not maintaining their certification and post on the OPRC website.	1. Report presented to FOPC and posted on website
3.3.1g	Alison Tillman M.R. Street	Find travel funds for instructors to attend district meetings, technical updates, and instructor meetings.	1. Source of funding secured annually

Action Step #	Action Step Leader(s)	Description	Performance Measures
3.3.1h	M.R. Street Sally Kreuscher	Establish a subcommittee to develop and oversee an annual recognition program for CPSTs and instructors.	1. Subcommittee established 2. Draft categories and criteria for recognition presented to FOPC for input 3. Final categories and criteria for recognition presented to FOPC 4. Recognition program and criteria posted on FOPC and OPRC websites 5. Recognition awarded annually
3.3.1i	Leilani Gruener	Identify priority counties where the CPST and instructor rate is lower than the target rate set by FDOT.	1. Rates reviewed annually

Objective 3.4: Ensure CPS materials and resources are available to all CPS programs.

Strategy 3.4.1: Increase availability of car seats, resources, and materials.

Strategy Leader: OPRC

Action Step #	Action Step Leader(s)	Description	Performance Measures
3.4.1a	Ginny Hinton Jeffery Bissainthe	Create marketing to Florida vehicle owners and increase awareness among Department of Motor Vehicles (DMV) office staff regarding the $2 Difference car seat donation program during the license plate renewal process.	1. Draft program informational pieces presented to FOPC for input 2. Program informational pieces distributed to vehicle owners 3. Program informational pieces and/or awareness training provided to DMV staff
3.4.1b	TBD	Identify sources who could provide car seats and materials and post the information on the OPRC website and promote in emails and online newsletters.	1. List of sources compiled 2. Sources accessible on FOPC website 3. Source information routinely distributed to CSPTs and instructors
3.4.1c	TBD	Identify potential supporters who could provide a wider variety of materials than print items (pens, keychains, etc.).	1. List of potential supporters compiled 2. Supporters' information routinely distributed to CSPTs and instructors

Action Step #	Action Step Leader(s)	Description	Performance Measures
3.4.1d	Leilani Gruener CPS Tech (TBD)	Explore options to allow ORPC to provide inspection station items including pool noodles, forms, scales, measuring tape, duct tape, safety belt repair information, signage, etc. in the form of a convenient "toolbox."	1. Options for toolbox presented to FOPC for input

GOAL 4: IDENTIFY AND SHARE MODEL LAWS THAT WOULD INCREASE USE OF OCCUPANT PROTECTION DEVICES

Objective 4.1: Support efforts to make Florida a full safety belt requirement state.

Strategy 4.1.1: Support enhancement of current safety belt laws to include all passengers in all seating positions.

Strategy Leader: Melissa Branca and Kelly Powell

Action Step #	Action Step Leader(s)	Description	Performance Measures
4.1.1a	Mark Solomon	Identify best practices and data available from other states.	1. Summary report of best practices and recommendations
4.1.1b	Judge Grube Vin Petty	Identify and share model laws that require rear passenger safety belt use.	1. Identify model laws to be presented to FOPC for input 2. Final model laws posted on FOPC website

Objective 4.2: Enhance Florida's diversion program for CPS violations.

Strategy 4.2.1: Support mandatory diversion programs for first offenders.

Strategy Leader: Sally Kreuscher

Action Step #	Action Step Leader(s)	Description	Performance Measures
4.2.1a	Morya Willis	Identify where diversion programs are available, how they are being funded, and where they are being utilized. • Coordinate with team working on Action Step. 1.3.1a, 1.3.1b, and 1.3.1c	1. Summary of diversion programs provided to FOPC (combine with needs identified in 1.3.1a)
4.2.1b	Judge Grube Vin Petty	Identify and share model laws that include a mandatory diversion program for first time offenders.	1. Identify model laws to be presented to FOPC for input 2. Final model laws posted on FOPC website

Action Step #	Action Step Leader(s)	Description	Performance Measures
4.2.1c	Sally Kreuscher Petra Vybrialova Kelly Powell Morya Willis Judge Grube Vin Petty	Develop a standardized CPS diversion program that private organizations would be required to adhere to.	1. Draft concept for standardized program presented to FOPC for input 2. Standardized program report for approval 3. Final program report posted on FOPC website

Objective 4.3: Expand protection for occupants of pickup trucks or flatbed vehicles.

Strategy 4.3.1: Support enhancement of current laws that allow passengers to ride in the back of pickup trucks or flatbed vehicles.

Strategy Leader: David Summers

Action Step #	Action Step Leader(s)	Description	Performance Measures
4.3.1a	FDOT Cambridge Systematics	Submit a request, on behalf of the FOPC, that pickup truck bed injuries and fatalities are included in the Crash Facts report.	1. Request submitted to TRCC
4.3.1b	Judge Grube Vin Petty	Identify and share model laws that establish that a vehicle transporting occupants under 18 in areas primarily used for cargo shall not exceed certain low-speed restrictions.	1. Identify model laws to be presented to FOPC for input 2. Final model laws posted on FOPC website

OP-06: Florida's Child Passenger Safety Technician 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 over **163** approved CPS inspection stations.

- Florida has **94** certified CPS Instructors (CPST-I) and **2** instructor candidates.

- Florida has **10** certified Technician Proxies.

- Florida has **1,450** certified CPS Technicians (CPST).

RECRUITMENT

Florida will continue to support our current infrastructure of nationally certified CPS instructors and technicians with the State's grant-funded Florida Occupant Protection Resource Center (FOPRC). The FOPRC was established during FY2012 to serve as a web-based one stop shop for occupant protection and CPS resources and materials for CPS professionals, caregivers, and children.

For those in need, the FOPRC offers scholarships to pay for the Safe Kids Worldwide fee to certify/recertify CPS technicians and/or instructors. To encourage Florida's CPST-I to teach more CPS technician certification and certification renewal courses, especially in areas in need of CPSTs, the FOPRC offers stipends up to $1,500 per CPST-I, per course to deliver this instruction.

Finally, Florida's nationally certified CPS instructors and technicians will educate the public about Florida's enhanced Child Restraint Statute. On January 1, 2015, this enhanced state law requires booster seats to be used for 4 and 5 year old children.

TRAINING

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.

MAINTAINING THE CPS TECHNICIANS AND INSTRUCTORS

The lack of CPS resources available and retaining CPSTs and CPST-Is have been major hurdles for Florida. The state has addressed these issues, and strengthened Florida's CPS infrastructure through:

CPS Resources

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 chld restraint and safety belt use. 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 air bag information.

The FOPRC is designed to be a web-based one stop shop that 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).

- Technical assistance from a seasoned, certified CPST-I.

- CPS National and State updates

- Monthly calendar of events/training opportunities and

- Frequently Asked Questions (FAQ) page for CPS

CPST and CPST-I Retention

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.

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 100,000 population.

The Child Passenger Safety Emphasis Area of the Florida Occupant Protection Coalition has also been developing additional activities to encourage retention of CPSTs and CPST-Is throughout the state.

Special Needs Program

During the second year of grant funding, the FOPRC continued it's growth and services were expanded to include the Special Needs Child Restraint Loaner Program. Any child who cannot be secured in a regular child safety seat due to physical, developmental, behavioral or emotional conditions may be referred to the program for evaluation. This program provides special needs child safety seats/restraints on loan (both short- and long-term loaners) so that parents/caregivers can transport their child safely.

CPS 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 over **160 CPS Inspection Stations** that service **84.6%** of the state. Each station is staffed with at least one CPST. 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.

Continuing to serve the state with these resources is critical to reducing fatalities and injuries for unrestrained and/or improperly restrained motor vehicle occupants in Florida. The FOPRC will continue to provide services and information in a timely manner to reach the maximum number of citizens in the State, with a specific focus on low-income families with outreach to the underserved. Equipment, materials and information will continue to be identified, obtained and distributed to assist with educational efforts that increase safe occupant protection practices and help reduce fatalities and injuries.

In subsequent years, the FOPRC's educational efforts will be increased to communicate information related to Florida's occupant protection laws, supporting enforcement activities and incentive strategies necessary to achieve significant and lasting increases in child safety seat and safety belt usage.

Florida CPS Technicians and Instructors

County	# Techs	# Instructors	# Tech Proxies	# Tech Candidates	# Instructor Candidates	# Spanish-Speaking	# Special Needs	Population All Ages	Population Age 0-9	Percent Age 0-9	CPST-I Per 100,000*
Alachua	38	2	0	0	0	4	1	259,349	27,520	10.6%	15.4
Baker	4	0	0	0	0	0	0	27,066	3,528	13.0%	14.8
Bay	29	2	0	0	0	0	0	178,953	21,977	12.3%	17.3
Bradford	4	0	0	0	0	0	0	27,808	3,108	11.2%	14.4
Brevard	27	1	0	0	0	1	0	576,970	56,459	9.8%	4.9
Broward	137	11	1	0	1	29	2	1,884,545	220,618	11.7%	7.9
Calhoun	2	0	0	0	0	1	0	14,658	1,638	11.2%	13.6
Charlotte	5	1	0	0	0	1	0	173,954	11,242	6.5%	3.4
Citrus	14	1	0	0	0	1	0	144,922	11,246	7.8%	10.4
Clay	3	0	0	0	0	0	0	210,767	25,212	12.0%	1.4
Collier	14	2	1	0	0	5	0	358,506	34,000	9.5%	4.7
Columbia	5	0	0	0	0	1	0	69,250	8,431	12.2%	7.2
DeSoto	0	0	0	0	0	1	0	35,454	3,879	10.9%	0.0
Dixie	3	0	0	0	0	0	0	17,040	1,729	10.1%	17.6
Duval	55	2	0	0	0	3	3	942,841	124,146	13.2%	6.0
Escambia	41	2	0	0	0	0	0	312,811	37,283	11.9%	13.7
Flagler	35	1	1	0	0	1	0	106,076	9,435	8.9%	34.9
Franklin	7	0	1	0	0	0	0	12,006	1,091	9.1%	66.6
Gadsden	5	1	0	0	0	1	0	48,690	5,976	12.3%	12.3
Gilchrist	1	0	0	0	0	0	0	16,977	1,891	11.1%	5.9
Glades	1	0	0	0	0	1	0	13,263	1,097	8.3%	7.5
Gulf	3	0	0	0	0	0	0	16,957	1,446	8.5%	17.7
Hamilton	1	0	0	0	0	0	0	14,749	1,555	10.5%	6.8
Hardee	1	0	0	0	0	0	0	27,675	4,061	14.7%	3.6
Hendry	3	0	0	0	0	0	0	38,675	5,943	15.4%	7.8
Hernando	5	0	0	0	0	0	0	183,065	17,545	9.6%	2.7
Highlands	4	1	0	0	0	1	0	102,590	9,899	9.6%	4.9
Hillsborough	47	4	0	0	0	4	2	1,388,111	177,874	12.8%	3.7
Holmes	3	0	0	0	0	0	0	20,132	2,172	10.8%	14.9
Indian River	13	0	0	0	0	1	0	149,930	13,188	8.8%	8.7
Jackson	8	0	0	0	0	1	0	50,303	5,039	10.0%	15.9
Jefferson	1	0	0	0	0	0	0	14,530	1,434	9.9%	6.9
Lafayette	0	0	0	0	0	0	0	8,651	863	10.0%	0.0
Lake	32	3	2	0	0	1	1	333,598	34,833	10.4%	11.1
Lee	54	4	1	0	0	6	2	700,837	68,846	9.8%	8.4
Leon	30	1	0	0	0	1	0	291,879	30,083	10.3%	10.6
Levy	6	0	0	0	0	1	0	40,832	4,428	10.8%	14.7
Liberty	0	0	0	0	0	0	0	8,839	817	9.2%	0.0
Madison	3	0	0	0	0	0	0	19,295	2,076	10.8%	15.5
Manatee	22	4	0	0	0	2	2	367,130	37,650	10.3%	7.1
Marion	23	2	0	0	0	3	0	352,067	35,921	10.2%	7.1
Martin	12	0	0	0	0	0	0	152,333	13,029	8.6%	7.9
Miami-Dade	116	4	2	0	0	52	3	2,754,749	313,674	11.4%	4.4
Monroe	37	1	1	0	0	2	0	77,300	6,725	8.7%	50.5
Nassau	1	1	0	0	0	0	0	79,592	8,354	10.5%	2.5

Florida CPS Technicians and Instructors

County	# Techs	# Instructors	# Tech Proxies	# Tech Candidates	# Instructor Candidates	# Spanish-Speaking	# Special Needs	Population All Ages	Population Age 0-9	Percent Age 0-9	CPST-I Per 100,000*
Okaloosa	10	0	0	0	0	0	0	194,811	25,310	13.0%	5.1
Okeechobe	8	0	0	0	0	1	0	41,469	5,064	12.2%	19.3
Orange	93	7	0	0	0	15	10	1,317,704	164,695	12.5%	7.6
Osceola	7	1	0	0	0	1	1	339,470	44,534	13.1%	2.4
Palm Beach	148	7	0	0	1	21	0	1,411,054	147,661	10.5%	11.0
Pasco	24	2	0	0	0	2	1	507,081	54,721	10.8%	5.1
Pinellas	89	5	0	0	0	6	2	961,253	86,945	9.0%	9.8
Polk	31	3	0	0	0	3	0	663,999	80,576	12.1%	5.1
Putnam	2	0	0	0	0	0	0	73,068	8,657	11.8%	2.7
Santa Rosa	11	2	0	0	0	0	0	171,851	20,109	11.7%	7.6
Sarasota	28	1	0	0	0	1	1	407,501	30,764	7.5%	7.1
Seminole	33	1	0	0	0	4	0	457,028	50,300	11.0%	7.4
St. Johns	11	1	0	0	0	0	0	229,272	25,487	11.1%	5.2
St. Lucie	30	6	0	0	0	1	0	299,962	32,343	10.8%	12.0
Sumter	17	0	0	0	0	4	0	123,928	4,906	4.0%	13.7
Suwannee	4	0	0	0	0	1	0	44,522	5,048	11.3%	9.0
Taylor	1	0	0	0	0	0	0	22,220	2,494	11.2%	4.5
Union	0	0	0	0	0	0	0	15,896	1,683	10.6%	0.0
Volusia	36	6	0	0	0	4	3	525,121	50,606	9.6%	8.0
Wakulla	4	0	0	0	0	0	0	32,134	3,555	11.1%	12.4
Walton	6	1	0	0	0	1	0	65,724	7,568	11.5%	10.7
Washington	2	0	0	0	0	0	0	24,935	2,598	10.4%	8.0
TOTAL:	**1,450**	**94**	**10**	**0**	**2**	**190**	**34**	**20,555,728**	**2,264,585**		

*Rate of CPS Techs, Instructors and Proxies per 100,000 based on total population
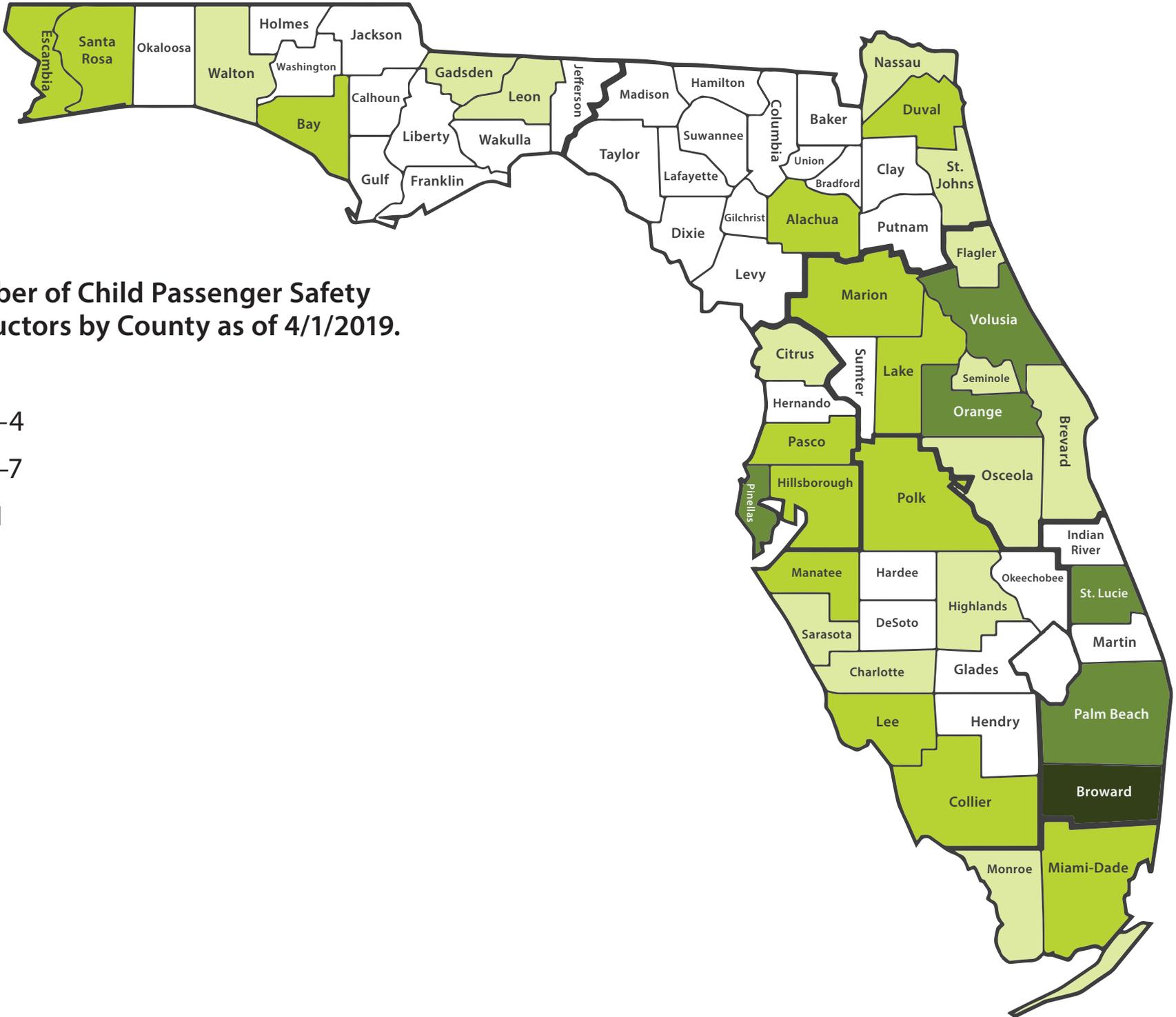
Number of Child Passenger Safety Instructors by County as of 4/1/2019.

- 1
- 2–4
- 5–7
- 11
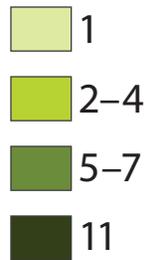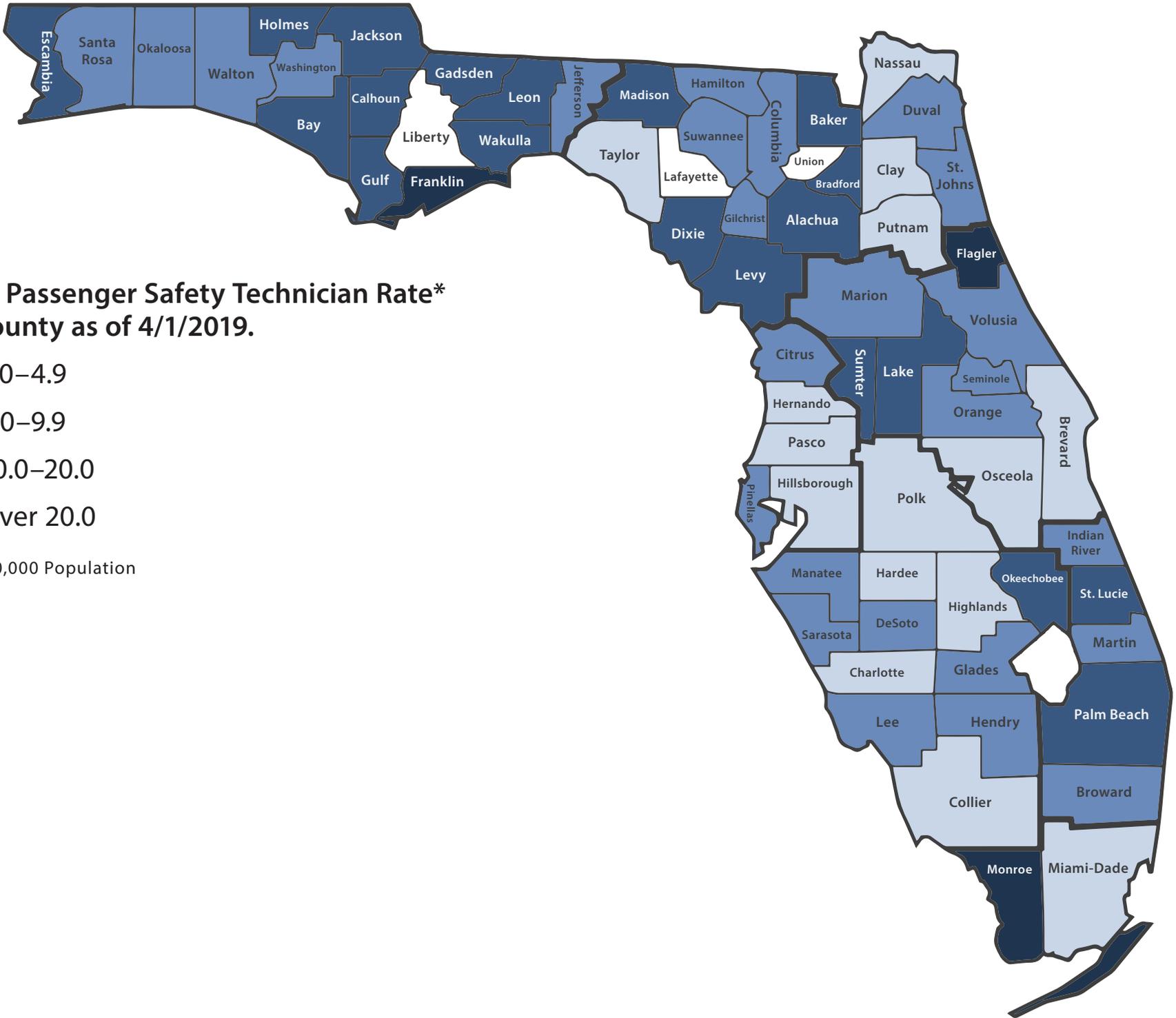
Child Passenger Safety Technician Rate* by County as of 4/1/2019.

☐	1.0–4.9
☐	5.0–9.9
☐	10.0–20.0
☐	Over 20.0

*Per 100,000 Population

Current Florida CPS Courses

Course ID	Course Type	Class Type	Language	Course Status	Lead Instructor	City	Max Students	Students In Course	Students Certified/ Renewed	Start Date
FL20180725781	Certification	Public	English	Finalized	James Millican	St. Petersburg	18	15	15	10/9/2018
FL20180820867	Certification	Controlled	English	Finalized	Gayle Whitworth	Vero Beach	13	12	12	10/9/2018
FL20180807827	Renewal	Controlled	English	Finalized	Jennie Burton	Winter Haven	10	6	5	10/16/2018
FL20180807828	Certification	Controlled	English	Finalized	Jennie Burton	Winter Haven	10	4	6	10/17/2018
FL20181005995	Certification	Controlled	English	Finalized	Ginny Hinton	Pensacola	10	10	10	11/7/2018
FL201810241058	Certification	Controlled	English	Finalized	Susie Kolb	Gainesville	10	6	6	11/13/2018
FL201811141104	Certification	Public	English	Finalized	Adam Chrisman	Sarasota	15	10	10	12/3/2018
FL20181002984	Certification	Controlled	English	Finalized	Lina Chico	Orlando	12	10	8	12/6/2018
FL201811151114	Certification	Controlled	English	Finalized	Susie Kolb	Marianna	8	5	5	12/13/2018
FL201811271146	Certification	Controlled	English	Finalized	Susie Kolb	Pensacola	9	6	6	12/17/2018
FL201812041181	Certification	Controlled	English	Finalized	Karen Macauley	St. Petersburg	20	18	18	1/16/2019
FL201812051187	Certification	Controlled	English	Finalized	Carrisa Johns	Orlando	8	8	8	1/24/2019
FL201811061086	Certification	Controlled	English	Finalized	Steven Parris	Daytona Beach	15	8	8	1/28/2019
FL201811301168	Certification	Controlled	English	Finalized	Kelly Powell	West Palm Beach	20	16	16	1/30/2019
FL201812101202	Renewal	Public	English	Finalized	Steve Sciotto	Jacksonville Beach	4	3	3	1/31/2019
FL201810301073	Certification	Controlled	English	Finalized	Tonya Randolph-Hayward	Tampa	4	3	3	2/5/2019
FL201812121210	Certification	Public	English	Finalized	Steve Sciotto	Jacksonville Beach	5	4	4	2/11/2019
FL201811051080	Certification	Public	English	Finalized	Karen Macauley	St. Petersburg	24	14	14	2/13/2019
FL2019010317	Certification	Controlled	English	Finalized	Susie Kolb	Cross City	10	4	4	2/22/2019
FL201810311074	Certification	Controlled	English	Finalized	Ronda Cerulli	Ft. Pierce	20	19	19	2/25/2019
FL2019010862	Certification	Controlled	English	Finalized	Susie Kolb	Ocala	10	9	9	2/25/2019
FL20190122148	Certification	Controlled	English	Finalized	Susie Kolb	Leesburg	13	12	12	3/6/2019
FL20190306379	Renewal	Controlled	English	Finalized	Ronda Cerulli	Port St. Lucie	6	6	6	3/12/2019
FL20190129189	Certification	Public	English	Finalized	Amy Schultz	New Port Richey	15	10	10	3/13/2019
FL20190128179	Certification	Controlled	English	Finalized	Susie Kolb	Doral	10	5	5	3/22/2019
FL20190117132	Certification	Public	English	Finalized	Frederick Lyle	Naples	10	4	4	3/25/2019
FL20190123160	Certification	Controlled	English	Finalized	Susie Kolb	Marathon	10	6	6	3/28/2019
FL201712161214	Certification	Controlled	English	Active	Tammy Horvath					4/1/2019
FL20190131203	Certification	Controlled	English	Finalized	Susie Kolb	Lake City	10	0	10	4/3/2019
FL20190304372	Certification	Controlled	English	Finalized	Carrisa Johns	Orlando	8	6	6	4/4/2019
FL20190226350	Certification	Controlled	English	Active	Kelly Powell	Coral Gables	16	14		4/4/2019
FL20190223345	Certification	Controlled	English	Finalized	Kimberly Cooper	Hurlburt Field	10	9	9	4/10/2019

Current Florida CPS Courses

Course ID	Course Type	Class Type	Language	Course Status	Lead Instructor	City	Max Students	Students In Course	Students Certified/Renewed	Start Date
FL20190207263	Certification	Controlled	English	Active	Krista Ott	Gainesville	15	15		4/10/2019
FL20190220313	Certification	Controlled	English	Active	Danielle Kessenger	Middleburg	8	8		4/16/2019
FL20190314406	Certification	Controlled	English	Active	Carrisa Johns	Orlando				5/16/2019
FL20190124164	Certification	Controlled	English	Active	Kim Herrmann	Ft. Myers	15	6		6/17/2019
FL20190329474	Certification	Public	English	Active	Gayle Whitworth	Rockledge	15			6/17/2019
FL201811151112	Certification	Controlled	English	Active	Danielle Kessenger	Jacksonville	9			9/16/2019
							425	291	257	

FY2019 TOTALS*	
Certification Courses:	35
Renewal Courses:	3
# Certified/Recertified:	257

*As of April 14, 2019

FY20 CPST Certification Course Priority Counties

County	# Techs	# Instructors	# Tech Proxies	# Tech Candidates	# Instructor Candidates	# Spanish-Speaking	# Special Needs	2017 State Data Population All Ages	Techs Per 100,000*	#CPSTI Needed
Brevard	27	1	0	0	0	1	0	576,970	4.9	1
Charlotte	5	1	0	0	0	1	0	173,954	3.4	3
Clay	3	0	0	0	0	0	0	210,767	1.4	8
Collier	14	2	1	0	0	5	0	358,506	4.7	1
DeSoto	0	0	0	0	0	1	0	35,454	0.0	2
Hardee	1	0	0	0	0	0	0	27,675	3.6	1
Hernando	5	0	0	0	0	0	0	183,065	2.7	5
Highlands	4	1	0	0	0	1	0	102,590	4.9	1
Hillsborough	47	4	0	0	0	4	2	1,388,111	3.7	19
Lafayette	0	0	0	0	0	0	0	8,651	0.0	1
Liberty	0	0	0	0	0	0	0	8,839	0.0	1
Miami-Dade	116	4	2	0	0	52	3	2,754,749	4.4	16
Nassau	1	1	0	0	0	0	0	79,592	2.5	2
Osceola	7	1	0	0	0	1	1	339,470	2.4	9
Putnam	2	0	0	0	0	0	0	73,068	2.7	2
Taylor	1	0	0	0	0	0	0	22,220	4.5	1
Union	0	0	0	0	0	0	0	15,896	0.0	1

*Rate of CPS Techs, Instructors and Proxies per 100,000 based on total population

FY20 CPS Seat Distribution Priority Counties

County	Rank	Group
Miami-Dade	1	1
Columbia	1	2
Suwannee	1	3
Hillsborough	2	1
Citrus	2	2
Levy	2	3
Broward	3	1
Bay	3	2
Jackson	3	3
Palm Beach	4	1
Okaloosa	4	2
Gadsden	4	3
Duval	5	1
DeSoto	5	3
Orange	6	1
Baker	6	3
Pinellas	7	1
Okeechobee	7	3

*Highest 25% in Occupant Protection Serious Injuries and Fatalities in the FY20 Highway Safety Matrix

Florida Inspection Stations Counties
Rural, Urban and At-Risk Breakdown

Counties with Inspection Stations	2017 Population Estimates	# Stations	Rural/Urban County	FY20 Matrix Top 25% (At-Risk)
Alachua	259,349	3	Urban	No
Baker	27,066	1	Rural	Yes
Bay	178,953	4	Urban	Yes
Bradford	27,808	2	Rural	No
Brevard	576,970	3	Urban	No
Broward	1,884,545	17	Urban	Yes
Calhoun	14,658	0	Rural	No
Charlotte	173,954	1	Urban	No
Citrus	144,922	1	Urban	Yes
Clay	210,767	0	Urban	No
Collier	358,506	2	Urban	No
Columbia	69,250	1	Rural	Yes
Desoto	35,454	1	Rural	Yes
Dixie	17,040	0	Rural	No
Duval	942,841	3	Urban	Yes
Escambia	312,811	3	Urban	No
Flagler	106,076	0	Rural	No
Franklin	12,006	0	Rural	No
Gadsden	48,690	1	Rural	Yes
Gilchrist	16,977	0	Rural	No
Glades	13,263	0	Rural	No
Gulf	16,957	1	Rural	No
Hamilton	14,749	0	Rural	No
Hardee	27,675	0	Rural	No
Hendry	38,675	1	Rural	No
Hernando	183,065	2	Urban	No
Highlands	102,590	1	Rural	No
Hillsborough	1,388,111	14	Urban	Yes
Holmes	20,132	1	Rural	No
Indian River	149,930	2	Urban	No
Jackson	50,303	1	Rural	Yes
Jefferson	14,530	1	Rural	No
Lafayette	8,651	0	Rural	No
Lake	333,598	4	Urban	No
Lee	700,837	5	Urban	No
Leon	291,879	3	Urban	No
Levy	40,832	2	Rural	Yes
Liberty	8,839	1	Rural	No
Madison	19,295	1	Rural	No
Manatee	367,130	3	Urban	No

		# Stations
Number of Counties Served:	53	163
Rural Counties:	22	24
Urban Counties:	34	139
% of At Risk Counties Served:	94%	85
(18 Counties)		
Population Served:		17,386,843
% of Fl Population Served:		84.6%

Florida Inspection Stations Counties
Rural, Urban and At-Risk Breakdown

Counties with Inspection Stations	2017 Population Estimates	# Stations	Rural/Urban County	FY20 Matrix Top 25% (At-Risk)
Marion	352,067	1	Urban	No
Martin	152,333	4	Urban	No
Miami-Dade	2,754,749	5	Urban	Yes
Monroe	77,300	1	Rural	No
Nassau	79,592	1	Rural	No
Okaloosa	194,811	3	Urban	Yes
Okeechobee	41,469	0	Rural	Yes
Orange	1,317,704	6	Urban	Yes
Osceola	339,470	1	Urban	No
Palm Beach	1,411,054	15	Urban	Yes
Pasco	507,081	1	Urban	No
Pinellas	961,253	9	Urban	Yes
Polk	663,999	5	Urban	No
Putnam	73,068	1	Rural	No
Santa Rosa	171,851	0	Urban	No
Sarasota	407,501	0	Urban	No
Seminole	457,028	4	Urban	No
St. Johns	229,272	4	Urban	No
St. Lucie	299,962	7	Urban	No
Sumter	123,928	3	Urban	No
Suwannee	44,522	1	Rural	Yes
Taylor	22,220	1	Rural	No
Union	15,896	0	Rural	No
Volusia	525,121	1	Urban	No
Wakulla	32,134	1	Rural	No
Walton	65,724	1	Rural	No
Washington	24,935	1	Rural	No
	20,555,728	163		

Florida Child Passenger Safety Seat Fitting Stations By County

Alachua County

Alachua County Health Department
224 Southeast 24th Street
Gainesville, FL 32643
Contact: Jamie (Pamela) Lambert
Phone: 352.225.4354
Email: pamela.lambert@flhealth.gov
Days of Operation: 3rd Tuesday
Hours of Operation: 9:00 am–11:00 am
Appointment Needed: Yes
Multi-Lingual: Spanish

Gainesville Fire Rescue
1025 Northeast 13th Street
Gainesville, FL 32601
Contact: Krista Ott
Phone: 352.393.8461
Days of Operation: Monday–Thursday
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes

Gainesville Fire Rescue
3223 Northwest 42nd Avenue
Alachua, FL 32605
Contact: Krista Ott
Phone: 352.393.8461

Healthy Start
204 West University Avenue
3rd Floor, Suite B
Gainesville, FL 32601
Contact: Kasey Brooks
Phone: 352.337.1200
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Multi-Lingual: Spanish

Baker County

Baker County Health Department
480 West Lowder Street
Macclenny, FL 32063
Phone: 904.259.6291

Bay County

Callaway Fire Department
252 North Star Avenue
Callaway, FL 32404
Contact: Chris Sauls
Phone: 850.871.5300

Emerald Coast OBGYN/Healthy Start
103 East 23rd Street
Panama City, FL 32405
Contact: J. Lee Johnson
Phone: 850.769.0338 ext. 178
Email: jljb1971@gmail.com
Days of Operation: Weekdays
Hours of Operation: 7:00 am–4:30 pm
Appointment Needed: Yes
Donation Requested: Yes

Healthy Start
836 Jenks Avenue
Panama City, FL 32401
Contact: Nichole Hartzog
Phone: 850.215.1320
Email: nichole.hartzog@bayhealthystart.org
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Multi-Lingual: Spanish

Lynn Haven Fire and Emergency Services
1412 Pennsylvania Avenue
Lynn Haven, FL 32444
Contact: Captain D.J. Hernandez
Phone: 850.265.7335
Days of Operation: Weekdays
Hours of Operation: 7:00 am–4:00pm
Appointment Needed: Yes
Notes: Please call 850.265.1112 or 850.265.4111 to set up appointments.

Bradford County

Bradford County Health Department
1801 North Temple Avenue
Starke, FL 32091
Contact: Julie Chrisp
Phone: 904.964.7732
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
SN Services: Yes

Bradford County Sheriff's Office

945 North Temple Avenue
Starke, FL 32091
Contact: Kim Nichols
Gretchen Brooks
Phone: 904.966.6380
Days of Operation: Weekdays
Hours of Operation: 8:00 am–4:00 pm
Appointment Needed: Yes

Brevard County

Satellite Beach Fire Rescue

1390 South Patrick Drive
Satellite Beach, FL 32937
Contact: Lisa Davis
Phone: 321.773.4405
Email: SBFDAdmin@satellitebeach.org
Days of Operation: Weekdays
Hours of Operation: 9:00 am–3:00 pm
Appointment Needed: Yes
Donation Requested: Yes

Titusville Fire & Emergency Services

550 South Washington Avenue
Titusville, FL 32796
Contact: Kerri Lubeski
Phone: 321.567.3804
Email: kerri.lubeski@titusville.com
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Donation Requested: Yes
Notes: There is no fee for child seat inspection or installation. There is only a donation fee ($50.00) if a seat needs to be purchased or provided

UF/IFAS Extension Brevard County

Brevard County Office
3695 Lake Dr
Cocoa, FL 32926
Contact: Gayle Whitworth
Phone: 321.633.1702
Days of Operation: 2x a month
Appointment Needed: Yes

UF/IFAS Extension Brevard County
Turnquest Community Center
1686 Marywood Road
Melbourne, FL 32940
Contact: Gayle Whitworth
Phone: 321.633.1702
Days of Operation: 2x a month

Broward County

Broward Sheriff's Office
300 Northeast 2nd Street
Deerfield Beach, FL 33441
Contact: Deputy Carlos Periu
Phone: 954.592.5211
Email: carlos_periu@sheriff.org
Days of Operation: Weekdays
Hours of Operation: 9:00 am–4:00 pm
Walk-Ins Welcome: Yes
Multi-Lingual: Spanish
Notes: Saturdays by appointment only.

Broward Sheriff's Office/Fire Rescue
10550 Stirling Road
Cooper City, FL 33328
Phone: 954.432.8905
Appointment Needed: Yes

Broward Sheriff's Office/Fire Rescue
2601 West Broward Boulevard
Ft. Lauderdale, FL 33312
Contact: Rebecca Lowe-Johnson
Phone: 954.831.8210
Email: firerescue_publiceducation@sheriff.org
Days of Operation: 2nd and 4th Tuesdays
Hours of Operation: 9:30 am–noon
Appointment Needed: Yes
Multi-Lingual: Spanish

Broward Sheriff's Office/Fire Rescue
17350 Royal Palm Boulevard
Weston, FL 33326
Phone: 954.389.2015

Broward Sheriff's Office/Fire Rescue
1441 Southwest 11th Way
Deerfield Beach, FL 33441
Phone: 954.571.7570

Broward Sheriff's Office/Tamarac DLE District

7515 Pine Island Road
Tamarac, FL 33321
Phone: 954.720.2225

Broward Sheriff's Office/Youth and Neighborhood Services

200 Northwest 27th Avenue
Ft. Lauderdale, FL 33311
Phone: 954.321.4717

Coral Springs Fire Department

2801 Coral Springs Drive
Coral Springs, FL 33065
Contact: Robert Bertone
Phone: 954.346.1354
Appointment Needed: Yes

Davie Fire Rescue

1230 South Nob Hill Road
Davie, FL 33324
Contact: Joseph Piccolo
Phone: 954.797.1213

Florida Highway Patrol—Troop L

14190 State Road 84
Davie, FL 33325
Contact: Sgt. Mark Wysocky
Phone: 954.837.4012

Fort Lauderdale Fire Rescue

2002 Northeast 16th Street
Ft. Lauderdale, FL 33304
Phone: 954.828.6800

Joe DiMaggio Children's Hospital

1005 Joe DiMaggio Drive
Hollywood, FL 33021
Phone: 954.265.2350

Memorial Hospital Miramar

1901 Southwest 172 Avenue
Miramar, FL 33029
Phone: 954.538.5180

Memorial Hospital West

703 North Flamingo Road
Pembroke Pines, FL 33028
Phone: 954.844.7110

Miramar Fire Rescue
14801 Southwest 27th Street
Miramar, FL 33027
Phone: 954.602.4801

Pembroke Pines Police Department
9500 Pines Boulevard
Pembroke Pines, FL 33024
Contact: Cheryl Watters, Community Affairs Unit
Phone: 954.436.3274

Plantation Fire Department
8101 West Broward Boulevard
Plantation, FL 33324
Phone: 954.797.2150

Pompano Beach Fire Department
120 Southwest 3rd Street
Pompano Beach, FL 33060
Phone: 954.786.4510

Sunrise Police Department
10440 West Oakland Park Boulevard
Sunrise, FL 33351
Phone: 954.746.3611

Tamarac Fire Department
6000 Hiatus Road
Tamarac, FL 33321
Phone: 954.597.3800

Charlotte County

Charlotte County Health Department
1100 Loveland Boulevard
Port Charlotte, FL 33980
Contact: Heather Boyd
Phone: 941.624.7273

Citrus County

Early Learning Coalition of the Nature Coast
382 North Suncoast Boulevard
Crystal River, FL 34429
Contact: Sue Littnan
Phone: 352.563.9939 ext.235
Email: slittnan@elc-naturecoast.org
Days of Operation: Monday–Thursday
Hours of Operation: 8:00 am–4:30 pm
Appointment Needed: Yes
Notes: There is no fee for a car seat inspection, however there is a $30 cost for a new car seat. Seats are for income eligible families with a limit of one seat per child.

Collier County

Collier County Sheriff's Office
3319 Tamiami Trail East Bldg. J
Naples, FL 34112
Contact: Marianna Herrera
Phone: 239.774.4434

Golisano Children's Hospital of Southwest Florida
3361 Pine Ridge Road
Naples, FL 34109
Contact: Brenda Hernandez
Phone: 239.565.8371
Days of Operation: Weekdays
Hours of Operation: 9:00 am–4:30 pm
Appointment Needed: Yes
Walk-Ins Welcome: No
Multi-Lingual: Spanish
Hearing Impaired Assistance: No
SN Services: Yes
Service Fee: No
Donation Requested: Yes

Columbia County

Columbia County Health Department
217 Northeast Franklin Street
Lake City, FL 32055
Phone: 386.758.1068

DeSoto County

DeSoto County Health Department
1031 East Oak Street
Arcadia, FL 34266
Contact: Tina Garcia
Phone: 863491.7580 x147

Duval County

Jacksonville Beach Fire Station 1
325 2nd Avenue South
Jacksonville Beach, FL 32250
Phone: 904.247.6201
Days of Operation: Daily
Hours of Operation: By Appointment
Appointment Needed: Yes

Jacksonville Beach Fire Station 2
2500 South Beach Parkway
Jacksonville Beach, FL 32250
Phone: 904.247.6201
Days of Operation: 1st and 3rd Saturdays

Safe Kids Northeast Florida
3563 Phillips Highway
Jacksonville, FL 32207
Contact: Cynthia Dennis
Phone: 904.202.4302
Appointment Needed: Yes

Escambia County

City of Pensacola Fire Department
4132 North Davis Highway
Pensacola, FL 32503
Contact: F.F. Gary Creel
Phone: 850.436.5200

Escambia County Sheriff's Office
1700 West Leonard Street
Pensacola, FL 32501
Contact: Deputy Tom Raines, Sena Madison or Rhonda Ray
Phone: 850.436.9630

Escambia-Santa Rosa Safety Coalition
296 Corrydale Drive
Pensacola, FL 32506
Contact: Tina Youmans
Phone: 850.232.6175
Email: esrsafetycoalition@gmail.com
Days of Operation: Weekdays
Appointment Needed: Yes
SN Services: Yes
Donation Requested: Yes, $30.00 donation for car seats

Franklin County

Franklin County Health Deparment, Healthy Start Program
139 12th Street
Apalachicola, FL 32320
Contact: Patricia Rickards
Phone: 850.653.2111 ext 0128
Email: patricia.rickards@flhealth.gov
Days of Operation: Weekdays
Hours of Operation: 9:00 am–4:00 pm
Appointment Needed: Yes
Service Fee: Yes, $20 to $40

Franklin/Gulf County Health Department
139 12th Street
Apalachicola, FL 32320
Contact: April Rester
Phone: 850.227.1276 ext. 0441
Email: april.rester@flhealth.gov
Days of Operation: Weekdays
Hours of Operation: 8:00am–4:40pm
Appointment Needed: Yes
Donation Requested: Yes

Alachua County

Gadsden County Health Department
278 LaSalle Leffall Drive
Quincy, FL 23251
Phone: 850.875.7200

Gulf County

Gulf County Health Department
2475 Garrison Avenue
Port St. Joe, FL 32456
Contact: Kari Williams
Phone: 850.227.1276
Email: kari.williams@flhealth.gov

Hendry County

Florida Community Health Centers Inc.
315 South W.C. Owen Street
Clewiston, FL 33440
Contact: Jashiramor Harper
Phone: 863.983.7813 ext. 1423
Email: jharper@fchcinc.org
Days of Operation: Weekdays
Hours of Operation: 8:00 am–4:00 pm
Appointment Needed: Yes
Multi-Lingual: Spanish
Donation Requested: Yes

Hernando County

Catholic Charities DOSP/Foundations of Life Pregnancy Center
8370 Forest Oaks Boulevard
Spring Hill, FL 34606
Contact: Jeanne Whitely
Phone: 352.686.9897 x22

Healthy Start Hernando County
20148 Cortez Boulevard
Brooksville, FL 32601
Contact: Ruth Vryhof
Phone: 352.848.3977
Email: infohshernando@kidscentralinc.org
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Walk-Ins Welcome: Yes
Multi-Lingual: Spanish
Donation Requested: Yes

Highlands County

Lake Placid Police Department
8 North Oak Avenue
Lake Placid, FL 33852
Contact: Mostyn Mullins
Phone: 863.699.3757

Hillsborough County

Brandon Family Resource Center
1271 Kingsway Road
Brandon, FL 33510
Contact: Tonya Randolph
Phone: 813.740.4634

Central Tampa Family Resource Center
1002 East Palm Avenue
Tampa, FL 33605
Contact: Tonya Randolph
Phone: 813.204.1741

East County Family Resource Center
639 East Alexander Street
Plant City, FL 33563
Contact: Tonya Randolph
Phone: 813.752.8700

Green Mommy Store
8802 Rocky Creek Drive, Suite 108
Tampa, FL 33615
Contact: Karen Jarman
Phone: 813.898.2553

North Tampa Family Resource Center
116 West Fletcher Avenue
Tampa, FL 33612
Contact: Tonya Randolph
Phone: 813.558.1877

Pediatric Associates of Riverview
11260 Sullivan Street
Riverview, FL 33578
Contact: Tonya Randolph
Phone: 813.443.3074
Appointment Needed: Yes

Rinaldo Law Group

3800 West Bay to Bay Boulevard, #2
Tampa, FL 33629
Contact: Tonya Randolph
Phone: 813.44.3074
Appointment Needed: Yes

South County Family Resource Center

3030 East College Avenue
Ruskin, FL 33570
Contact: Tonya Randolph
Phone: 813.641.5600

St. Joseph's Children's Hospital

3001 West Dr. MLK. Jr Boulevard
Tampa, FL 33607
Contact: Tonya Randolph
Phone: 813.615.0589
Appointment Needed: Yes

St. Joseph's Children's Hospital

1401-A East Fowler Avenue
Hillsborough, FL 33612
Contact: Tonya Randolph
Phone: 813.615.0589
Appointment Needed: Yes

St. Joseph's Children's Wellness and Safety Center

4600 North Habana Avenue
Tampa, FL 33614
Contact: Tonya Randolph
Phone: 813.645.0589

St. Joseph's Hospital South

6901 Simmons Loop
Riverview, FL 33578
Contact: Tonya Randolph
Phone: 813.302.8000

St. Joseph's Women's Hospital

3030 Martin Luther King Jr. Boulevard.
Hillsborough, FL 33607
Contact: Tonya Randolph
Phone: 813.443.3074
Appointment Needed: Yes

Town and Country Family Resource Center

7520 West Waters Avenue #8,
Tampa, FL 33615
Contact: Tonya Randolph
Phone: 813.356.1703

Holmes County

Holmes County Health Department, Healthy Start Program
603 Scenic Circle
Bonifay, FL 32428
Contact: Valery Lawton
Phone: 850.547.8500
Days of Operation: Weekdays
Hours of Operation: 7:30 am–4:00 pm
Walk-Ins Welcome: Yes

Indian River County

Indian River County Sheriff's Office
4055 41st Avenue
Vero Beach, FL 32960
Contact: Jeffrey Saputo or Cynthia Voegtlin
Phone: 772.978.6169
Days of Operation: Wednesday
Hours of Operation: 2:00 pm–4:00 pm

Indian River County Sheriff's Office
4055 41st Avenue
Vero Beach, FL 32960
Contact: Jeffrey Saputo or Cynthia Voegtlin
Phone: 772.978.6169
Days of Operation: Saturday
Hours of Operation: 9:00 am–11:00 am

Jackson County

Jackson County Healthy Start
2944 Penn Avenue. Unit J
Marianna, FL 32448
Contact: Shanae Boston
Phone: 850.526.3002
Email: shanae.boston@jacksoncountyhealthystart.com
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Multi-Lingual: Spanish

Jefferson County

Jefferson County Health Department, Healthy Start Program

1255 West Washington Street
Monticello, FL 32344
Contact: Shanetha Mitchell or Cumi Allen
Phone: 850.342.0170 ext 1121
Email: shanetha.mitchell@flhealth.gov
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes

Lake County

City of Tavares Fire Department

424 East Alfred Street
Tavares, FL 32778
Contact: Capt. Wayne (Buddy) Luckock III
Phone: 352.742.6475

Healthy Start Lake County

708 Lee Street
Leesburg, FL 34748
Contact: Jennifer Wilson
Phone: 352.314.6933
Email: infohslake@kidscentralinc.org
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Walk-Ins Welcome: Yes
Multi-Lingual: Spanish
Donation Requested: Yes

Lake County Sheriff's Office

15855 State Road 50
Clermont, FL 34711
Contact: Linda Thompson
Phone: 352.742.3600
Email: linda.thompson@lcso.org
Appointment Needed: Yes

Leesburg Fire Department

201 South Canal Street
Leesburg, FL 34748
Contact: Denys Neff
Phone: 352.728.9780
Appointment Needed: Yes

Lee County

Cape Coral Hospital

636 Del Prado Boulevard South
Cape Coral, FL 33990
Contact: Lorena Rodriguez
Phone: 239.343.5803
Days of Operation: Tuesday–Thursday
Hours of Operation: 8:00 am–4:30 pm
Appointment Needed: Yes
Multi-Lingual: Spanish

Florida Highway Patrol—Troop F

10041 Daniels Parkway
Ft. Myers, FL 33913
Contact: Lt. Greg Bueno or Rob Aponte
Phone: 239.225.9605 or 239.344.1737
Days of Operation: Weekdays
Hours of Operation: 9:00 am–4:00 pm
Walk-Ins Welcome: Yes
Multi-Lingual: Spanish
Donation Requested: Yes

Golisano Hospital of Southwest Florida

9981 South Healthpark Drive
Fort Myers, FL 33908
Contact: Sally Kreuscher
Phone: 239.343.6199
Days of Operation: Monday–Saturday
Hours of Operation: 8:00 am–4:30 pm
Appointment Needed: Yes
Multi-Lingual: Spanish

North Fort Myers Fire Department

2900 Trail Dairy Circle
North Fort Myers, FL 33917
Phone: 239.997.8954

South Trail Fire and Rescue

2112 Crystal Drive
Fort Myers, FL 33907
Contact: Christie Knudsen
Phone: 239.936.5281 or 239.433.0080

Leon County

Florida Highway Patrol—Troop H

2100 Mahan Drive
Tallahassee, FL 32308-6199
Contact: Lt. James Shaw or Cpl. Patricia Jefferson-Shaw
Phone: 850.410.3050 or 850.410.3046

Leon County Emergency Medical Services
911 Easterwood Drive
Tallahassee, FL 32311
Contact: Susan Kinni
Phone: 850.606.2100
Email: kinnis@leoncountyfl.gov
Days of Operation: As needed
Hours of Operation: As needed
Appointment Needed: Yes

Tallahassee Police Department
234 East 7th Avenue
Tallahassee, FL 32303
Contact: Jody Henderson
Phone: 850.891.4261
Days of Operation: Wednesday
Hours of Operation: 9:00 am–11:00 am
Appointment Needed: Yes

Levy County

Early Learning Coalition of the Nature Coast
117 Northeast First Street
Chiefland, FL 32626
Contact: Sue Littnan
Phone: 352.563.9939 ext.235
Email: slittnan@elc-naturecoast.org
Days of Operation: Dates scheduled monthly. Contact program for upcoming dates.
Hours of Operation: 8:00 am–3:30 pm
Appointment Needed: Yes
Notes: There is no fee for a car seat inspection, however there is a $30 cost for a new car seat. Seats are for income eligible families with a limit of one seat per child.

Levy County Health Department
66 West Main Street
Bronson, FL 32621
Contact: Lori Spadavecchia
Phone: 352.486.5300
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Donation Requested: Yes

Liberty County

Liberty County Healthy Start
12832 Northwest Central Avenue
Bristol, FL 32424
Contact: Katrina Sims
Phone: 850.674.5645 x248

Madison County

Madison County Health Department, Healthy Start Program

218 Southwest 3rd Avenue
Madison, FL 32340
Contact: Shanetha Mitchell or Tangela Knight
Phone: 850.973.5000 x2131
Email: shanetha.mitchell@flhealth.gov
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes

Manatee County

Bradenton Fire Department

1010 9th Avenue West
Bradenton, FL 34205
Phone: 941.932.9600

Cedar Hammock Fire Rescue

5200 26th Street West
Bradenton, FL 34207
Contact: Adam Chrisman
Phone: 941.751.7090
Email: achrisman@chfr.org
Days of Operation: Monday–Thursday
Hours of Operation: 8:00 am–5:00 pm
Walk-Ins Welcome: Yes
Donation Requested: Yes
Notes: Donations help with supplies for checkup events.

Early Learning Coalition of Manatee

600 8th Avenue West #100,
Palmetto, FL 34221
Phone: 941.757.2900 ext 244

Marion County

Ocala Police Department

402 South Pine Avenue
US Highway 441
Ocala, FL 34471
Contact: Bridgette Maurice
Phone: 352.369.7000
Multi-Lingual: French

Martin County

Martin County Sheriff's Office
800 Southeast Monterey Road
Stuart, FL 34994
Contact: Laura Passanesi
Phone: 772.320.4749

Martin County Tax Collector–Hobe Sound Office
11734 Southeast Federal Highway
Hobe Sound, FL 33455
Contact: Monica Velie
Phone: 772.546.7097

Martin County Tax Collector–Stuart Office
3485 Southeast Willoughby Boulevard
Stuart, FL 34994
Contact: Monica Velie
Phone: 772.288.5600

Safe Kids St. Lucie
800 Martin Luther King Jr. Boulevard
Stuart, FL 34994
Contact: Ronda Cerulli
Phone: 772.462.3501
Email: ronda.cerulli@flhealth.gov
Days of Operation: 2nd Wednesday
Hours of Operation: 9:00 am–noon
Appointment Needed: Yes

Miami-Dade County

Injury Free Coalition for Kids of Miami
1601 Northwest 12th Avenue, Suite 2034
Miami, FL 33136
Contact: Lyse Deus
Phone: 305.243.9080
Email: ldeus@jhsmiami.org
Days of Operation: Weekdays
Hours of Operation: 9:00 am–5:00 pm
Appointment Needed: Yes
Multi-Lingual: Spanish, French and Creole

Miami Gardens Police Department

18611 Northwest 27th Avenue
Miami Gardens, FL 33056
Contact: Melissa Harden
Phone: 786.279.1254
Email: mharden@miamigardens-fl.gov
Days of Operation: Weekdays
Hours of Operation: 9:00 am–5:00 pm
Appointment Needed: Yes
Donation Requested: Yes

Nicklaus Children's Hospital

3100 Southwest 62 Avenue
Miami, FL 33155
Contact: Malvina Duncan
Phone: 305.663.6800
Appointment Needed: Yes
Multi-Lingual: Spanish

Safer Kids and Homes

3794 Irvington Avenue
Miami, FL 33133
Contact: Janice Pruett
Phone: 786.564.5937

Tutti Bambini

7400 Southwest 57th Court
Miami, FL 33143
Contact: Monica Burgos-Valdes
Phone: 305.669.1400
Multi-Lingual: Multi-lingual

Monroe County

Florida Keys Healthy Start Coalition

1100 Simonton Street
Key West, FL 33040
Contact: Leah Stockton
Phone: 305.293.8424

Monroe County Health Department

50 Highpoint Drive, Suite 105
Tavernier, FL 33070
Phone: 305.853.7400

Nassau County

Nassau County Health Department
1620 Nectarine Street
Fernandina Beach, FL 32034
Phone: 904.548.1860

Okaloosa County

Beyond Just Buckled, Inc.
426 Bridgewater Court
Mary Ester, FL 32569
Contact: Kimberly Cooper
Phone: 850.218.8200

Crestview Fire Department
321 West Woodruff Avenue
Crestview, FL 32536
Contact: Kelly Smith-Thomas
Phone: 850.682.6141
Email: kthomascrestviewfire@gmail.com
Days of Operation: Monday–Sunday
Appointment Needed: Yes
Donation Requested: Yes

UF/IFAS Extension Okaloosa County
3098 Airport Road
Crestview, FL 32539
Contact: Jill Breslawski
Phone: 850.689.5850
Email: jbreslawski@ufl.edu
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Donation Requested: Yes, $25 donation requested

Okeechobee County

Okeechobee County Fire Rescue
707 Northwest 38th Avenue
Okeechobee, FL 34972
Contact: Ryan Hathaway
Phone: 863.763.5544
Email: rhathaway@co.okeechobee.fl.us
Days of Operation: Weekdays
Hours of Operation: 8:00 am-5:00 pm
Appointment Needed: Yes
Walk-Ins Welcome: Yes
Multi-Lingual: Spanish

Orange County

Apopka Fire Department
175 East 5th Street
Apopka, FL 32703
Contact: Brian Bowman
Phone: 407.703.1756
Email: bbowman@apopka.net
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes
Multi-Lingual: Spanish

Arnold Palmer Hospital
92 West Miller Street
Orlando, FL 32806
Contact: Lina Chico
Phone: 321.841.5731
Appointment Needed: Yes
Multi-Lingual: Spanish

Orange County Health Department
475 W. Story Road
Ocoee, FL 34761
Phone: 407.254.6822

Orlando Police Department
1250 West South Street
Orlando, FL 32805
Contact: Danielle Campbell
Phone: 407.246.2814
Email: danielle.campbell@cityoforlando.net
Days of Operation: Weekdays
Hours of Operation: 8:00 am-3:00 pm
Appointment Needed: Yes

Safe Kids Orange County—The Children's Safety Village
910 Fairvilla Road
Orlando, FL 32808
Contact: Carissa Johns
Phone: 407.521.4673
Appointment Needed: Yes

Seminole County Safe Kids Coalition—Seminole County EMS/Fire Rescue #13
3860 East Semoran Boulevard
Apopka, FL 32703
Contact: Sharon Gregory
Phone: 407.665.5126 or 407.665.5128
Days of Operation: 3rd Thursday
Hours of Operation: 9:00 am–11:00 am
Appointment Needed: Yes

Osceola County

Kissimmee Police Department

8 North Stewart Avenue
Kissimmee, FL 34741
Contact: Cinthia Pabon
Phone: 407.847.0176 or 321.624.9471
Appointment Needed: Yes
Multi-Lingual: Spanish

Palm Beach County

Boca Raton Fire Rescue Services Department

6500 Congress Avenue
Boca Raton, FL 33487
Phone: 561.982.4000

Boynton Beach Fire Rescue

2080 High Ridge Road
Boynton Beach, FL 33426
Contact: Gina Morency and Sue McMath
Phone: 561.742.6343
Appointment Needed: Yes

Boynton Beach Fire Rescue Station 3

3501 North Congress Avenue
Boynton Beach, FL 33436
Contact: Gina Morency
Phone: 561.742.6343
Appointment Needed: Yes

Boynton Beach Fire Rescue Station 4

1919 South Federal Highway
Boynton Beach, FL 33435
Phone: 561.742.6329

Bridges at Belle Glade

33 West Avenue A,
Belle Glade, FL 33430
Phone: 561.992.8210

Bridges at Boynton Beach

970 North Seacrest Boulevard
Boynton Beach, FL 33435
Phone: 561.732.2377 ext. 130

Bridges at Highland

Highland Elementary School
Clarke Building
500 Highland Avenue
Lake Worth, FL 33460
Phone: 561.899.1652

Bridges at Lake Park

1411 10th Street
Lake Park, FL 33403
Contact: Cindi Castle
Phone: 561.881.5060

Bridges at Lake Worth East

802 South Dixie Highway
Lake Worth, FL 33460
Phone: 561.899.1642

Bridges at Lake Worth West

4730 Maine Street
Lake Worth, FL 33461
Phone: 561.649.9600

Bridges at Northwood

Northmore Elementary School
4111 North Terrace Drive, Portable 9
West Palm Beach, FL 33407
Phone: 561.840.3106

Bridges at Riviera

2831 Avenue South
Riviera Beach, FL 33404
Phone: 561.889.1644

Bridges at West Palm Beach

816 9th Street
West Palm Beach, FL 33401
Contact: David Chandler
Phone: 561.804.6754
Days of Operation: Once a Month
Multi-Lingual: Spanish and Creole

IBIS Police Department

Pineapple Park / Ibis,
West Palm Beach, FL 33412
Phone: 561.822.1900

Palm Beach County Fire Rescue

405 Pike Road
West Palm Beach, FL 33411-3518
Contact: Jeff Heinz
Phone: 561.616.7033
Email: jheinz@pbcgov.org
Days of Operation: Wednesday
Appointment Needed: Yes
Donation Requested: Yes, only for car seats provided

Palm Springs Police Department

230 Cypress Lane
Palm Springs, FL 33461
Contact: Officer Rafael Hernandez
Phone: 561.968.8243
Email: rhernandez@vpsfl.org
Days of Operation: Weekdays
Hours of Operation: 8:00 am-5:00 pm
Appointment Needed: Yes
Walk-Ins Welcome: Yes
Multi-Lingual: Spanish
Notes: Please call ahead for technician and/or CPS seat availability

Safe Kids Palm Beach County

2001 Blue Heron Boulevard West
Riviera Beach, FL 33404
Contact: Fatou Benoit
Phone: 561.841.3500
Email: fbenoit@cp-cto.org
Days of Operation: 2x a Week
Appointment Needed: Yes
Multi-Lingual: Spanish, Creole
SN Services: Yes
Donation Requested: Yes, if car seat is provided

Safety Council of Palm Beach County, Inc

4152 West Blue Heron Boulevard Suite 110,
Riviera Beach, FL 33404
Contact: Candice Gius
Phone: 561.845.8233
Email: scpbc@safetycouncilpbc.org
Days of Operation: Weekdays
Hours of Operation: 8:30 am–5:00 pm
Appointment Needed: Yes
Donation Requested: Yes

Tequesta Police Department

357 Tequesta Drive
Tequesta, FL 33469
Phone: 561.768.0500

Pasco County

All Children's Hospital—Outpatient Care, Pasco

4443 Rowan Road
New Port Richey, FL 34653
Contact: Petra Vybiralova
Phone: 800.756.7233 ext 4
Days of Operation: 4th Friday
Hours of Operation: 11:30 am–12:30 pm
Appointment Needed: Yes

Pinellas County

All Children's Hospital—Main Campus in St. Petersburg

501 6th Avenue South
St Petersburg, FL 33701
Contact: Petra Vybiralova
Phone: 800.756.7233 ext 4
Days of Operation: Wednesday
Hours of Operation: 9:30 am–10:30 am
Appointment Needed: Yes

East Lake Fire Department

1933 East Lake Road
Palm Harbor, FL 34685
Phone: 727.784.8668
Days of Operation: Wednesday
Hours of Operation: 9:30 am–
Appointment Needed: Yes

Lealman Fire Rescue

4360 55th Avenue North
St. Petersburg, FL 33714
Contact: Linda Jewell
Phone: 727.526.5650 ext 221
Days of Operation: Wednesday
Hours of Operation: 9:30 am–
Appointment Needed: Yes

Mease Countryside Hospital

3231 McMullen Booth Road
Safety Harbor, FL 34695
Contact: Michelle Sterling
Phone: 855.269.4777
Email: baycare.org/events
Days of Operation: Friday
Hours of Operation: 9:00 am–11:00 am
Appointment Needed: Yes

Oldsmar Fire Rescue

255 Pine Avenue North
Oldsmar, FL 34677
Contact: Dave Young
Phone: 813.749.1200
Days of Operation: Wednesday
Hours of Operation: 9:30 am–
Appointment Needed: Yes
Hearing Impaired Assistance: Yes

Palm Harbor Fire Rescue

250 West Lake Road
Palm Harbor, FL 34684
Contact: Kris Scholz
Phone: 727.784.0454
Days of Operation: Wednesday
Hours of Operation: 9:30 am–
Appointment Needed: Yes

Pinellas County Health Department

310 North Myrtle Avenue
Clearwater, FL 33755
Contact: Julia Latimore
Phone: 727.275.6557
Multi-Lingual: Spanish

Sunstar EMS Headquarters (Largo)

12490 Ulmerton Rd
Largo, FL 33774
Contact: Charlene Cobb
Phone: 727.582.2068 or 727.582.2090
Days of Operation: Wednesday
Hours of Operation: 9:30 am–
Appointment Needed: Yes

Sunstar EMS South Hub (St. Petersburg)

2155 14 Circle North
St. Petersburg, FL 33713
Phone: 727.582.2056

Polk County

All Children's Hospital—Outpatient Care, Lakeland

3310 Lakeland Hills Boulevard
Lakeland, FL 33805
Contact: Petra Vybiralova
Phone: 800.756.7233 ext 4
Days of Operation: 2nd Monday
Hours of Operation: 10:00 am–noon
Appointment Needed: Yes

Lakeland Police Department

219 North Massachusetts Avenue
Lakeland, FL 33801
Phone: 863.834.6900
Days of Operation: 2nd Monday
Hours of Operation: 10:00 am–
Appointment Needed: Yes

Lakeland Regional Health Trauma Service

320 Parkview
Lakeland, FL 33805
Contact: Debra Myers
Phone: 863.284.1882
Appointment Needed: Yes

Lakeland Regional Medical Center

1324 Lakeland Hills Boulevard
Lakeland, FL 33805
Phone: 863.284.1882
Days of Operation: 2nd Monday
Hours of Operation: 10:00 am–
Appointment Needed: Yes

Polk County Sheriff's Office

1891 Jim Keene Boulevard
Winter Haven, FL 33880
Phone: 863.298.6678
Days of Operation: 2nd Monday
Hours of Operation: 10:00 am–
Appointment Needed: Yes

Putnam County

Putnam County Emergency Services

410 South State Road 19
Palatka, FL 32177
Contact: Paul Flateau
Phone: 386.326.2793

Santa Rosa County

Pace Fire/Rescue District

4773 Pace Patriot Boulevard.
Pace, FL 32571
Contact: Robert Nowlin
Phone: 850.994.6884

Santa Rosa County Extension
Extension Faculty - FCS/FNP
6263 Dogwood Drive
Milton, FL 32570
Contact: Ginny Hinton
Phone: 850.623.3868
Appointment Needed: Yes

Santa Rosa County Health Department
5527 Stewart Street
Milton, FL 32570
Phone: 850.983.4504

Santa Rosa County Health Department
277 South Garcon Pt. Road
Milton, FL 32583
Phone: 850.983.5200

Sarasota County

All Children's Hospital—Outpatient Care, Sarasota
5881 Rand Boulevard
Sarasota, FL 34238
Contact: Petra Vybiralova
Phone: 800.756.7233 ext 4

Southern Manatee Fire Rescue
2451 Trailmate Drive
Sarasota, FL 34243
Phone: 941.225.2591 or 941.751.7675

The Car Seat Guy
5039 Ocean Boulevard
Sarasota, FL 34242
Contact: Jacob Morris
Phone: 941.229.0937
Email: FLCarSeatGuy@gmail.com
Days of Operation: All Week
Hours of Operation: 9:00 am–7:00 pm
Appointment Needed: Yes
Service Fee: $35
Notes: Fees go toward education materials, seat scholarships and training

Venice Fire Department
200 Grove Street North
Venice, FL 34285
Phone: 941.480.3030
Days of Operation: 4th Thursday
Hours of Operation: 9:30 am–
Appointment Needed: Yes

Seminole County

Altamonte Springs Police Department

COPS Center, Altamonte Mall
Altamonte Springs, FL 32701
Contact: Michelle Sosa
Phone: 407.571.8293
Email: MLSosa@altamonte.org
Days of Operation: Wednesdays
Appointment Needed: Yes

Lake Mary Fire Department

Lake Mary Fire Station 37
911 Wallace Court
Lake Mary, FL 32746
Contact: Torry Walker or Britt Clark
Phone: 407.585.1480 or 407.585.1422
Email: twalker@lakemaryfl.com or bclark@lakemaryfl.com
Appointment Needed: Yes

Seminole County Fire Department, Station 27

5280 Red Bug Lake Road
Winter Springs, FL 32708
Contact: Sharon Gregory, Rose Harkey, Diane Gordon, or Nancy Norman
Phone: 407.665.5025
Email: SCFDcommunityoutreach@seminolecountyfl.gov
Days of Operation: 3rd Thursday
Hours of Operation: 3:00 pm–5:00 pm
Appointment Needed: Yes

Seminole County Safe Kids Coalition—Lake Mary Police Department

165 East Crystal Lake Avenue
Lake Mary, FL 32746
Contact: Tony Seda
Phone: 407.585.1316
Email: Aseda@lakemaryfl.com
Appointment Needed: Yes
Multi-Lingual: Spanish

Seminole County Safe Kids Coalition—Longwood Police Department

235 West Church Street
Longwood, FL 32750
Contact: Adam Bryant
Phone: 407.260.3410
Email: abryant@longwoodfl.org
Days of Operation: 1st Wednesday
Hours of Operation: 10:30 am– 12:30 pm
Appointment Needed: Yes

Seminole County Safe Kids Coalition—Oviedo Police Department

300 Alexandria Boulevard
Oviedo, FL 32765
Contact: Matthew DePanicis
Phone: 407.971.4959
Email: mDePanicis@cityofoviedo.net
Appointment Needed: Yes

Seminole County Safe Kids Coalition—Sanford Fire Department

Stanford Fire Station 32
300 East Airport Boulevard
Sanford, FL 32773
Contact: Jeffrey Detzel
Phone: 321.436.3607
Email: jeffrey.detzel@sanfordfl.org
Days of Operation: 3rd Tuesday
Hours of Operation: 3:30 pm–5:30 pm
Notes: Appointment recommended.

St. Johns County

St. Johns County Tax Collector—Project Buckle Up

4030 Lewis Speedway
St. Augustine, FL 32084
Contact: Whitney Kersey-Graves
Phone: 904.209.2250
Email: taxcollector@sjctax.us
Days of Operation: Tuesday–Thursday
Hours of Operation: 8:30 am–11:00 am and 2:30 pm–4:00 pm
Appointment Needed: Yes
Hearing Impaired Assistance: Yes
Notes: Car seat check-up assistance provided at no cost. Discounted car seats available for purchase by qualified St. John's County parents or court-appointed legal guardians

St. Johns County Tax Collector—Project Buckle Up

6658 US Highway 1 South
St. Augustine, FL 32086
Contact: Whitney Kersey-Graves
Phone: 904.209.2250
Email: taxcollector@sjctax.us
Days of Operation: Tuesday–Thursday
Hours of Operation: 8:30 am–11:00 am and 2:30 pm–4:00 pm
Appointment Needed: Yes
Notes: Car seat check-up assistance provided at no cost. Discounted car seats available for purchase by qualified St. John's County parents or court-appointed legal guardians

St. Lucie County

Safe Kids St. Lucie County—Port St. Lucie Police Department

121 Southwest Port St. Lucie Boulevard
Port St. Lucie, FL 34984
Contact: Rhonda Cerulli
Phone: 772.462.3501
Days of Operation: 3rd Wednesday
Hours of Operation: 9:00 am–noon
Multi-Lingual: Spanish

Safe Kids St. Lucie County—St. Lucie County Fire Department

350 East Midway
Fort Pierce, FL 34983
Contact: Ronda Cerulli
Phone: 772.462.3501
Days of Operation: 2nd Tuesday
Hours of Operation: 9:00 am–noon
Multi-Lingual: Spanish

Sumter County

Early Learning Coalition of the Nature Coast

617 South US Highway 301
Sumterville, FL 33585
Contact: Sue Littnan
Phone: 352.563.9939 ext.235
Email: slittnan@elc-naturecoast.org
Days of Operation: Dates scheduled monthly. Contact program for upcoming dates.
Hours of Operation: 8:00 am–3:30 pm
Appointment Needed: Yes
Notes: There is no fee for a car seat inspection, however there is a $30 cost for a new car seat. Seats are for income eligible families with a limit of one seat per child.

Sumter County Healthy Start

1425 South US 301
Sumterville, FL 33585
Phone: 352.569.3102

Sumter County Sheriff's Office

1010 North Main Street
Bushnell, FL 33513
Contact: Michelle Pitts
Phone: 352.569.1603
Multi-Lingual: Spanish

Suwannee County

Suwannee County Health Department
915 Nobles Ferry Road
Live Oak, FL 32064
Contact: Yvonne Rodriguez
Phone: 386.362.2708 ext 227

Taylor County

Taylor County Health Department
1215 North Peacock Avenue
Perry, FL 32347
Phone: 850.584.5087

Volusia County

Halifax Health Healthy Communities
1688 West Granada Boulevard
Ormond Beach, FL 32174
Contact: Steve Parris
Phone: 386.425.7920

Wakulla County

Wakulla County Health Department
48 Oak Street
Crawfordville, FL 32327
Contact: Mary Westbrook
Phone: 850.926.0400
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm
Appointment Needed: Yes

Walton County

UF/IFAS Extension Walton County
732 SR-83
DeFuniak Springs, FL 32433
Contact: Ricki McWilliams
Phone: 850.892.8172

Washington County

Washington County Health Department Healthy Start Program
1338 South Boulevard
Chipley, FL 32428
Contact: Valery Lawton
Phone: 850.457.8500
Days of Operation: Weekdays
Hours of Operation: 7:30 am–4:00 pm
Walk-Ins Welcome: Yes

List of Florida Law Enforcement Agencies that plan to participate in FY2020 CIOT
Alachua County Sheriffs Office
Apopka Police Department
Atlantic Beach Police Department
Atlantis Police Department
Auburndale Police Department
Bay Harbor Islands Police department
Belle Isle Police Department
Boca Raton Police Services Department
Bonifay Police Department
Brevard County Sheriff's Office Cape Canaveral
Broward Sheriff's Office
Bunnell Police Department
Charlotte County Sheriff's Office
Citrus County Sheriff's Office
City of Aventura Police Department
City of Bowling Green Police Department
Clermont Police Department
Collier County Sheriff's Office
Coral Gables Police Dept.
Coral Springs Police
Davie Police Dept
Daytona Beach Police Dept.
Daytona Beach Shores Department of Public Safety
DeFuniak Springs Police
Edgewater Police Department
El Portal
FAMU PD
Fellsmere Police Department
FHP - Troop F
FHP - Troop G
FHP Troop E
FLORIDA A&M UNIVERSITY PD
Florida Gulf Coast University Police Department
FLORIDA HIGHWAY PATROL
FLORIDA HIGHWAY PATROL
Florida Polytechnic University
Florida State University Police Department
Florida State University Police Department
Fort Pierce Police Department
Fort Walton Beach Police Department
Fort Walton Beach Police Department
Fruitland Park Police Department
Ft Lauderdale PD
Glades County Sheriff's Office
Golden beach police department
Green Cove Springs Police Department

List of Florida Law Enforcement Agencies that plan to participate in FY2020 CIOT
Gulf Breeze Police Department
Gulf Stream Police
Gulfport Police Dept
Haines City Police Department
Hardee County Sheriff's Office
Hendry County Sheriff's Office
Hialeah Gardens Police
High Springs Police Department
Highland Beach Police Department
Hillsboro Beach Police Department
Hillsborough County Sheriff's Office
Holly Hill Police Dept.
Indialantic Police Department
Indian Creek PD
Indian River County Sheriff's Office
Indian River Shores Public Safety
Jacksonville Beach Police Department
Jacksonville Sheriff's Office
Lady Lake Police Department
Lake City Police Department
Lake Mary Police Department
Lake Wales Police Department
LakeClarke Shores
Lakeland Police Department
Lee County Port Authority Police
Lee County Sheriff's Office
Leon County Sheriffs Office
Lighthouse Point Police Department
Live Oak Police Department
LYNN HAVEN POLICE DEPT
Madison County Sheriff's Office
Maitland Police Department
Manalapan Police Dept
Martin County Sheriff's Office
Mascotte Police Department
Medley Police
Melbourne Beach Police Department
Melbourne Pd
Miami Beach PD
Miami Springs Police Department
Miami-Dade Police Department
Miramar Police Department
Monroe County Sheriff's Office
Nassau County Sheriff's Office
New College of Florida Police Department

List of Florida Law Enforcement Agencies that plan to participate in FY2020 CIOT
New Port Richey Police Department
New Smyrna Beach Police
Niceville Police department
Ocean Ridge Police Department
Okeechobee County Sheriff's Office
Orange Park Police Department
Orlando Police Dept
Ormond Beach Police Department
Osceola County Sheriff's Office
Oviedo Police Department
Palm Bay Police Dept.
Palm Beach Sheriff's Office
Panama City Beach Police Department
Pasco Sheriff's Office
Pembroke Pines Police Department
Plantation
Port Orange Police Dept
Punta Gorda Police Department
Quincy Police Department
Sarasota County SO
Sarasota Police Department
Satellite Beach Police Department
Sebring Police Department
SEWALL'S POINT POLICE DEPARTMENT
Shalimar Police Department
South Palm Beach Police
St Augustine Police Department
St. Augustine Beach Police Department
St. Johns County Sheriff's Office
STUART POLICE DEPT
SUMTER COUNTY SHERIFF'S OFFICE
Sunny Isles Beach PD
Suwannee County Sheriff's Office
Tampa Police Dept
Tarpon Springs Police Department
Tavares Police Department
Taylor County Sheriff's Office
Temple Terrace PD
Town of Surfside Police Department
Treasure Island Police Department
Troop A FHP
Troop B FHP
Umatilla Police Department
University of North Florida PD
University of South Florida Police Department
Wauchula Police Department

List of Florida Law Enforcement Agencies that plan to participate in FY2020 CIOT
West Palm Beach Police Department
Winter Garden Police Department

405 (C) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Add New

Meeting Date
September 13, 2019
December 6, 2019
April 3, 2020

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator   Melissa Gonzalez

Title of State's Traffic Records Coordinator   Traffic Safety Program Manager/TRCC Coordinator

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

See attachment FL_FY20 TRCC Member List

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, 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; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section 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; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

⊼ UPLOAD

Upload area in GMSS
See attachments FL_FY20_Florida TR Strategic Plan Update 4.2019 and FL_FY20_TR Assessment Priorities

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.
See attachment FL_FY20_TR Assessment Priorities, where Florida outlines the recommendations that are currently being addressed or will be addressed, as well as those that will not be addressed.

Enter a direct copy of the section of the State traffic records strategic plan that 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 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.
See attachment FL_FY20_TR Assessment Priorities, where Florida outlines the recommendations that are currently being addressed or will be addressed, as well as those that will not be addressed.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-20-18-01	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	Improves completeness of a core highway safety database
M3DA-20-18-02	Crash and Uniform Traffic Citation (UTC) Data Improvement	Improves uniformity of a core highway safety database
M3DA-20-18-03	Field Data Collection for National EMS Information System (NEMSIS)	National Emergency Medical Services Information System
M3DA-20-18-04	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	Improves accessibility of a core highway safety database
M3DA-20-18-05	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	Improves uniformity of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

See attachment FL_FY20_TR Assessment Priorities, where Florida outlines the recommendations that are currently being addressed or will be addressed, as well as those that will not be addressed.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), 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. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

See attachment FL_FY20_TR Quantitative Progress Report

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

⊼ UPLOAD

Upload area in GMSS
Click here to enter text.

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 1/4/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Florida Traffic Safety Information System

DATA WHEN, WHERE, AND HOW YOU NEED IT

Strategic Plan 2017 - 2021

prepared for

Florida Department of Transportation

prepared by

Cambridge Systematics, Inc.

Florida Department of Transportation
Melissa Gonzalez, TRCC Coordinator

date

April 5, 2019

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1.0 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 2017 through 2021. 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.

1.1 STRATEGIC PLANNING PROCESS

In 2015, the Florida Department of Transportation State Safety Office (FDOT) requested that the National Highway Traffic Safety Administration (NHTSA) facilitate a new Traffic Records Assessment (TRA), which was conducted from September 16, 2015 and concluded January 4, 2016. The recommendations from this assessment are included in Appendix A.

With the assessment results as an impetus, the Department decided to develop a new TSIS Strategic Plan for 2017 through 2021 to provide focus and direction to the high priority recommendations that came out of the assessment process. The strategic planning process spanned a three-month period beginning with several meetings held in Tallahassee, Florida in February 2017 and March 2017. These meetings focused on the six individual traffic record data systems including data usage and integration. On April 7, 2017, a voting meeting was held for Florida's Traffic Records Coordinating Committee (TRCC) Executive Board to approve the updated TSIS Strategic Plan. All of the meetings were broadcast via web-conference for interested individuals.

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: the Florida Department of Transportation (FDOT), Department of Highway Safety and Motor Vehicles (DHSMV), Florida Department of Health (DOH), Agency for Health Care Administration (AHCA), Florida Highway Patrol (FHP), Florida Chief's Association (FCA), Florida Sheriff's Association (FSA), TraCS/ELVIS Florida, LexisNexis, Cambridge Systematics, Inc., University of Florida (UF), Florida Court Clerks and Comptrollers (FCCC), and NHTSA. Participants in the strategic planning process are listed in Appendix B.

The strategic planning process consisted of three phases, as shown in Figure 1.1. The activities that took place during each phase are discussed in more detail below.

Figure 1.1   Strategic Planning Process
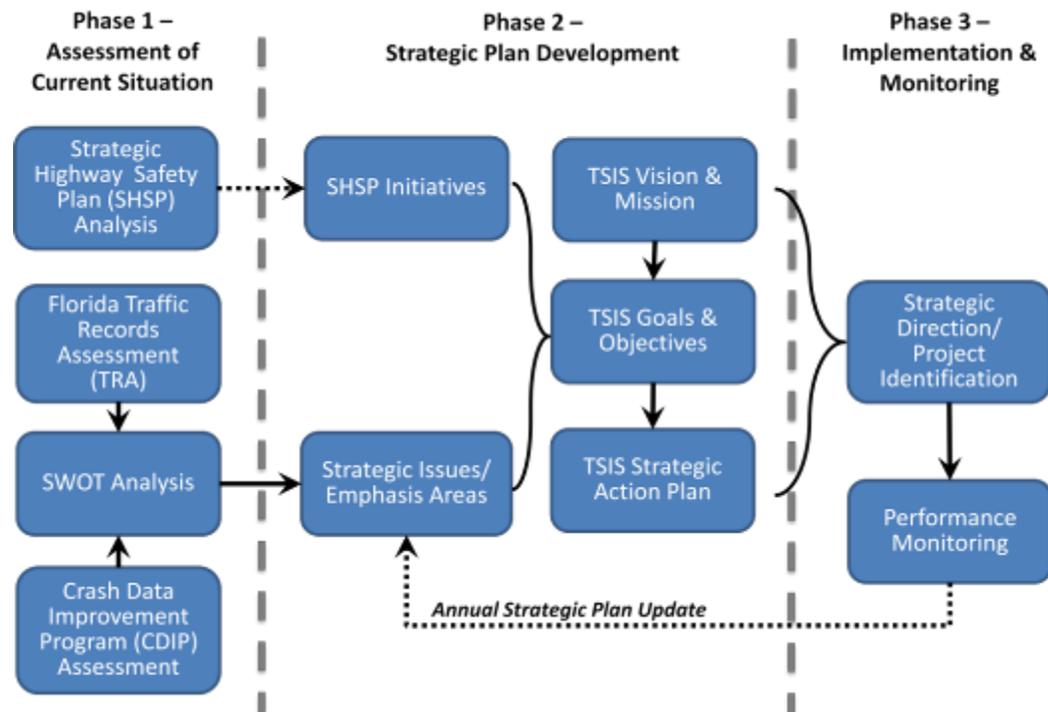
Phase 1 – Assessment of Current Situation

Phase 1 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 2016 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 Traffic Records Coordinating Committee. 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 2 – Strategic Plan Development

Phase 2 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 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 3 – Implementation and Monitoring

Phase 3 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 April 2019 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 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 2017 – 2021 TSIS Strategic Plan will be prepared on an annual basis in conjunction with Florida's Section 405(c) grant application process.

1.2   STRATEGIC PLAN ORGANIZATION

The TSIS Strategic Plan is organized is follows:

- Section 1 provided 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) grant funds will be used to address the goals and objectives of the TSIS Strategic Plan.

- Appendix A provides the 2016 Traffic Records Assessment Executive Summary.

- Appendix B lists the participants in the strategic planning process.

2.0 Florida 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.

2.1 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.

2.2 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:

1. Maintain authority to review Florida's highway safety data and traffic records systems;

2. 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;

3. 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;

4. Represent the interests of the agencies and organizations within the traffic records system to outside organizations;

5. Review and evaluate new technologies to keep the State's highway safety data and traffic records systems up to date.

6. Assist TRCC members applying for public and private funds to support and improve traffic records;

7. Approve Florida's annual Section 405(c) application submitted by the Florida Department of Transportation (FDOT) to the National Highway Traffic Safety Administration (NHTSA);

8. Approve expenditures of Section 405(c) funds received by the FDOT; and

9. 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.

2.3   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.

2.4   MEMBERSHIP ON THE TRCC

The TRCC consists of an Executive Board, an Application Review Subcommittee and a Go Team Subcommittee.

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, Florida Chief's 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. 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 2.1 lists current TRCC Executive Board Members (as of April 2019).

Table 2.1   Florida TRCC Executive Board Members

Name	Agency	Traffic Records System Represented
Beth Allman (Chair)	Florida Court Clerks & Comptrollers	Driver License / History Data Citation
		Law Enforcement / Adjudication Data
Steve McCoy (Vice Chair)	Department of Health	EMS / Injury Surveillance
Chief Virgil Sandlin	Florida Chief's Association	N/A
Robert Kynoch	Florida Department of Highway Safety and Motor Vehicles (DHSMV)	Crash Data System
		Driver Licensing System
		Vehicle Registration System
Lora Hollingsworth	Florida Department of Transportation	Roadway System
Major Gary Howze	Florida Highway Patrol / DHSMV	N/A
David Brand	Florida Sheriff's Association	N/A

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 chair of the Executive Board will appoint committee chairs. Subcommittees can meet as often as needed to perform the work assigned by the Executive Board, and committee chairs shall report committee activities and accomplishments to the Executive Board at least quarterly.

Currently, there is an Application Review Subcommittee that was updated in January 2019. The responsibility of this committee is to review all concept papers/applications received for 405(c) funds and provide guidance to the Executive Board on potential projects. All proposed projects are prioritized and ranked based on project costs, risk of failure, stakeholder coordination and most importantly the impact on the core systems.

Needs to support the NHTSA Go Team and TRCC Coordinator arose and a Go Team Subcommittee was established on August 17, 2018. This subcommittee consists of subject matter experts from various stakeholders who hold responsibility of the Crash Systems and/or use Crash data in their everyday duties.

Table 2.2 lists the members of the TRCC Subcommittee Members.

Table 2.2   TRCC Subcommittee Members

Name	Agency	Application Review	Go Team
Brenda Clotfelter	Florida DOH	x	x
Joshua Sturms	Florida DOH	x	x
Richie Frederick	Florida DHSMV	x	x
Stephanie Duhart	Florida DHSMV		x
Thomas Austin	Florida DHSMV	x	x
Amy Pontillo	Florida State University	x	
Seth Bartee	Florida State University	x	
Zoe Williams	Florida State University	x	
Margaret Edwards	Florida State University	x	
Dr. Ilir Bejliri	University of Florida	x	x
Benjamin Jacobs	Florida DOT		x
Chris Craig	Florida DOT	x	x
Melissa Gonzalez	Florida DOT (TRCC Coordinator/Chair)	x	x

3.0 Traffic Records Strategic Plan Elements

3.1 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.

3.2 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 multi-agency 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.

Table 3.1 summarizes specific objectives, strategies, and action steps associated with these goals in order to advance traffic records systems in Florida over the next five years. An annual implementation update for FY2019 is provided.

Table 3.1 Action Plan for the 2017-2021 Florida Traffic Records Strategic Plan

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 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	Number of TRCC Executive Board meetings each year with 70 percent participation	Quarterly	TRCC Chairperson	TRCC Executive Board Meeting were held: FY16/17- 12/16/2016; 4/7/2017; 8/11/2017; FY17/18- 12/8/2017; 4/13/2018; 9/7/2018; FY 18/19- 12/7/2018; 4/5/2019; 9/13/2019; FY 19/20- 12/6/2019; 4/3/2020;
1.1b	Conduct subcommittee meetings with data managers, as needed • Identify data managers for agencies with systems to participate in the TRCC	Number of TRCC data manager meetings each year w/70% participation	Ongoing	TRCC Coordinator	3 Roadway Data System Managers added
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 Dec. 7, 2018

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	Added a TRCC Executive Board member to represent the Florida Sheriff's Association and EMS (DOH). Identified the need for Roadway Data System Representation: 3 managers added
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	Motorcycle Coalition presented data request at the 08/11/2017 TRCC Meeting. Florida Impaired Driving data request-Subcommittee meeting held 02/16/2018.

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
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	
2.2b	Reporting on outreach efforts to other groups	Outreach efforts conducted and reported	Ongoing	TRCC Coordinator	

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 Chairperson	Complete: TSIS 2017-2021
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	Ongoing	Executive Board	Application Subcommittee established on March 23, 2017.Go Team Subcommittee established on August 17, 2018. Go Team Subcommittee established on August 17, 2018. Geo-Location Tool Subcommittee established on April 5, 2019.

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	April 2018	Executive Board	Formally initiated: 3/29/18
2.4b	Establish reporting responsibilities for TRCC subcommittee group Chairpersons			TRCC Coordinator	The TRCC Coordinator serves as the Chairperson for all subcommittees and manages reporting responsibilities.
2.4c	Establish reporting mechanism/protocols for subcommittees Chairpersons • Subcommittees Chairpersons follow established protocols and report to the Executive Board	Reporting protocols established		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		TRCC Coordinator	Go Team Subcommittee - updated provided to Executive Board at 12/7/2018 and at the 4/5/2019 TRCC meeting.

Objective 3: Develop a 5- year Traffic Records Information System (TRIS) Strategic Plan by FY2017.

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 2017	Executive Board	Complete. The TRCC developed a five-year Traffic Safety Information System Strategic Plan for years 2017 through 2021; Approved 4/7/2017
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	FY19 Action Plan updates received by stakeholders on 03/29/2019.

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 and 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 and Project Directors	Updates provided at each TRCC meeting.
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 reported on quarterly progress.

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 and Project Directors	Quarterly updates reported at all TRCC meetings.
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 and 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	Interim progress report submitted to NHTSA in 4/26/2018; Pre-approval received 5/25/2018. Next Progress Report in development.
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

GOAL 2: Develop and maintain complete, accurate, uniform, and timely traffic records data.

Objective 6: Improve the completeness of traffic records systems by December 2021.

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)	DHSMV	
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 2015 crash data for crash report accuracy and completeness. • Analyze number of reports in the crash data base that would fail one or more of the measures established for accuracy. • Disseminate conclusions by conducting LEA trainings to reduce error rates by 5 percent each year.	Improve accuracy and completeness of crash reports from 2015 baseline data.	January 2017 (Complete) September 2019	DHSMV	FY19 Project: DHSMV to conduct 8 regional crash workshops and 6 UTC workshops to further educate LEAs on what constitutes as an accurate and complete reporting.
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, DHSMV) • 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	DHSMV	Contacts updated – January 2019 Online crash report manual completed and published on 2/5/19 FY19 Project TraCS to add help functionality in software that will link to the updated crash manual as a PDF online (May 2019).

*Strategy 6.2: Improve completeness of the **<u>Roadway Data System</u>** 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 Roadway Characteristics Inventory (RCI).*

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 State Safety Office (SSO) and 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 State Safety Office (SSO) and Transportation Data Analytics Office (TDA)	
6.2c	Establish a plan to collect additional public roadway data to include local roadway data • Evaluate / Review current available data for completeness • Establish a needs and requirements document to meet all local federal requirements • Develop and conduct a survey to determine the number of additional attributes that should be collected		December 2021 (with census update)	FDOT State Safety Office (SSO) and Transportation Data Analytics Office (TDA)	

Action Step	Description	Performance Measure	Timeline	Leader	Notes
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 Rewrite	Maintain an established inventory of the number of contacts made and the number of elements included.	May 2018	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 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 dataset
6.2e	Evaluate potential base map considerations • ARNOLD; ARBM; NavTeq (HERE); RCI LRS		January 2020	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)	TBD
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.

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 5 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	Percent of citation records with no missing critical data elements (target – 5% increase per year).	Annually	DHSMV	FY19 Project: DHSMV to conduct 8 regional crash and 6 UTC report trainings to further educate LEAs on what constitutes as an accurate and complete reporting. Grant requested for FY2020 to increase completeness / accuracy of crash and citation reporting. UTC Completeness baseline was established on 01/05/2018

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	Percent of emergency runs contributing to the statewide database	Quarterly	DOH	203 agencies reporting to EMSTARS.
6.4b	Assist agencies with mapping issues, software to enable transition to most current NEMSIS data standard etc.	Number of critical data elements monitored.		DOH	Currently monitoring 5 critical data categories as defined by NEMSIS.
6.4c	Review and refine the list of critical data elements	Number of critical data elements monitored	December 2018	DOH	Currently monitoring 5 critical data elements.
6.4d	Reduce the number of missing critical elements (blank elements)	Percent of EMS records with no missing critical data elements	Quarterly	DOH	89% are reporting with valid data from the 5 data categories.

*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		DOH	Requested grant funding to conduct training to educate local EMS agencies on data collection standards.
6.5b	Quarterly reporting of compliance to Trauma Centers			DOH	

Objective 7: Improve accuracy of traffic records systems by December 2021.

*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 2015 crash report data. • Analyze number of reports in the crash data base that would fail one or more of the measures established for accuracy. • Disseminate conclusions by conducting LEA trainings to reduce error rates by 5 percent each year. • Establish and maintain current contact and contact information on key players (vendors, agencies, OPS, DHSMV)	Improve accuracy and completeness of crash reports from 2015 baseline data by evaluating the number of crash reports in the crash data base that would fail established baselines due to validation errors.	January 2017 (Complete) September 2019 Annually	DHSMV	FY19 Project: DHSMV to conduct 8 regional crash and 6 UTC report trainings to further educate LEAs on what constitutes as an accurate and complete reporting. Contacts updated – January 2019 FY19 Project TraCS provides updates at TRCC meetings on which additional validation checks were added to the system as a result of common errors determined during DHSMV trainings.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
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	Promote Signal 4 and Geolocation tool	Ongoing	DHSMV	DHSMV sent memo (12/21/2016) to LEA regarding using S4/Geolocation tool and held meetings with each of the state approved vendors; TraCS mandate in place for all LEAs reporting crash reports (Jan. 2019). A portion of the regional Crash and UTC workshops will focus on the geo-location tool and the benefits it provides.
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.	December 2018	DHSMV	Go Team Project Phase I completed. Go Team Project Phase II, Draft Final Report received April 1, 2019.
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	DHSMV	Online crash report manual completed (3/8/2018); Revised crash manual to reflect MMUCC new definition for Serious Injuries (2/5/2019)
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	DHSMV	FY19 Project: DHSMV to conduct 8 crash and 6 UTC report training events (2019). DHSMV working with vendor to implement quality control process.

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	Number of driver records with missing data elements.	Annually	DHSMV	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	DHSMV	DHSMV documenting conviction data edit requirements to increase accuracy

Action Step	Description	Performance Measure	Timeline	Leader	Notes
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.	Annually	DHSMV	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	DHSMV	

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	DHSMV	DHSMV has not implemented VIN decoding in FRVIS. This enhancement should be implemented by Fall 2019. This technology is already implemented in the EFS system.
7.4b	Route plan through the agency's governance process		Annually	DHSMV	DHSMV is unable to provide the percentage of vehicle records with no errors in critical data elements at this time. DHSMV has begun documentation gathering for FRVIS modernization project (6-7 year project).

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	Number of measures implemented	Quarterly	DOH	Data quality measures consistent with State EMS Strategic Plan are being monitored on a quarterly basis. 89% are reporting with valid data from the 5 data categories.

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	DOH	Also utilizing the NEMSIS Data Quality Reports to track national measures.
7.6b	Develop accuracy performance measures	Number of performance measures established	Quarterly	DOH	Implemented 5 data quality categories to measure: Patient Information; Cardiac Arrest; Valid System Times; Cause of Injury; Clinical Times Recorded

Objective 8: Improve uniformity of traffic records systems by December 2021.

*Strategy 8.1: Improve uniformity of the <u>**Crash Data System**</u> by continuing to comply with MMUCC Standard and Compliance.*

Action Step	Description	Performance Measure	Timeline	Leader	Notes
8.1a	Continue review of DHSMV processes and MMUCC Standards to ensure consistency and uniformity • Perform an analysis on stance of new MMUCC Standards to create baselines on a National Standard. • Create an implementation plan for MMUCC Compliance	Crash Report comparison to National MMUCC standards	December 2021	DHSMV	MMUCC goal: 90% compliant MMUCC standards analysis to be completed in 2018. Uniformity baseline established in December 2017. Request grant funding to review manual and add MMUCC definitions by Sept. 2018.
8.1b	Develop and maintain an online crash manual that is relevant with current practices, policies and procedures	Online crash manual developed	Annually	DHSMV	Online crash report manual completed and published on 2/5/19

*Strategy 8.2: Improve uniformity of the <u>**Roadway Data System**</u> 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	June 2019	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.
8.2b	Provide a modified process of data collection methods and adding the MIRE Fundamental Data Elements to be collected	Methods and techniques implements	Ongoing	FDOT CIM	FDOT currently reviewing data collection methods and techniques;
8.2c	GIS will provide uniform data in LRS format • Evaluate potential basemap considerations	Testing results shared; Prototype finalized	June 2019	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 ICD6.0.5		September 2018/2019	DHSMV	Current grant project to focus on improving completeness/ accuracy of crash and citation reporting.
8.3b	Compare targeted fields with data record requirements		September 2018/2019	DHSMV	Requesting grant funding to target data elements for improvement.
8.3c	Establish common rules for data elements (i.e. Naming conventions, address, zip code, etc.)		September 2018/2019	DHSMV	Modernization project will create uniformity by creating common rules.

*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	DHSMV	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).

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	Percent of EMS runs that are NEMSIS compliant	Annually	DOH	90% of EMS run reports in Florida are submitted to the state in a NEMSIS format. The state is in transition to the most current NEMSIS standard. Of the current 203 agencies submitting, 66% are submitting in V3. Florida remains the largest V3 submitting state to NEMSIS
8.5b	Implement training on current data dictionary standards	Number of trainings conducted	Annually	DOH	NEMSIS V3.5 not final so no further training can occur until Spring 2019. Anticipate training on V3.5 to begin March 2019 and continue on a quarterly basis. Continue quarterly EMSAC BioSpatial Training.
8.5c	Track the percent of EMS runs that are in compliance with the current standard				

Objective 9: Improve timeliness of traffic records systems by December 2021.

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	DHSMV	FY19 Project: DHSMV to conduct 8 crash and 6 UTC report training events (2019) to encourage timeliness.
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	DHSMV	282 agencies are submitting crash reports electronically. 79.55% of Crash reports are being received within the 10-day requirement.

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 DHSMV 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	DHSMV	Requested grant to work on improving TCATS submissions September 2018/2019. A baseline has not been established; however, we are addressing in our UTC Process Improvement. Citation Inventory System will be included in the department's Motorist Modernization Phase II re-write of our systems. 2018 eCitation electronic submissions is 91.4% received electronically an increase of 3% from 2017.

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			DHSMV/Clerks	A baseline for Timeliness has not been established.
9.4b	Increase the number of Clerk of Courts submitting citations electronically	Percent of Clerks submitting electronically		DHSMV/Clerks	Currently, 31 COCs do not accept E-Citation processing There are 322 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 TCAT system.
9.4d	Continue education efforts on the benefits of electronic data submission to the Clerks			DHSMV/Clerks	DHSMV to conduct 8 crash and 6 UTC report training events to encourage electronic reporting
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		Clerks	44 law enforcement agencies 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.

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 1 day.	Quarterly	DOH	**51.85%** **13.74** **19.06** **15.34**	**0-1 day** **2-7 days** **8-30 days** **GT 30 days**

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	DOH	

<u>GOAL 3: Provide the ability to link traffic records data.</u>

Objective 10: Understand the needs of end users that require linked data by December 2021.

Strategy 10.1: Convene NHTSA Go Team to identify users/uses, contributors, linkages, and duplications of crash data systems.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
10.1a	Establish user needs by conducting crash data survey			FDOT/DHSMV	Survey conducted 10/17/2018-10/28/2018. Results presented at 12/7/2018 TRCC Meeting. Go Team draft final report received April 1, 2019.
10.1b	Create a framework for all system user needs based on survey	Develop a framework for all systems		Data System Owners	
10.1c	Form a subcommittee of data system representatives	Committee established representing data system owners		FDOT/DHSMV TRCC Coordinator	Established August 17, 2018.

Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021.

Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
11.1a	Subcommittee (from Action 10.1c) will identify: • Key data fields which will be linked among the data systems, • Name for each key data field which will be used across the data systems, and • Definition for each key data field which will be used across the data systems	Key data fields identified	December 2021	Objective 10.1c Subcommittee	Applied for Go Team Phase II funding to explore linkage possibilities. Go Team draft final report received April 1, 2019.
11.1b	Progress update will be provided at quarterly TRCC meetings	Progress reports provided	Quarterly	Objective 10.1c Subcommittee	

<u>GOAL 4: Facilitate access to traffic records data.</u>

Objective 12: Identify high priority user needs and develop a strategy to improve accessibility by December 2021.

Strategy 12.1: Convene NHTSA Go Team to conduct needs assessment survey for Crash Data Systems.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
12.1a	Identify agency to lead needs assessment	Needs assessment conducted (survey)	December 2021	FDOT/DHSMV	Applied for Go Team Phase II funding to explore linkage possibilities Survey conducted 10/17/2018-10/28/2018. Results presented at 12/7/2018 TRCC Meeting.
12.1b	Create a framework based on survey results	Final assessment report delivered to TRCC Executive Board	December 2021	FDOT/DHSMV	
12.1c	Apply framework to all other systems	Develop framework for all systems	December 2021	FDOT/DHSMV	

Objective 13: Improve accessibility to data for all systems by December 2021

Strategy 13.1: Increase public record data availability through online access.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
13.1a	Assist agencies with public facing websites to make data available through online access	Number of users accessing traffic records data	December 2021	Executive Board/Data System Owners	
13.1b	Provide access to real-time summary data reports	Number of users accessing real-time summary data reports	December 2021	Executive Board/Data System Owners	

Action Step	Description	Performance Measure	Timeline	Leader	Notes
13.1c	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	
13.1d	Provide federal, state, and local agencies with access to the linkable data among traffic safety information system databases		December 2021	Executive Board/Data System Owners	

<u>GOAL 5: Promote the use of traffic records data.</u>

Objective 14: Promote the understanding and use of available data.

Strategy 14.1: Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
14.1a	Maintain a metadata resource that describes available data and how it can be accessed		Ongoing	TRCC Coordinator	
14.1b	Post metadata resource on respective agency websites	Publish on TRCC Website	Ongoing	TRCC Coordinator	Information published on TRCC website

Strategy 14.2: Educate users on what systems are available and how to use them by December 2021.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
14.2a	Conduct user training	Number of training sessions, type, frequency, online tutorials, PowerPoints	Annually	Executive Board/Data System Owners	The following trainings are to be conducted in FY2019: - Crash and Citation / Adjudication: DHSMV to conduct 8 crash and 6 UTC trainings on the following dates: Crash- 4/2/2019, 4/24/2019, 4/25/2019, 5/15/2019, 5/29/2019, 6/11/2019, 6/12/2019, 6/25/2019 UTC- 4/2/2019, 4/25/2019, 5/29/2019, 6/11/2019, 6/12/2019, 6/25/2019 - FDOT Crash Data Academy Initiated in 2016 - TraCS to conduct 6 user trainings on the following dates: 5/2/2019, 5/8/2019 (2 trainings), 5/16/2019, 5/21/2019, 6/12/2019 - Signal 4: 1/8/2019 (3 sessions), 1/9/2019 (3 sessions) - Geo-location: 2 webinars dates TBD - DOH NEMSIS Compliance: EMSAC BioSpatial Training: 1/22/19 EMSAC Data Committee: 1/22/19; 4/22/19; 7/16/19;

Strategy 14.3: Monitor utilization of traffic records data by December 2021.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
14.3a	Monitor utilization of traffic records data		Annually	Data System Owners	
14.3b	Monitor utilization of web-based system		Annually	Data System Owners	
14.3c	Report utilization results by month at quarterly TRCC meetings	Reports provided	Annually	Data System Owners	

4.0 Annual Implementation Update

4.1 STATUS REPORT – TRAFFIC RECORDS PROJECTS from FY18/19

Table 4.1 provides the status of recent traffic records projects.

Table 4.1 Status Report – Traffic Record Projects from FY18/19

Project Name	Project Lead	Section 405(c) Funding	Purpose	Description	Progress
Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	FSU	$900,400	Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the Crash, Citation/Adjudication, Driver, Vehicle, and Roadway data systems.	The Florida State University (FSU) College of Engineering will maintain and upgrade the TraCS National Model software and provide training and support to law enforcement agencies. Programmers will update software to support the completion of both electronic crash and citation forms approved by the DHSMV. Resources will be allocated to a full-time Systems Architect, two Developers, Systems Administrator, an IT Support Specialist; and the following part-time positions: Program Coordinator, Principal Investigator and Technician. Funds will also be used to maintain a centralized hosting facility and to establish a complete system backup at a secondary site.	TraCS reports average about 9 days from the date of the crash (quarter 1) to the statewide repository at a 99.94% error free rate. Crash 50,675 crash reports quarter one; 38.56% of statewide crashes submitted through TraCS. - 19,309 Users - 155 Agencies Integration: Geo-Location Mandate: - 91% of 17,613 users across 164 agencies ELVIS - 71% of users Citations - 119 Agencies

Project Name	Project Lead	Section 405(c) Funding	Purpose	Description	Progress
Field Data Collection for National EMS Information System (NEMSIS) Compliance	DOH	$366,555	Improve the timeliness, completeness, accuracy, uniformity, integration and accessibility of Florida's EMS patient care records in the EMS/ Injury Surveillance System, Crash, Roadway, and Vehicle data systems.	The Florida DOH will work on increasing the number of agencies submitting data to the State repository in compliance with the current NEMSIS standards. It will also work on transitioning agencies into compliance with the new NEMSIS Version 3 (V3) standards by September 2019. The implementation of the V3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process. This project will fund a Project Manager, Technical Business Analyst and Data Modeler; along with data hosting services, required vendor change orders, and travel expenses to educate local EMS agencies on data collection standards and to attend conferences for implementation planning.	First submission of V3 to NEMSIS : 12/08/2016 Trainings EMSAC BioSpatial Training: 1/22/19 EMSAC Data Committee: 1/22/19; 4/22/19; 7/16/19; Integration w/National Collaboration for BioPreparedness - 203 Agencies submitting to state repository - 66% transitioned to NEMSIS V3 Integration in progress: ESSENCE
Expanding Accessibility Utilization, and Data Integration of Signal Four Analytics (S4 Analytics)	UF	$329,933	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash, Roadway, and Citation/Adjudication data systems.	This project with the UF's S4 Analytics is a statewide crash and citations analytical system that allows local, regional and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform and timely fashion. This project with the University of Florida will address several S4 Analytics feature requests and overall system improvements. It will expand the integration of citations to include all agencies, perform data quality analysis and database updates, perform system monitoring, migrate the system to a new web platform, and promote the use of S4 Analytics through numerous avenues such as training webinars and demonstrations at national and state conferences. Grant funding will be provided for personnel to conduct these improvements, travel and equipment expenses.	S4 Database integrates crash, citation reports and roadway data - 3,126 users - 741 agencies and vendors - 57,931 user login sessions - 177,913 queries/reports generated - 712,097 crash reports retrieved - 6,109,517 crash records in S4 - 29,817,128 citation records in S4

Project Name	Project Lead	Section 405(c) Funding	Purpose	Description	Progress
Crash and UTC Data Improvement	DHSMV	$118,114	Improve the Accessibility, Accuracy, Completeness, Timeliness, and Uniformity of the Crash and Citation/Adjudication data system	The Crash and UTC staff at the Florida DHSMV will be tasked with improving Florida crash and UTC data to allow the DHSMV and stakeholders to make more informed and accurate decisions and implement appropriate countermeasures. This project will apply a data driven approach to increase accuracy, completeness, timeliness, and uniformity of record reporting used in developing traffic safety initiatives and law enforcement countermeasures. The crash program staff will be issuing quarterly accuracy and completeness reports to include proposed remedies to all LEAs submitting crash reports and conducting eight train-the-trainer workshops. Additionally, the UTC program staff will continue its ongoing improvement efforts and conduct five train-the-trainer workshops and one virtual workshop with the Clerk of Courts (COC). They will also conduct a review of four case management systems utilized by the COC for UTC submission and disposition data to propose software data edits to the vendors. Lastly, they will develop a best practices guide for clerks and vendors to reduce citation and disposition errors.	Established formal performance measurements for Crash and UTC accuracy and completeness (scorecard/baseline) - Crash and UTC training curriculum established - Performance Report and Distribution List created for LEAs - 4 COC case management systems under review (1 per quarter) 8 Crash and 6 UTC Workshops are in progress (to include 1 additional virtual workshop)

Project Name	Project Lead	Section 405(c) Funding	Purpose	Description	Progress
A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	UF	$167,241	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash and Citation/Adjudication data systems.	This project with the UF will address the error rate in location data that reduces the ability of crashes to be automatically geo-located. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the State. The project will solve the geo-location problem by providing a unified geo-location and validation service, like Florida's validation process used for driver and vehicle information. To accomplish this, a web service was developed using the Florida unified base map. It has become apparent that citations suffer from the same problem in relation to accurate crash location data. The Geo-Location tool will continue efforts in partner with TraCS agencies to incorporate the tool on their e-citations and e-crash system. Another critical problem that results from errors in location data is the lack of timeliness. Timely availability of geolocated data will enable earlier detection of problems and identification of solutions, ultimately saving lives and preventing loss of property. Project funding will be provided for personnel to perform technical support and trainings, travel and equipment expenses.	TraCS and APPRISS vendors currently incorporate this tool on their e-citations and e-crash reports. - Total of 135 agencies utilizing this tool - TraCS Geo-Location crash mandate: 91% of 17,613 TraCS users across 164 agencies - over 40,000 crashes and 20,000 citations located last year

Project Name	Project Lead	Section 402 Funding	Purpose	Description	Progress
Electronic License and Vehicle Information System (ELVIS)	FSU	$511,584	Improve the Accessibility, Accuracy, Completeness, Timeliness, Uniformity of the Crash and Citation/Adjudication, Driver, Vehicle data systems	The FSU will maintain and upgrade an import data tool to provide access to the Florida National Crime Information Center (FCIC) and National Crime Information Center (NCIC) data that will be provided without charge to local law enforcement agencies. This web-based tool will improve the accuracy and quality of crash data submitted by these agencies, while reducing the redundancy and labor costs associated with manual entry. Many agencies currently pay separate licensing costs to query FCIC/NCIC data from providers whose software does not easily partner with the TraCS. The proposed ELVIS will provide all Florida law enforcement agencies the ability to run queries and to import contact information into TraCS forms. Resources will be allocated to a full-time Systems Architect, Application Developer, IT Support Specialist, and the following part-time positions: Program Coordinator, Principal Investigator and Technician.	Web-Based (no installation required): FCIC/NCIC data ELVIS / TraCS integration demonstrates a 99.94% error free rate on crash reporting - 152 agencies - 15,352 users - FY17/18: 2,730,791 queries - FY18/19: 2,290,232 queries
Traffic Records Coordinating Committee Support	TCC	$27,500	Support for the TRCC and FDOT Safety Office.	Tallahassee Community College will contract with a consultant to provide technical advice and support to the TRCC Executive Board and its committees. The technical advisor will update Florida's TRCC Action Plan status as well as host and maintain the Florida TRCC Website.	Meeting facilitation and minutes provided for Dec. 2018 TRCC meeting. Facilitated April TRCC Meeting. Action Plan updates in progress.

4.2 ACHIEVEMENT OF MEASURABLE 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, and
- accessibility

For FFY 2019/2020, 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 (DHSMV) Crash Master Database by law enforcement agencies utilizing the Geo-Location tool) – *Crash/Accuracy*

2. Uniformity 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 DOH EMS Tracking and Reporting System, EMSTARS) – *EMS/Injury /Uniformity*

Performance Measure #1: Accuracy of Electronic Crash Reporting Processing into the DHSMV Crash Master Database

Performance Measure Description

This performance measure evaluates the **increase of accurately located electronic crash report data** – as demonstrated through the submission of electronic crash reports into the Florida DHSMV Crash Master Database via law enforcement agencies utilizing the Geo-Location tool.

Measurement Technique

The following measurement was analyzed for this performance measure:

- The average percentage of accurately located electronic crash reports submitted into the Florida DHSMV Crash Master Database by law enforcement agencies using the Geo-Location tool.

To normalize the accurately located electronic crash data, the average percent of electronic crash reports submitted into the Florida DHSMV Crash Master Database by law enforcement agencies using the Geo-Location tool were compared for the same period of time (April to March) for consecutive years.

Baseline and Current Values

The achieved improvement is an increase in accurately located electronic crash reports utilizing the Geo-Location tool – as demonstrated through an increase in the average percentage of accurately located electronic crash reports submitted into the Florida DHSMV Crash Master database by law enforcement agencies utilizing the Geo-Location tool.

Baseline and current values are summarized in Table 4.2. During the baseline period from April 1, 2017 to March 31, 2018, a total of 683,366 electronic crash reports were submitted into the database of which 72,072 crash reports were accurately located using the Geo-Location tool. The average percent of accurately located electronic crash reports was 10.55%. During the current period from April 1, 2018 to March 31, 2019, a total of 699,883 electronic crash reports were submitted into the database of which 105,506 crash reports were accurately located using the Geo-Location tool. The average percent of accurately located electronic crash reports was 15.07%. **The percentage of accurately located electronic crash reports entered into the database increased 4.52% (from 10.55% to 15.07%) when compared to the previous year.**

An increase of accurately located electronic crash reports is expected next fiscal year due to the mandate of this tool in FY19 for all law enforcement agencies submitting crash reports with the Traffic and Criminal Software (TraCS).

Table 4.2   Results for Accuracy of Electronic Crash Reporting

Time Period	Performance Results
April 1, 2017 – March 31, 2018 (Baseline)	A **total of 683,366 crash reports** were submitted electronically into the Crash Master Database at a **10.55% average percentage** of accurately Geo-Located crash reports
April 1, 2018 – March 31, 2019 (Current Value)	A **total of 699,883 crash reports** were submitted electronically into the Crash Master Database at a **15.07% average percentage** of accurately Geo-Located crash reports

Performance Measure #2: Uniformity of EMS data submission into the EMSTARS Database

Performance Measure Description

This performance measure evaluates the **uniformity of EMS data submission –** as demonstrated through an increase in 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 National EMS Information System (NEMSIS) Version 3 (V3) compliant run reports to the Florida Department of Heath via the Bureau of EMS, Prehospital EMS Tracking and Reporting System (EMSTARS).

Currently, Florida has a total of 285 licensed EMS agencies of which 203 are EMSTARS participating agencies. Of the 203 EMSTARS participating agencies, 134 agencies are submitting run reports by V3 data standards.

Measurement Technique

The following measurement was analyzed for this performance measure:

- The percentage of Florida's public or private entities who are submitting NEMSIS V3 compliant run reports to EMSTARS.

To normalize the uniformity of V3 compliant run reports data submitted, the percent of participating licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS were compared for the same period of time (April to March) for consecutive years.

Baseline and Current Values

The achieved improvement is an increase in the uniformity of EMS run 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 274, of which 194 were EMSTARS participating agencies. Of the 194 EMSTARS participating agencies, 87 were submitting run reports by NEMSIS V3 data standards. For the current period, the number of licensed EMS agencies in Florida was 285, of which 203 were EMSTARS participating agencies. Of the 203 EMSTARS participating agencies, 134 were submitting run reports by NEMSIS V3 data standards.

The number of licensed 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.

Baseline and current values are summarized in Table 4.3. For the baseline period from April 1, 2017 to March 31, 2018, 87 of the 194 (45%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. For the current period from April 1, 2018 to March 31, 2019, 134 of 203 (66%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. **The percent of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS increased by 21% (from 45% to 66%) when compared to the previous year.**

Table 4.3   Results for Uniformity of EMS Data

Time Period	Performance Results
April 1, 2017 – March 31, 2018 (Baseline)	**87 of 194 (45%)** licensed EMS participating agencies were actively reporting run reports by NEMSIS V3 standards to EMSTARS
April 1, 2018 – March 31, 2019 (Current Value)	**134 of 203 (66%)** licensed EMS participating agencies were actively reporting run reports by NEMSIS V3 standards to EMSTARS

Florida submitted an interim report of progress to NHTSA Region 4 Team in April 2019 and received notice that Florida has demonstrated measurable progress toward achieving the goals and objectives identified in the strategic plan.   The NHTSA 405 Traffic Records Review Team will make the final determination with the submittal of the Section 405(c) State Application (July 1st).

4.3   PLANS FOR FY19/20 GRANT FUNDING

Grant Proposal Process

For FFY 2020, the State of Florida sought grant proposals for potential projects to advance the goals and objectives of the 2017-2021 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 FFY 2020 Section 405(c) funding were accepted from January 1 – February 28, 2019.

Ten funding requests were submitted during that time period totaling $2,826,993. A request was submitted by the University of South Florida (USF) to conduct an assessment on Florida Serious Injury Reporting Compliance and to provide technical assistance to those reporting agencies. Two requests were submitted from the University of Central Florida (UCF) Board of Trustees to develop a data integration framework by identifying key data fields, while the second request was to increase the accessibility and utilization of traffic records data. Six requests were related to existing statewide TRCC projects and one was to continue to provide support needed for the TRCC.

Project Prioritization Process

At their April 5, 2019 meeting, the TRCC Executive Board was advised the state projected an estimated $2,000,000 in section 405(c) funds to be available October 1, 2019. The TRCC Coordinator provided a summary of the Application Subcommittee's recommendations from their March 15, 2019 meeting, after which Executive Board Members asked questions about the proposals.

The Subcommittee recommended to fully fund the requests for five of the existing statewide projects for a total of $1,981,534 in Section 405(c) funds. The State Safety Office decided to fund the Electronic License and Vehicle Information System (ELVIS) under Section 402 funds in the amount of $518,833 with the caveat that if FDLE approval was granted for a secondary disaster recovery site, this project would be fully funded in the amount of $557,710. The State Safety Office also decided to fully fund the TRCC Support project under Section 402 funds in the amount of $27,500.

The Subcommittee advised the Executive Board that the request received by UCF for the Developing a Data Integration Framework and Identifying Key Data Fields project, would be a duplicate of efforts if funded. Data linkage efforts are in place and progressing with linkage available and expanding in Signal Four Analytics, DOH's Biospatial project and the DHSMV Analytical Warehouse. The UCF request for the Increasing Traffic Records Data Accessibility and Utilization project would also be a duplicate of efforts. The project goals were found to be very similar to the capabilities seen in Signal Four Analytics, DOH's Biospatial and efforts in effect for DHSMV's Motorist Modernization Project. USF's request for the Florida Serious Injury Reporting Compliance Assessment and Technical Assistance project could not be funded due to being a research based only project which does not meet the Section 405(c) requirements.

The Executive Board voted and approved the five existing statewide projects to be fully funded as the subcommittee recommended and agreed with the State Safety Office to fund ELVIS with a caveat and the TRCC Support project under Section 402. Ultimately a total amount of $2,527,867 was approved, with final amounts pending the total Section 405(c) grant funding received by the State.

Traffic Records Projects to be Funded in FY19/20

Table 4.4 and 4.5 summarizes the traffic records projects to be funded in FY19/20, totaling $2,527,867.

Table 4.4   Proposed Projects for FY19/20 Section 405(c) Grant Funding

Project Sponsor / Applicant	Project Description	Funding Requested
University of Florida	**Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations**	**$168,567**
	This project with the University of Florida (UF) will address the error rate in location data by providing a solution to automatically geo-locate crashes and citations. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the State. The project will solve the geo-location problem by providing a unified geo-location and validation service, similar to Florida's validation process used for driver and vehicle information. To accomplish this, a web service was developed using the Florida unified base map. It has become apparent that citations suffer from the same problem in relation to accurate crash location data. Therefore, the Geo-Location tool will continue efforts in partner with TraCS agencies to incorporate the tool on their e-citations and e-crash system. Another critical problem that results from errors in location data is the lack of timeliness. Timely availability of geolocated data will enable earlier detection of problems and identification of solutions, ultimately saving lives and preventing loss of property. Project funding will be provided for personnel to perform technical support and trainings, travel and equipment expenses.	
DHSMV	**Crash and Uniform Traffic Citation Data Improvement**	**$124,594**
	The Crash and UTC staff at Florida Department of Highway Safety and Motor Vehicles (DHSMV) will be tasked with improving Florida crash and UTC data to allow the Department and stakeholders to make more informed and accurate decisions and countermeasures. The crash program staff will coordinate four meetings with critical stakeholders to obtain an agreement on what to include in the revised Florida crash report to ensure quality data is captured to meet the needs of DHSMV's stakeholders. In addition, the UTC program staff will continue its ongoing improvement efforts and conduct four train-the-trainer workshops with the Clerk of Courts (COC) and conduct a review of four case management systems utilized by the COCs for the submission of UTC and disposition data. Lastly, they will continue to expand a best practices guide for clerks and vendors to reduce citation and disposition errors. Project funding will be provided for personnel, training materials and travel expenses to conduct trainings throughout the state.	

Project Sponsor / Applicant	Project Description	Funding Requested
DOH	**Field Data Collection for NEMSIS Compliance**	$439,955
	The Florida Department of Health will work on increasing the number of agencies submitting data to the State repository in compliance with the current NEMSIS standards. It will also work on transitioning agencies into compliance with the new NEMSIS V3 standards by September 2020. The implementation of the NEMSIS V3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process. Resources will contribute to improvements needed to the technical environment to enable greater abilities to link, analyze, and make the data further accessible. The grant will fund a Project Manager, Technical Business Analyst, Data Modeler and Business Intelligence Analyst/Developer; along with data hosting services, required vendor change orders, and travel expenses to inform local EMS agencies on data collection standards and to attend conferences for implementation planning.	
University of Florida	**Expanding Accessibility, Utilization and Data Integration of Signal Four Analytics**	$377,418
	This project with the University of Florida (UF) S4 Analytics will continue to provide a statewide crash and citations analytical system that allows local, regional and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform and timely fashion. This project with the University of Florida will address several S4 Analytics feature requests and overall system improvements. It will expand the integration of citations with crashes statewide, expand the new reporting module that provides interactive summary charts of crashes and citations, perform data quality analysis, database updates, system monitoring and updates, marketing, training and lastly to continue the migration of the system to a new HTML5 web platform. Project funding will be provided for personnel to maintain S4 Analytics, conduct improvements, travel and equipment expenses.	
Florida State University	**Traffic and Criminal Software (TraCS) Support, Enhancement and Training**	$871,000
	The Florida State University (FSU) College of Engineering will continue development and enhancements to the Traffic and Criminal Software (TraCS) National Model software, including providing updates to meet state and federal guidelines. The TraCS staff will support current and future officers and IT staff at user agencies with technical support and training. This project will maintain a centralized hosting facility at the primary data hosting site, a disaster recovery hosting facility at the secondary data hosting site and maintain interfaces for FCIC/NCIC imports through various vendors and Signal Four Analytics' Geo-Location tool. Resources will be allocated to full-time positions such as a Systems Architect, two Developers, Systems Administrator, an IT Support Specialist; and the following part-time staff: Program Coordinator, Principal Investigator and Business Office Clerical position. Funds will also be used for data hosting fees, network infrastructure needs, maintenance and operational expenses.	
Total		**$1,981,534**

Table 4.5 Proposed Projects for FY19/20 Section 402 Grant Funding

Table 4.5 summarizes the proposed traffic records projects funded under Section 402.

Project Sponsor / Applicant	Project Description	Funding Requested
Florida State University	**Electronic License and Vehicle Information System (ELVIS)** The Florida State University will maintain and upgrade an import data tool to provide access to the FCIC and NCIC data that will be provided without charge to local law enforcement agencies. This web-based solution will improve the accuracy and quality of crash data submitted by these agencies, while reducing the redundancy and labor costs associated with manual entry. Many agencies currently pay separate licensing costs to query FCIC/NCIC data from providers whose software does not easily partner with the Traffic and Criminal Software (TraCS) and other private vendors. The proposed Electronic License and Vehicle Information System will provide all Florida law enforcement agencies the ability to run queries and to import contact information into traffic data forms. Resources will be allocated to a full-time Systems Architect, Systems Administrator, IT Support Specialist, and the following part-time positions: Program Coordinator and Business Office Clerical staff. Additional expenses will go towards the maintenance of the tool, operational costs and travel to conduct trainings and provide support.	$518,833
TCC	**Traffic Records Coordinating Committee Support** Tallahassee Community College will contract with a consultant to provide assistance and support to the State Safety Office, TRCC Executive Board and its committees. The contractor will assist with the update of the Traffic Records Strategic Plan, facilitate committee meetings as well as host and maintain the Florida TRCC website.	$27,500
Total		**$546,333**

A. 2016 Traffic Records Assessment Summary

BACKGROUND

In 2012, the National Highway Traffic Safety Administration published an updated 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, including: State highway safety offices, the Governors Highway Safety Association (GHSA) and the Association of Transportation Safety Information Professionals (ATSIP), as well as staff from NHTSA, FMCSA, and FHWA. The Advisory provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports quality data driven decisions and improves highway safety. 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 designed to be 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 a given State.

EXECUTIVE SUMMARY

Out of 391 assessment questions, Florida met the Advisory ideal for 219 questions (56%), partially met the Advisory ideal for 53 questions (13.6%), and did not meet the Advisory ideal for 119 questions (30.4%).

As Figure 1 illustrates, within each assessment module, Florida met the criteria outlined in the Traffic Records Program Assessment Advisory 52.6% of the time for Traffic Records Coordinating Committee Management, 56.3% of the time for Strategic Planning, 54.5% of the time for Crash, 51.3% of the time for Vehicle, 57.8% of the time for Driver, 36.8% of the time for Roadway, 75.9% of the time for Citation / Adjudication, 56.1% of the time for EMS / Injury Surveillance, and 46.2% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

Legend: Meets Advisory ideal | Partially meets Advisory ideal | Does not meet Advisory ideal
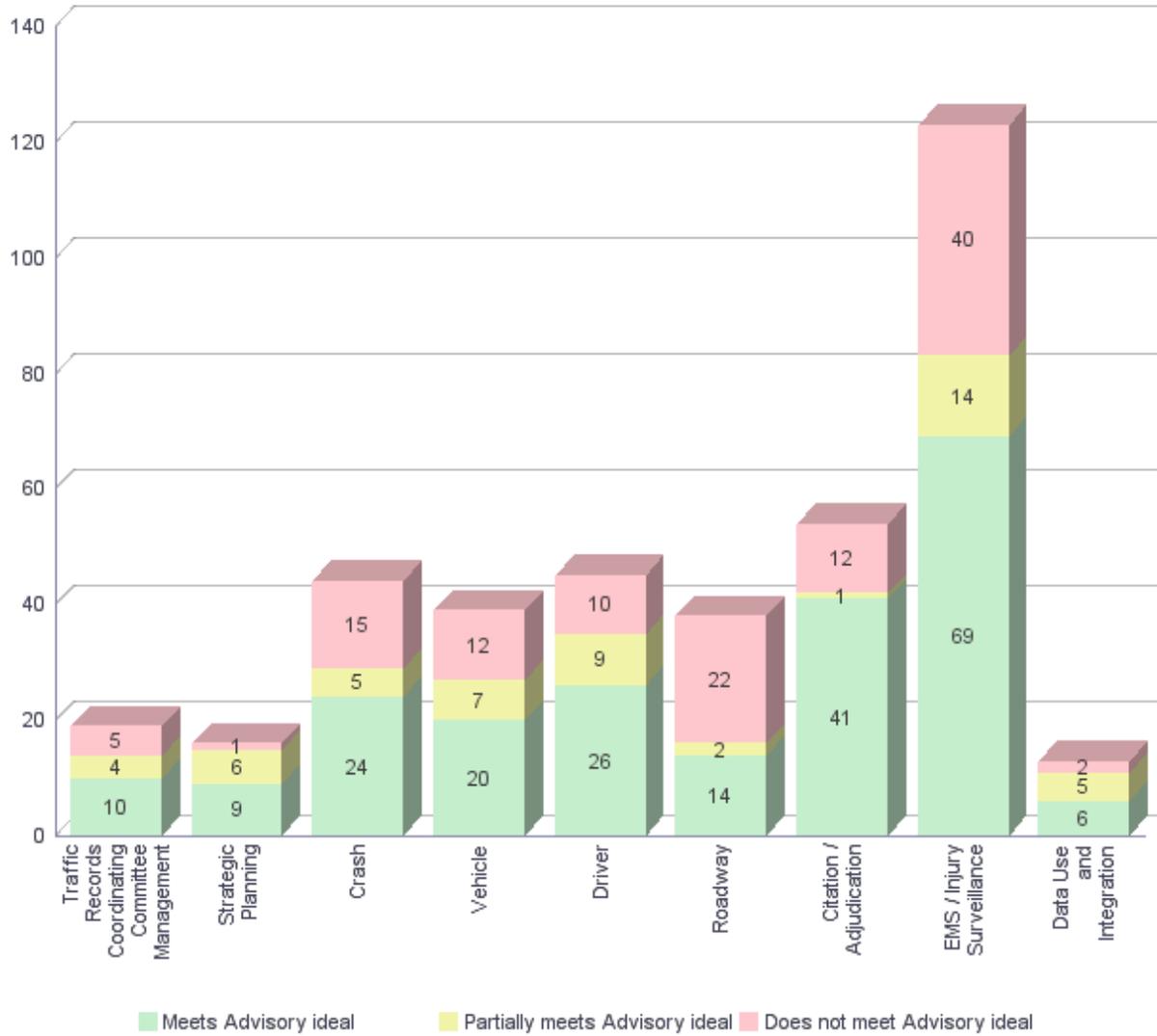
Figure 2: Assessment Section Ratings

	Crash	Vehicle	Driver	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Description and Contents	100.0	61.1%	80.0%	66.7%	100.0	70.6%
Applicable Guidelines	100.0	100.0	100.0	33.3%	78.9%	93.0%
Data Dictionaries	86.7%	90.5%	83.3%	33.3%	100.0	93.3%
Procedures / Process Flow	89.6%	71.2%	96.1%	79.2%	95.1%	86.9%
Interfaces	53.3%	81.8%	90.5%	50.0%	76.2%	33.3%
Data Quality Control Programs	53.6%	67.5%	53.8%	68.2%	71.8%	68.5%
Overall	74.8%	74.8%	78.7%	62.7%	87.3%	75.1%

	Overall
Traffic Records Coordinating Committee Management	77.3%
Strategic Planning for the Traffic Records System	84.9%
Data Use and Integration	73.7%

Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question's score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum total for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$Section\ average\ (\%) = \frac{Section\ sum\ total}{Section\ total\ possible}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system's weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

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."

Florida can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Florida can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

MAJOR RECOMMENDATIONS

<u>**TRCC Management**</u>

Summary
Florida is generally well served by an active and fully supported Traffic Records Coordinating Committee (TRCC) with buy-in, oversight, and regular participation by executives at the highest levels of traffic records management and who have the power to direct the agencies' resources for their respective areas of responsibility. The Florida TRCC Charter clearly establishes an Executive Board that meets at least three times a year and the State is to be commended on establishing this core group of experts, managers, and policy-makers that have made traffic records data systems a priority in Florida highway safety.

Florida has representation at the Executive level and one subcommittee focused on grant-funded (405c) projects review and recommendation. The Executive Council comprises eight members and the Application Review Committee comprises four members, one of whom is also on the Executive Board. The Application Review Committee's function is to review, comment, and make recommendations to the Executive Board on applications to receive funding for traffic records systems projects. Based on recommendations from the subcommittee, the Executive Board votes to approve, amend, or deny funding for proposed projects.

There are only eleven current and active TRCC members, which is an indication that Florida has an opportunity to grow its TRCC to include more technical level expertise, either by creating a named TRCC technical 'board' or committee, or through the creation of another subcommittee focused on some technical aspect of traffic records in the State. The Executive Board can establish technical subcommittees per the Charter and there was a technical level subcommittee established in 2012, though since disbanded, which could be reconstituted to create corresponding technical membership to match and support the executive membership.
Stakeholders are mentioned as having a place at the table in the TRCC, but the roster and minutes indicates minimal numbers of participants at each meeting.

Florida has a designated TRCC Coordinator that is responsible for the scheduling and facilitation of TRCC meetings and monitoring of TRCC goals and funded project progress. Florida also utilizes the services of a contractor to support the TRCC and the TRCC Coordinator. This support system is a critical component to the continual functionality of oversight of federal funding and strategic planning handled by the TRCC. Florida is to be commended for its commitment to a functional and active TRCC that demonstrates accountability and transparency in the management of federal funding and the traffic records program.

Florida has an opportunity after this assessment to write a new plan and to expand the membership of the TRCC. Given the breadth of technical projects funded through the 405c program, and the depth of investment in technologies to improve the records systems, an opportunity to recruit members from Information Technology (IT) groups to serve on the TRCC and provide formal consultation in the evaluation and awarding of funding for software and hardware upgrades and maintenance should be considered. Continual monitoring of these projects to ensure a healthy return on investment can occur within the TRCC with greater input and participation of IT personnel throughout the year and the life of the strategic plan. The   Application Review Committee does a thorough and impressive review of projects to ensure they are in line with the strategic plan and are a sound investment of federal funds, and adding IT specialists to this subcommittee could provide an additional check and balance to ensure the projects comply with other IT initiatives planned around the State that could improve the efficacy of traffic records projects. Including appropriate IT agents would help ensure that technical projects approved by the TRCC will function within the technological framework and long-range planning of other systems in Florida, especially those that encompass or interface with the traffic records systems.

Florida has a TRCC Charter, recently revised and signed by the TRCC Chair and Governor's Representative for Highway Safety, establishing an Executive Board responsible for the State's Traffic Records Strategic Plan, a five-year plan based on recommendations from the most recent Traffic Records Assessment and the needs of the member agencies to improve their records systems. The TRCC is clearly involved in all levels of the strategic planning process, and great detail is provided on the strategies and projects the TRCC has prioritized in the five-year plan. The Florida Traffic Records Strategic Plan, and the Action Plan therein, consists of strategies to improve all the core systems in the traffic records program. Included for each strategy, and subsequent actions steps, are performance measures and the methods for calculating the measures. Each measure is evaluated annually and is included in a status report as part of the annual update to the strategic plan. There are performance measures for all the core systems, and a status update is included for each annually. Measures showing progress that qualifies the State for subsequent federal funding are also included in the annual plan update. The action plan is an easy-to-read and straightforward document that any inside or outside observer can reference to understand the state of traffic records projects in Florida and how the TRCC tracks progress to meet the objectives of the strategic plan.

The Executive Board of the TRCC is responsible solely for the approval and allocation of NHTSA 405c funds that are significant amounts of funds altogether. There is a formal process of review indicating the amounts of funds allocated for each project in the 405c program, and evidence is provided showing the deliberative process for the most recent year's federal funding allocations. At this time, the Florida TRCC is not casting a wide net in applying for and allocating additional federal funding to traffic records projects. Given the well-established and commendable process for allocating 405c funds, Florida is poised to also leverage additional funding to further support the strategic plan objectives and have greater success in investing in technologies to move the State forward. The State is encouraged to consider forming a subcommittee, or to designate a meeting or two each year, to review all possible available funds and serve to at least

indicate favorable or unfavorable guidance on the use of a wider range of funds to support the State's strategic plan and priority projects therein.

The TRCC is fully engaged in ensuring that the process for monitoring and allocating federal funding is appropriate and efficient, and deliberate time is established to improve the function of the TRCC itself. Project directors are included in the meetings to provide brief updates, but there does not appear to be very many other participants in the meetings bringing issues to the table for discussion and problem-solving. While not all stakeholders are bringing a wide range of items to the TRCC, the meetings are focused intently on the projects and funding that have been given the highest priority for the year (and for the five years encompassing the current strategic plan). While more stakeholders should ideally be represented and participating (something that can and should occur in subcommittees and working groups), it is evident that the Executive Board is fully committed to the most critical functions of the TRCC. Reforming the technical committee or establishing another technical working group that would involve more stakeholders would enable meaningful coordination among stakeholders and serve as a forum for the discussion of Florida's traffic records programs, challenges, and investments. The involvement of a wider range of members would also help the TRCC Coordinator identify needs for more technical assistance and training within stakeholder agencies.

The Florida TRCC itself does not maintain an inventory of all traffic records systems; however, each individual agency maintains an inventory of their own systems. The State TRCC Chair and/or Coordinator could obtain the individual inventories or pursue obtaining data dictionaries from each of the core system owners to help identify gaps in systems or opportunities for compliance reviews with federal standards, such as MMUCC. The TRCC, as the central authority in the State for traffic records systems, should maintain documentation pertaining to each of the core systems. An inventory of all systems will help the TRCC identify which systems would qualify for future funding and benefit from projects aimed at integrating the systems. As Florida's systems are upgraded and transitioned more fully to electronic collection and maintenance, opportunities for improving the data systems through integration will abound and an inventory will be crucial to identifying areas of potential integration and help support the prioritization of system improvements.

The Florida TRCC is not directly involved in the monitoring of a quality control program and indicates only indirect involvement through the members of the Executive Board member agencies that have their own quality control programs. The Florida TRCC has developed performance measures for the objectives and strategies in its plan that covers most of the core traffic records systems but only indicates an annual update of the measures as it is required to do for the submission of the 405c requirements in the Highway Safety Plan. Quarterly monitoring of the measures would allow the State to establish benchmarks for each measure to determine if progress will be achieved by the time of the annual review. Devoting a portion of the agenda at each of its three meetings would allow the TRCC Executive Board to check in on progress, and also encourage greater participation on the TRCC by the agencies in charge of the systems being measured.

Strategic Planning Recommendations

Summary

The Florida Traffic Records Coordinating Council is the State's Traffic Records Coordinating Committee (TRCC), and it is responsible for the development and maintenance of a strategic plan. The Florida Strategic Plan is a 5-year plan that is updated annually to include funded project's efforts to advance the strategic objectives. The current plan was developed by the TRCC at the conclusion of the prior NHTSA Traffic Records Assessment and a FHWA CDIP evaluation. The recommendations from those evaluations were the basis of an internal SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis of Florida's traffic records systems undertaken by the TRCC. The TRCC developed the vision and mission, goals and objectives (performance measures), and the strategies and action steps of the five-year plan.

In addition to the multi-year vision, the Action Plan component of the Strategic Plan indicates a timeline/deadline and responsible party for every objective and most of the strategies and action steps. The Strategic Plan addresses many of the performance measures for each of the core systems but does not specifically include a strategy for each of the six measures across all six systems. The TRCC has prioritized improvements to each of the systems that can be reasonably accomplished in five years.

The TRCC is charged with monitoring the Plan annually and approving funding. The TRCC employs the four-box analysis process in determining the priorities for projects seeking federal funds to meet the objectives in the Strategic Plan. Initial projects in the development of the current plan were identified through this process, and subsequent annual reviews use the same process along with a two-tiered system of subcommittee review of projects, recommendations to the Executive Board, and Executive Board approval.

The Plan includes detailed project allocations and descriptions of how each funded project is addressing traffic records systems deficiencies and strategic priorities. The Plan documents a formal, deliberative process being used by the TRCC to allocate NHTSA funding, as the TRCC provides oversight to the Traffic Safety Data Improvement funds. However the Strategic Plan provides little coordination with other federal funding sources for various traffic record systems from other non-NHTSA agencies, such as FHWA, HHS (Department of Health and Human Services), etc.

The TRCC is not involved directly with addressing any impediments to coordination with the traffic systems components, because those are handled directly by the responsible agency. The State indicates that it has no major issues with coordination or interfacing with federal data systems. However the TRCC Strategic Plan shows minimal consideration for additional, proactive interfaces between federal data systems. Also, the TRCC strategic planning considerations have been somewhat focused on those systems for which the TRCC provides funding for improvement. While the agencies responsible for interfacing with all federal systems are active participants on the TRCC, there have not been any requests from these agencies to make system improvements, nor have any

been identified. A consideration of future TRCC Strategic Plans could include a proactive, comprehensive survey of the state's traffic record systems, their inter-connectivity, and opportunities for enhancing interfaces.

The State indicates that an evaluation of technological functionality and advances are included in the deliberation process for projects approved and monitored by the TRCC. The TRCC technical committee reviews applications for funding and makes suggestions for funding based on the lifecycle of current equipment in addition to the quality (expected lifecycle) of new equipment.

Beyond the specific funded projects, the TRCC does not directly address technical assistance and training needs. There is not a process in the TRCC's Strategic Plan for holistically providing such assistance and training support. The specific agency responsible for the data system provides the required technical assistance and training needs.

The TRCC Strategic Plan acknowledges the needs of all stakeholders, however those needs are identified only through the word of mouth from advocates on the TRCC who bring up local needs and concerns.

Overall the Florida TRCC Strategic Plan is comprehensive was and developed by a robust TRCC based on outside assessments and internally identified needs. The Strategic Plan is a best-practice example of documenting the relationships of funded projects and their identified strategic goals.

The strategic goals are used as a basis for funding decisions, and progress is measured in comparison with those goals. The Strategic Plan focuses on data system needs that receive funding from the TRCC and are responsive to identified needs and deficiencies. Additionally, while the TRCC has a strong statewide focus and the data systems are statewide, feedback from locals and other user-level stakeholders would improve the perspective of the plan especially with respect to technical assistance and training. Overall the Florida TRCC Strategic Plan meets a majority of the advisory ideals.

Crash Records Recommendations

- ▪ Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- ▪ Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Summary

The Florida Crash System is consolidated into a single database housed within the Florida Department of Highway Safety and Motor Vehicles. The data is then shared with the Florida Department of Transportation and with local law enforcement agencies and traffic safety professionals via the FIRES web portal. Data accessibility via the FIRES web portal allows local agencies quick and easy access to their crash data and provides data analytics and geospatial analysis capabilities to help facilitate making data-driven decisions and to prioritize law enforcement and engineering efforts.

Florida has made positive strides in recent years and currently stands at 82% electronic crash reporting statewide. Grant funding continues to be utilized to help increase the level of electronic reporting and to eliminate paper reporting. However, there does not appear to be a formal plan or timeline for 100% electronic crash reporting. It would be beneficial for the State to establish a timeline with agency-by-agency goals for adoption of electronic crash reporting. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and could be used to help guide decision-makers at all levels.

Florida utilizes MMUCC, ANSI D-16, and D-20 as primary sources for defining its crash system. It has been several years since a review has been conducted comparing Florida's data elements and attributes to the MMUCC standards. A more current analysis of Florida's crash system against MMUCC standards may be beneficial to the State and help determine if further improvements or revisions to the crash report form are needed or desired. NHTSA recently released MMUCC Mapping Guidelines to help states with this process. This document can be found at http://www-nrd.nhtsa.dot.gov/Pubs/812184.pdf.

There is an opportunity to improve and expand the performance measures used by Florida's crash system by making use of NHTSA resources and the FHWA CDIP program. Performance measures should be designed to provide important actionable information to the data system managers. The "NHTSA Model Performance Measures for State Traffic Records Systems" document is a good resource for identifying and implementing measures for all the traffic records datasets. It can be found at http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf. There will also be opportunities to utilize NHTSA Go-Teams to help improve traffic records systems processes following the completion of the assessment. Strengthening performance measures and performance measure reporting is an important aspect of a successful crash system.

Because of the variety of different ways in which crash data and reports are submitted to the crash system, it would be extremely helpful to establish performance measures, to use audits, and to have a more robust quality control program, for improving completeness, timeliness, and accuracy. Crash reports can still be submitted on paper, through TraCS, and via a number of different 3rd party vendors. Improved performance measures and oversight in these areas will help ensure the completeness, timeliness, and accuracy of all crash data in the State's repository.

Population of data elements in the crash system from other traffic records systems such as Driver, Injury Surveillance, or Roadway can have great advantages. Discussion regarding opportunities for improvement or expansion of data linkages, interfaces, and integration amongst the state traffic records systems should begin with the TRCC 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 will assist in streamlining processes, improve data quality, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer. Expansion of the Electronic License and Vehicle Information System (ELVIS) initiative is definitely a step in the right direction, and its promotion and use has potential to be of great benefit.

Overall, the Florida Crash System seems to be functioning well under its current structure, with continued increases in the percentage of electronic crash reporting and with flexible data accessibility options and data analytics for end users via the FIRES web portal.

Opportunities for crash system growth in the coming years include: establishing a formal plan and targeted timeline to achieve 100% electronic crash reporting prior to the next traffic records assessment, expanding system interfaces and data integration efforts to improve data quality across core component traffic records systems, and instituting a more formal performance measurement program with meaningful measures that can be actively monitored and reported regularly to
stakeholders.

Vehicle Recommendations

- Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures / process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Summary
The Department of Highway Safety and Motor Vehicles (DHSMV) is the custodian of the Florida vehicle data system. The Florida Real-time Vehicle Information System (FRVIS) stores the records of registered vehicles that contain identification and ownership information, vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands).

Florida is a 'step 6 - blue' PRISM participating state and is an active NMVTIS participant. The State's vehicle data system, FRVIS, sends title information to NMVTIS during title transactions (real-time). When NMVTIS is unavailable during the title transactions or when title transactions are finalized, NMVTIS transactions are submitted in a nightly batch process. The State incorporates brand information on the vehicle record that are recommended by AAMVA. The vehicle data system has a documented definition for each data field, as evident in the provided data dictionary and the Motorist Services Data Dictionary Addendum.

The vehicle system flags and identifies vehicles reported as stolen to law enforcement authorities. The vehicle system is updated nightly in a batch process receiving information on stolen vehicles. Law enforcement agencies use their data system to receive text and audible alerts when they query a vehicle that has been reported as stolen. The text alert shows up as white text on a red background at the top of the officer's screen. Stolen vehicle checks are performed each time an officer queries a vehicle, and stolen vehicle checks are performed both by tag number and VIN number when available. Stolen vehicle checks through ELVIS are performed statewide through FCIC and nationally through NCIC. The vehicle data system removes flags when a stolen vehicle has been recovered or junked. Law enforcement agencies report initial information for flag removal, and the stolen vehicle flag is removed from the vehicle data system through a nightly batch process. This end-to-end process is exemplary and Florida is a good example in this area for other states to reference.

The Florida vehicle system data can be used to verify and validate the vehicle information during initial creation of a citation or crash report. Law enforcement agencies using the state funded FCIC/NCIC system, ELVIS, have access to the vehicle and driver system through queries of tag numbers, VIN numbers, decal numbers, title numbers, and driver license numbers while they are creating initial crash and citation forms.

Florida does not print a barcode on registration documents, but law enforcement obtains the vehicle information effectively. Queries performed through ELVIS return real time information from the vehicle and driver systems of all 50 states and Canada, allowing the officer to verify and validate the responses while on scene with the vehicles and drivers present. This information can also be automatically populated onto crash and citation forms using the State-funded crash and citation reporting software, TraCS.

Florida grants authority to quality control staff working with the statewide vehicle system to amend obvious errors and omissions. Regional office administrators/supervisors also

have the authority to amend other types of errors and omissions in the vehicle data system.

To provide oversight, Florida preforms some transaction analyses and audits five percent of driver license and motor vehicle transactions to ensure the accuracy of the processed data. Also, the State uses its the Performance Accountability Measurement System (PAMS) report to track some of the transaction processes such as the average appointment wait time or the total number of stakeholder outreach events.

In addition, the State uses several procedures to detect high frequency errors and to update training materials. Transactional reviews are performed, and common errors are analyzed when detected. Any procedural updates or revisions that may contribute to reducing the error are suggested to the Bureau responsible for updating manuals and procedures. Also, if it is determined that enhanced training is needed to assist in mitigating these frequent errors, recommendations are made to the training development area. Data quality feedback from key users is communicated through State's Work Request Authorization and Prioritization (WRAP) process, the Technical Assistance Center (TAC), and the field support desk. WRAPs are then prioritized through DHSMV's Tier I, II and III governance process. Technical alerts are sent out to all tax collector personnel for any changes made to the system or advising of any known issues. This is another category that Florida has done very well in and is a good example for other states.

Overall the Florida systems are meeting and excelling in a number of key advisory ideals. There are, however, some categories that have room for improvement.

Opportunities
A barcode on the registration document would be helpful if ELVIS were not accessible or for other States that have barcode readers. The 2D PDF417 standard endorsed by the American Association of Motor Vehicle Administrators is recommended.

The data dictionary would be improved if it contained edit checks and data collection rules.

Documentation covering steps from initial event to final entry into the vehicle data system would be improved with a process flow diagram depicting the vehicle data system.

Performance measures for the recommended quality controls would enable managers to determine areas needed improvement.

Driver Recommendations

- ▪ Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Summary

The Department of Highway Safety and Motor Vehicles (DHSMV) has custodial responsibility of the Florida Driver License Information System (FDLIS). The driver data system maintains records of all Florida drivers with critical information such as the driver's license number, license type, license status, conviction history, and crash involvement.

Florida captures and retains the dates of original issuance for all permits, licenses, and endorsements. The State maintains the Traffic Citation Accounting Transmission System (TCATS). Driving under the influence (DUI) and other traffic citations are reported from TCATS to FDLIS. In addition, the State has a data system that tracks education, enforcement, and treatment information related to DUI offenders. The Florida driver system contains detailed driver's traffic violation information, and the system captures the course type and the date of completion of driver improvement courses. However, the State's driver data system does not capture information on novice drivers' training histories.

The State's driver data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the Florida driver data system are documented with data definition for each data field. Edit checks and data collection rules are performed as part of the driver data system update processes. Florida is in the process of documenting those rules through the Motorist Modernization efforts. The data dictionary is updated as needed due to, for instance, legislative changes or requests from data system users.

Florida maintains the Driver License Operations Manual with detailed information related to the licensing, permitting, and endorsement issuance procedures. The State maintains process flow documents detailing the reporting and recording of relevant citations and convictions. Ninety percent of citations and convictions are submitted electronically from TCATS to the driver data system. Florida has a process flow diagram outlining the driver data system's key process flows and performs both automated and manual error correction or error handling processes. The State also has documented procedures and rules for purging data from the driver data system.

Florida has complied with Federal Real ID requirements since January 2010. The State has established extensive procedures to detect false identity licensure fraud for all driver licenses including commercial driver licenses (CDL). Florida has a DL Fraud Unit for complaints of possible fraudulent activity and the Quality

Assurance Program which conducts reviews of driver license and motor vehicle transactions to determine compliance with federal, state laws, regulations, and policies.

Policies and procedures to maintain appropriate system and information security are well established, as well as laws, rules, and procedures that regulate proper access and release of driver information from the driver data system.

Separate from the use of various systems (e.g., Driver and Vehicle Information Database) for interface between them, the Florida driver and crash data systems are not directly linked. However, there are direct linkages between Florida driver data system and the State's citation and adjudication systems. In addition, there is an interface link between the driver system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), the Social Security Online Verification (SSOLV) and the Systematic Alien Verification for Entitlements (SAVE) system. The State's law enforcement agencies can have granted access to the driver data system through the Driver and Vehicle Information Database (DAVID). Florida also has the capability to grant access to information in the driver system through DAVID to authorized court personnel and authorized personnel from other States.

Florida does not have a formal, comprehensive data quality management program for the driver system, as envisioned in the Advisory. However, the State has the Quality Assurance Unit which performs quality assurance processes for data management and produces reports, for specific jurisdictions, indicating the number and the percentage of specific driver system data elements (e.g., name, DOB, etc.) that are processed completely, accurately, or in compliance with DHSMV's policies and procedures. Florida has edit checks and validation rules for the driver data system. In addition, several methods are used to identify errors such as quality assurance reviews, customer complaints, and member contact with the procedure group. The Quality Assurance Program conducts independent reviews at the request of law enforcement and DHSMV and/or Tax Collector personnel for improper issuance or non-compliance with DHSMV policies or procedures. The State does not have established performance measures and numeric goals for timeliness, accuracy, completeness, uniformity, integration, and accessibility of the driver data system.

Opportunities

Florida should establish procedures to capture novice drivers' training histories, including provider names and types of education. Likewise, the driver data system should capture detailed information on driver improvement training history. The State should also establish a link between crash and driver data system.

Although many components and characteristics of the Florida driver data system are impressive, the State should consider start developing a formal data quality control program. Such a program will allow the State a greater ability to fully understand the quality of their driver data system. Establishing performance measures such as timeliness, accuracy, completeness, uniformity, integration, and accessibility, will be a great tool for data managers and data users to quickly and easily recognize areas in the driver system that need improvement.

In addition, the State should consider performing periodic independent sample-based audits to examine driver reports and conducting periodic comparative and trend analyses to identify unexplained differences in data across years and jurisdictions.

Finally, data quality reports based on performance measures should be created and provided to the State's TRCC committee for regular review.

Roadway Recommendations

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Summary

The custodian of Florida's roadway data system is the Florida Department of Transportation (FLDOT). Currently FLDOT collects only a limited amount of data on higher functional classes of roadways. FDOT does not currently collect local roadway data, and local agencies do not currently have the ability to submit roadway data to the State's statewide roadway data system. Specifically, the roadway inventory only covers state maintained centerline miles and roads functionally classified above "local", which accounts for approximately 25% of the total roadway centerline miles. Also, only the state-maintained roadways are in the location referencing system; they are less than 10% of the centerline miles of public roadways within the state.

The State has indicated that not all of the MIRE Fundamental Data Elements are collected for all public roads, and any additional collected data elements do not conform to the data elements included in MIRE.

The State has the ability to identify crash locations using a referencing system which is compatible with the one used for roadways for State-maintained roadways. The FDOT State Safety Office processes crash locations by referencing the feature data on actively maintained roadways and determines crash coordinates within the linear-referencing framework. Crash data is incorporated into the enterprise roadway information system for State-maintained roadways. The FDOT State Safety Office locates all crashes reported on a Florida Traffic Crash Report long form and incorporates location references into the Roadway Characteristics Inventory linear referencing.

Since the roadway system does not include local system data, there are no performance measures for the quality of the local system data. Additionally, FLDOT did not have a documented accessibility performance measure nor a performance measure for data integration with other data systems. FLDOT has established performance measures for timeliness, accuracy, completeness, and uniformity. For the data collected, there are

hundreds of pre-determined data quality checks for consistency and accuracy that are run by the data collectors, by District Statistics Administrators, and by quality control personnel as needed. The State has not reported a formal, regular process to run these reports periodically.

The State additionally has well-documented procedures in the RCI Handbook and User Manual. This document should continue to be kept up-to-date. This documentation should also be expanded to include a data dictionary that includes all data elements and to process updates to the data dictionary as needed.

Collected roadway data is automatically archived by FDOT to allow for historic querying.

Overall, the system functionality meets the advisory ideals; however, it is limited to the data collected on State-maintained roadways. Meeting the advisory would require the inclusion of data for all public roadways and to have performance measures applied to the entire system. In addition to including local data, consideration should be given to interfacing with regional and local data custodians, such as MPOs. The collected data elements should be updated for inclusion of the MIRE FDEs. Finally, a review of the data dictionary should be made with the addition of any data elements that might be needed to apply to the inclusion of roadway data for non-State-maintained roadways.

Citation / Adjudication Recommendations

- Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Summary

The State of Florida has established itself as a leader in the field of data collection and use related to traffic citations and their adjudication. One of the best ways to address traffic enforcement, in order to ensure that it is well-executed, provides ample return on investment, and is fairly and equitably adjudicated, is through a statewide citation tracking system. Florida has had such a system for several years--the Traffic Citation and Accounting Transmission System (TCATS). This system allows the State to track each citation through its lifecycle, from assignment of a number to issuance to a violator to transmission to court, through the adjudication of charges and, if appropriate, to the driver history file. This tracking provides a great deal of useful information to traffic

safety professionals. The data can be used to monitor the effectiveness of enforcement in preventing or mitigating the severity of crashes and is used in the State of Florida to identify the best way to design educational campaigns and directed enforcement activities.

The Florida Department of Highway Safety and Motor Vehicles (DHSMV) is responsible for centralized citation numbering for both paper and electronic citations. This oversight prevents duplicate numbers and sets up a means by which to ensure that citations, once issued, are tracked throughout their lifecycles, no matter whether the prosecutor declined to file the charges, or while charges are pending during a deferral period.

Court data is kept in a single system as well, using the Court Clerk Information System (CCIS) that includes all data from all courts. Also, these excellent systems are supported by robust data dictionaries that serve to assure that data collection is uniform and that data users are adequately informed about the quality of the data they analyze. The TCATS system updates are followed by additional training about the changes and by updates to the documentation for users. The State appears to use the newest versions of software available for it's Court Management systems.

While Florida's state-of-the-art systems are very commendable, there remain several opportunities to improve. Information regarding dismissed charges and pending charges related to deferrals is not captured on the driver history file, a fact which limits analysis of driver behavior.

Having the ability to track impaired drivers could be improved through the development of a comprehensive DUI tracking system. Such systems should be interactive, available to all those who provide services to DUI violators and prevent reinstatement of driving privileges until all court-ordered or administrative sanctions have been fulfilled. Additionally, such a tracking system should include fees and fines paid by impaired drivers.

The ability to record all types of education (and curricula), treatment, assessment, sanctions (such as ignition interlock) and therapy assigned to these drivers allows the State to assess what types of programs and sanctions are most effective in preventing recidivism and allowing the drivers to become compliant and re-enter the system, which gives more incentive to remain compliant with requirements and laws.

The State has wisely elected to audit on request and provide data to individual agencies related to their timeliness and accuracy. This is a means of encouraging law enforcement agencies to maximize their efforts to provide excellent data and assures that State systems managers have an indication of the health of their data systems. The State would be well served to develop and measure other system aspects, such as completeness, integration, uniformity, and accessibility. While having most citations issued electronically does positively impact uniformity and completeness, measurements help to insure that these aspects of the data remain optimal. Even when

edits catch incomplete data fields, it is important to measure and calculate which fields are problematic to determine why the problem exists. Then solutions to solve the problem(s) can occur. Even with excellent data quality, some aspects of data may at times degrade. Having a means to measure and keeping track of such measures insures that degradation of data quality may be quickly uncovered and equally quickly addressed. Florida's citation and adjudication appears to be excellent and measures help to make that fact clear.

EMS / Injury Surveillance Recommendations

- Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Programs Assessment Advisory.

Summary
An ideal statewide Injury Surveillance System (ISS) is comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This data provides more detailed information on the nature and extent of injuries sustained in a motor vehicle crash than can be found in other components of the traffic records system. Consequently, this information is invaluable when determining the severity, cost, and clinical outcomes of the individuals involved and can be used to support injury prevention programs on the State and local level.

Overall, Florida collects and maintains information on all five components; the Emergency Medical Services Tracking and Reporting System (EMSTARS), the Florida Trauma Registry and vital records system maintained by the Florida Department of Health and Environment; and the emergency department and hospital discharge data maintained by the Agency for Health Care Administration. While this data has been used to provide basic information related to motor vehicle crashes in the State, there is an opportunity for more extensive coordination and use of these resources.

Emergency Medical Services
Florida's EMSTARS is a NEMSIS compliant database of patient incident records submitted by the majority of EMS agencies in the State. Since aggregate reporting of EMS data is mandated (by Florida Administrative Code 64J-1.014), participation in EMSTARS is voluntary. The system was developed to bring the State into NEMSIS compliance and to allow EMS providers the ability to collect incident level data that can be used to improve health care delivery and support injury prevention activities. The ability to collect information, develop benchmarks, and assess trends in Florida's EMS

system is critical to ensuring the protection, promotion and improvement of the health for all people in Florida. Florida is currently the highest-ranking state in total number of records submitted to NEMSIS.

The Emergency Medical Services Section encourages the use of EMS data for the advancement of medical research as well as for local, regional, and State-level quality improvement efforts. Aggregated State-level reports and data request forms can be found on the Department of Health's website.

The Emergency Medical Oversight Continuum of Care Data Warehouse currently hosts data from the EMSTARS patient care records that are linked with hospital discharge and emergency department data from the Agency for Health Care Administration. A comprehensive data warehouse business strategy is under development to enhance this capability to ensure valid health information is accessible to researchers and providers in the State. This linkage provides a wealth of information and consideration should be given to adding additional traffic record components, notably crash, to the warehouse.

Trauma Registry
The Florida Trauma Registry collects patient data from the State's 27 trauma centers as authorized by Florida Statute. Additionally, as of January 2015, data is also collected on trauma cases that are treated at the State's acute care hospitals. The State's trauma registry is based on the National Trauma Data Standard with the addition of several State-specific fields. The trauma registry data manual describes the data elements, the inclusion criteria, and the reporting requirements.

Performance reporting is conducted through quarterly compliance reports created for each trauma center. The report tracks the number of records submitted, the number of late records, and the number of records exceeding the error threshold. An annual report summarizing the reasons for rejecting records is also produced. Data quality and reporting issues are addressed regularly between the Department of Health and individual trauma centers.

The trauma registry data is used by the individual trauma centers to support a variety of activities, including performance improvement, outcomes research, and resource utilization. Data is also used by the Department of Health to support statewide planning and injury prevention initiatives.

Emergency Department and Hospital Discharge Data Systems
The Agency for Health Care Administration collects and maintains data for all inpatient, emergency department, ambulatory surgery, and outpatient services from 269 of the State's 294 facilities. Approximately 2.5 million inpatient records and 5.5 million emergency department records are collected each year.

Hospital data can be requested through the Florida Center for Health Information and Policy Analysis. The Center also maintains a website, FloridaHealthFinder.gov, that contains data dictionaries, data use agreements, and a query tool. In 2014, there were 17,739 persons admitted to a hospital as the result of a motor vehicle crash. The average charge for these patients was $116,971.

Vital Records
The Florida Department of Health's Bureau of Vital Statistics collects and maintains all vital records for the State, including mortality data. Vital records are used regularly to identify problems related to motor vehicle crashes including a recent report describing fatal and non-fatal injuries sustained by children under 5 years of age. Data may be requested from the Bureau of Vital Statistics with an approved data use agreement.

With the system components that are in place, there are some considerations that may help the State maximize the use of its injury surveillance system to support its highway safety efforts. First, all ISS components should have representation on the TRCC. At the very least, communication should be enhanced to identify opportunities to increase the use of ISS data as is currently being done with the trauma registry. Second, to evaluate and improve data quality of these systems, performance measures for each should be established. While States generally have guidelines related the timeliness, accuracy, and completeness of reports, performance measures can be used to regularly keep track of each system's function, progress, and success. The 'Model Performance Measures for State Traffic Records Systems' publication provides example performance measures for each attribute and data system. Third, efforts should be made to require submission of record level data to the State and to obtain data from 100% of the State's ambulance services into EMSTARS. Fourth, use the ICD codes in the hospital databases to derive a severity score. Using hospital data to define serious injuries is more objective than using the KABCO score from the crash report. Finally, as mentioned earlier, crash data should be included in the Continuum of Care Data Warehouse if feasible. Florida should be commended for continuing its efforts to develop its core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects.

Data Use and Integration Recommendations

- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Summary
The State of Florida has been very successful in the area of Data Use and Integration. There is access to crash and citation data through an Internet portal that contains ad hoc reporting and the ability to create some analytics capability. In addition, behavioral program managers have access to a robust crash system portal that maps and classifies crashes by type and circumstance.

Successful linkages of various data sources were reported. In particular, citation and adjudication data, driver data, vehicle data, Florida Highway Patrol activity data have been integrated into a singular data warehouse at DHSMV where analytics can be performed. Ad-hoc analysis is performed for legislative needs, grant purposes, and research through the DHSMV performance management office. Analyses were provided that link driver demographics, vehicle type, and citation data. Crash data is integrated with vehicle data for purposes of analysis and has been used to determine the crash involvement of vehicles with the title brand "rebuilt" in crashes. Reports were provided covering analyses of crash incidences involving newer versus older vehicles and involving rebuilt vehicles.

Opportunities exist to explore additional linkages. Roadway and crash data have not yet been linked, nor have crash and injury surveillance data.

B. Strategic Planning Participants

Executive Board Members
1. Beth Allman, Chair, Florida Court Clerks and Comptrollers
2. Steve McCoy, Vice Chair, Florida Department of Health
3. Lora Hollingsworth, Department of Transportation
4. Robert Kynoch, Department of Highway Safety and Motor Vehicles
5. David Brand, Florida Sheriffs Association
6. Chief Virgil Sandlin, Florida Chief's Association
7. Major Gary Howze, Department of Highway Safety and Motor Vehicles / FHP

Other Participants
8. Danielle King - Department of Transportation
9. Chris Craig - Department of Transportation
10. Joe Santos – Department of Transportation
11. Benjamin Jacobs - Department of Transportation
12. Joey Gordon - Department of Transportation
13. Andrea Hodge – Department of Transportation
14. Major Jeffrey Dixon – Florida Highway Patrol / Department of Highway Safety and Motor Vehicles
15. Stephanie Duhart - Department of Highway Safety and Motor Vehicles
16. Deborah Todd - Department of Highway Safety and Motor Vehicles
17. Richie Frederick – Department of Highway Safety and Motor Vehicles
18. April Langston – Department of Highway Safety and Motor Vehicles
19. Thomas Austin – Department of Highway Safety and Motor Vehicles
20. Thomas Rast – Department of Highway Safety and Motor Vehicles
21. Brenda Clotfelter – Florida Department of Health
22. Joshua Sturms - Florida Department of Health
23. Amy Pontillo Cochran – Florida State University
24. Zoe Williams – Florida State University
25. Lisa Spainhour – Florida State University
26. Ilir Bejliri – University of Florida
27. Ebony Herring – Agency for Health Care Administration
28. Anat Michaeli-Ling – Department of Highway Safety and Motor Vehicles
29. Keely Weaver – Department of Highway Safety and Motor Vehicles
30. Dana Olvera – Department of Highway Safety and Motor Vehicles
31. Michael Randall – Lexis Nexis
32. Gary Sammet – Florida Department of Health
33. Ken Jones – Florida Department of Health
34. Yasmine Fucci – Florida Department of Health
35. Felipe Lorenzo-Luaces – Florida Department of Health
36. Sandy Richardson – National Highway Traffic Safety Administration
37. Danny Shopf – Cambridge Systematics, Inc.
38. Melissa Gonzalez – TRCC Coordinator, Department of Transportation

Florida FY2020 Planned Activites Overview

Project Name	TSIS Goals Impacted	Core Data Systems Impacted	Performance Area Impacted	FY20 Award
Section 405(c)				
Field Data Collection for NEMSIS	Goal 1: Coordination Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility	EMS/ Injury Surveillance System, Crash, Roadway, Vehicle	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	$439,955
Crash and UTC Data Improvement	Goal 1: Coordination Goal 2: Data Quality; Goal 3: Integration; Goal 5: Utilization	Crash, Citation /Adjudication	Accuracy, Completeness, Timeliness, Uniformity	$124,594
Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes	Goal 2: Data Quality; Goal 3: Integration Goal 4: Accessibility; Goal 5: Utilization	Crash, Citation / Adjudication, Roadway, EMS/Injury Surveillance	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	$168,567
TraCS Support & Enhancement	Goal 1: Coordination Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash, Citation / Adjudication, Driver, Roadway, Vehicle	Accessibility, Accuracy, Completeness, Timeliness, Integration, Uniformity	$871,000
Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash, Citation / Adjudication, Roadway	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	$377,418
Section 402				
ELVIS	Goal 2: Data Quality; Goal 3: Integration; Goal 5: Utilization	Crash, Citation/ Adjudication, Driver, Vehicle	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	$518,833
				$2,500,367

Section 405c Quantitative Progress Report

State: *Florida*   **Report Date:** *5/13/2019*   **Submitted by:** *Melissa Gonzalez*

Regional Reviewer:

System to be Impacted	__**X**__CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY **OTHER** specify:
Performance Area(s) to be Impacted	__**X**__ACCURACY ____TIMELINESS ____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION **OTHER** specify:
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** *The average percent of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.*
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** *Project FL-19: A Unified and Sustainable Solution to Improve Geo-Location Timeliness and Accuracy (Florida Traffic Safety Information System Strategic Plan 2017-2021, Table 4.2)*
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** *The achieved improvement is an increase in accurately located electronic crash reports utilizing the Geo-Location tool – as demonstrated through an increase in the average percentage of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.* *During the baseline period from April 1, 2017 to March 31, 2018, 72,072 of 683,366 electronic crash reports (10.55%) were accurately geo-located and submitted into the database. During the current period from April 1, 2018 to March 31, 2019, 105,506 of 699,883 electronic crash reports (15.07%) were accurately geo-located and submitted into the database. **The percentage of accurately located electronic crash reports entered into the database increased 4.52% compared to the previous year.*** *During this time period, a total of 135 law enforcement agencies are using the tool which demonstrates progress from the previous year which totaled 49 agencies utilizing this tool. The additional increase in agencies was due to the Traffic and Criminal Software project beginning to mandate this tool in January of FFY19 for law enforcement agencies who use their software.*
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: 4/1/17 - 3/31/18 Value: 72,072 of 683,366 (10.55%) accurately located electronic crash reports were entered into the crash database*
Date and Current Value for the Measure	*Date: 4/1/18 - 3/31/19 Value: 105,506 of 699,883 (15.07%) accurately located electronic crash reports were entered into the crash database*
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:** *4/22/2019*   **Submitted by:** *Melissa Gonzalez*

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 285 licensed EMS agencies of which 203 are EMSTARS participating agencies. Of the 203 EMSTARS participating agencies, 134 agencies are submitting run reports by V3 data standards.* *The number of licensed 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** *Project FL-19: Field Data Collection for National EMS Information System (NEMSIS) Compliance (Florida Traffic Safety Information System Strategic Plan 2017-2021, Table 4.2)* *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 is collecting and transmitting 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 uniformity 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 274, of which 194 were EMSTARS participating agencies. Of the 194 EMSTARS participating*

	agencies, 87 were submitting run reports by NEMSIS V3 data standards. For the current period, the number of licensed EMS agencies in Florida was 285, of which 203 were EMSTARS participating agencies. Of the 203 EMSTARS participating agencies, 134 were submitting run reports by NEMSIS V3 data standards. *The current number of licensed 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, 2017 to March 31, 2018, 87 of the 194 (45%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. For the current period from April 1, 2018 to March 31, 2019, 134 of 203 (66%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. **The percent of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS increased by 21% compared to the previous year.***
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** *The total number of EMSTARS participating agencies who are now submitting NEMSIS V3 run data to the Florida Department of Health via EMSTARS is divided by the total number of participating EMSTARS agencies.*
Date and Baseline Value for the Measure	*Date: 4/1/17 – 3/31/18 Value: 87 of 194 (45%) EMSTARS participating agencies actively reporting by NEMSIS V3 standards to EMSTARS.*
Date and Current Value for the Measure	*Date: 4/1/18 – 3/31/19 Value: 134 of 203 (66%) EMSTARS participating agencies actively reporting by NEMSIS V3 standards 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	

No.	High Rank Question	Rating	Assessor Conclusion	FL TR Strategic Plan Objectives	Notes	Objective	Strategy/ Action Steps	Performance Measure/ Method	Timeline
Data System: Traffic Records Coordinating Committee Management									
19	Does the TRCC use a variety of federal funds to strategically allocate resources for traffic records improvement projects?	Does not meet	The State's TRCC only oversees funding from the NHTSA 405c program and has no role in the oversight of other available federal funds for traffic records systems. The State is encouraged to consider forming a subcommittee, or designating a meeting or two each year, to review all possible available funds and at least indicate favorable or unfavorable guidance on the use of the wider range of funds to support the State's strategic plan and priority projects therein.	Review the potential for qualifying for 1906 racial profiling incentive grant by December 31, 2017.		The TRCC will utilize a variety of federal funds to support traffic records improvements.	Determine qualification potential for 1906 racial profiling incentive grant. Work with TraCS/FSU to explore options for qualifying for 1906 funding.	At least one additional federal fund beyond 405c paying for TRCC projects.	Dec-17
Data System: Strategic Planning									
Data System: Crash									
53	Do all law enforcement agencies submit their data to the statewide crash system electronically?	Partially meets	Eighty-two percent of crash data in Florida is collected electronically in the field and is submitted to the State system electronically via the TraCS software or 3rd party vendors. The remaining eighteen percent is collected on paper forms in the field and is converted to electronic data and images centrally, once received by the DHSMV and is stored in the central crash repository.	2.4 Improve accuracy of traffic records systems by December 31, 2018. 2.6 Improve timeliness of traffic records systems by December 31, 2018.	Long term will be greater than one year and short term definition will be within one year. Change to 2018.	Attain 100 percent electronic reporting by law enforcement into the statewide crash system.	Continue to encourage and support all law enforcement agencies to submit crash report electronically.	Increase the percentage of law enforcement who submit electronically by five percent every year.	Annual
66	Are there timeliness performance measures tailored to the needs of data managers and data users?	Partially meets	Although timeliness is tracked, the State has not listed actual performance measures with baselines and goals to determine if progress is being achieved.	2.2 Identify performance measures and ensure data system owners meet required data performance measures by June 30, 2012. 2.6 Improve timeliness of traffic records systems by December 31, 2018.	The TRCC will survey data users and all coalitions to find out what data they use and need. Change goal to get 85% of all crash reports entered into crash master database within 10 days of the date of the crash by December 31, 2018.	Improve timeliness performance measures to meet the needs of data managers and users.	The TRCC will survey data users and all coalitions to find out what data they use and need.	Change goal to get 85% of all crash reports entered into crash master database within 10 days of the date of the crash	Dec-18
67	Are there accuracy performance measures tailored to the needs of data managers and data users?	Does not meet	Given the response provided, the performance measure and goals regarding accuracy are still unclear. It is also unclear what the data provided actually reflects as accuracy and completeness are grouped together. Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database.	2.2 Identify performance measures and ensure data system owners meet required data performance measures by June 30, 2012. 2.4 Improve accuracy of traffic records systems by December 31, 2017.	Establish a performance measure threshold by December 31, 2017.	Improve accuracy of traffic records systems.	Establish performance measures threshold. DHSMV get together with stakeholders to set the performance measure for this.		Dec-17

68	Are there completeness performance measures tailored to the needs of data managers and data users?	Does not meet	The State has just begun measuring for accuracy and completeness and intends to use 2nd quarter data as a baseline. No evidence has been provided regarding the method or frequency of communication nor are there formal performance measures or goals in place. Performance measures relating to the success of first, second, and subsequent submission attempts by users could prove beneficial, particularly given the number of differing vendors submitting crash reports to the system on behalf of local law enforcement.	2.2 Identify performance measures and ensure data system owners meet required data performance measures by June 30, 2012. 2.3 Improve completeness of traffic records systems by December 31, 2017.	Establish a performance measure threshold by December 31, 2017.	Improve completeness of traffic records systems.	Establish performance measures threshold. DHSMV get together with stakeholders to set the performance measure for this.		Dec-17
69	Are there uniformity performance measures tailored to the needs of data managers and data users?	Does not meet	Florida does not have uniformity performance measures currently in place.	2.2 Identify performance measures and ensure data system owners meet required data performance measures by June 30, 2012. 2.5 Improve uniformity of traffic records systems by December 31, 2017.	Look into what the definition of uniformity is and examples potentially from other states.	Improve uniformity of traffic records systems.	Establish performance measures threshold. DHSMV get together with stakeholders to set the performance measure for this.		Dec-17
70	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet	Florida does not currently have integration performance measures in place.	3.1 Understand the needs of end users that require linked data by September 30, 2013. 2.2 Identify performance measures and ensure data system owners meet required data performance measures by June 30, 2012.	Better noted under Integration Section of the assessment.		Establish performance measures threshold. DHSMV get together with stakeholders to set the performance measure for this.		Dec-17
72	Has the state established numeric goals—performance metrics—for each performance measure?	Does not meet	The State did not provide numeric goals—performance metrics—for each performance measure.		In the new strategic plan outline numeric goals/performance metrics for each performance measure.	Establish numeric goals/ performance metric for each performance measure.	Establish performance measures for all objectives in the revised strategic plan.	Have quantifiable performance measures for every objective.	Dec-17

73	Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?	Partially meets	It is currently unclear if accuracy and completeness reporting is conducted and whether it is disseminated to anyone other than state-level stakeholders. While data and statistical reporting are available on the FIRES web portal, it is unclear if the timeliness report, or other reports, are provided regularly to agencies that do not access the portal.		After performance metrics are established for accuracy, completeness, and timeliness by December 31, 2017 a report will be developed to list how law enforcement agencies line up on the public FIRES portal.	Establish performance reporting that provides specific timeliness, accuracy, and completeness feedback to all law enforcement agencies.	After performance metrics are established for accuracy, completeness, and timeliness a report will be developed to list how law enforcement agencies line up on the public FIRES portal.	Provide all law enforcement agencies with access to the report.	Dec-18
77	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does not meet	Florida produces an annual crash facts report that provides stakeholders with statistics concerning the crash data itself and includes some limited analyses. However, no evidence has been provided to indicate that the system's owners utilize this report or other analyses to look for and resolve unexplained anomalies in the crash data.		In the survey we will ask that do you currently use the crash facts? Are you currently using any of the data availability reports, list them.	Provide data to law enforcement that they will utilize to address potential issues with data.	Survey all law enforcement about whether or not they utilize the crash facts publication or any other data availability reports.	1/3 of law enforcement agencies surveyed respond that they do use and reference crash facts publications.	Dec-17
79	Are data quality management reports provided to the TRCC for regular review?	Does not meet	While data quality data performance measures are reported in the annual updates to the Florida Traffic Safety Information System Strategic Plan, they are not reported on a regular basis to the TRCC. Data managers for each of the core systems provided high-level updates on the status of traffic records projects at each TRCC meeting, however no data quality reports or analyses are regularly provided.	1.4 Track progress quarterly of TRIS Strategic Plan implementation through December 31, 2017.	Ask data system holders report out to the TRCC data quality reports annually.	Provide data quality management reports to the TRCC for regular review.	Have all data system holders report out data quality reports to the TRCC annually.	All data system holder organizations report out to the TRCC on data quality.	Dec-17
Data System: Vehicle								
94	Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented in a process flow diagram?	Partially meets	The steps from initial event into the vehicle data system are not documented in a process flow diagram. However, the State provided a narrative indicating that Florida's titling and registration information entered into the Florida vehicle system is real-time updated for view only.		Will consider drafting a flow diagram prior to the next Traffic Records Assessment.	Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented in a process flow diagram?	Draft a flow diagram prior to the next assessment.	Complete the drafting of the flow chart.	Dec-19
118	Are data quality management reports provided to the TRCC for regular review?	Partially meets	Florida has some communication of quality metrics with their TRCC but ideally regular communication of reports to the TRCC would take place even though they do not have authority over the data.	1.4 Track progress quarterly of TRIS Strategic Plan implementation through December 31, 2017.	Ask data system holders report out to the TRCC data quality reports annually.	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Ask data system holders report out to the TRCC data quality reports annually.	Data system holders report out annually.	Dec-19
Data System: Driver								

120	Can the State's DUI s data system be linked electronically to the driver system?	Partially meets	The State has a data system that tracks education, enforcement, and treatment information related to DUI offenders. In addition, the State has the Traffic Citation Accounting Transmission System (TCATS). Traffic citations and DUIs are reported from TCATS to Florida Driver License Information System (FDLIS). However, the State did not provide requested evidence pertaining to linking protocols between data systems containing DUI related information and Florida's driver data system.	3.1 Understand the needs of end users that require linked data by September 30, 2013. 3.2 Identify key data fields needed to facilitate linking traffic records information systems by December 31, 2014.	Believe this objective is completed need to do a better job documenting next time.	Completed			
150	Is there a formal, comprehensive data quality management program for the driver system?	Partially meets	The State's Quality Assurance Unit performs quality assurance processes for data management. This unit produces report showing compliance review results, for specific jurisdictions, measured by the number and the percentage of specific driver system data elements (e.g., name, DOB, proof of SSN, etc.) that are processed completely, accurately, or in compliance with DHSMV's policies and procedures. However, this quality assurance program does not include all aspects of the data quality management program for the driver data system that are defined in the Advisory.	2.1 Develop quality control standards for State traffic records systems, including data quality performance measures and procedures, by April 1, 2012.	Review the advisory and determine what quality assurance methods are not be conducted as outlined in the Advisory and report these finding to DHSMV to see what they can do.	Provide data quality management reports to the TRCC for regular review.	Have all data system holders report out data quality reports to the TRCC annually.	All data system holder organizations report out to the TRCC on data quality.	Dec-19
161	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does not meet	It is not evident from the State's response that periodic comparative and trend analyses are performed to identify unexplained differences in the driver system data across years and jurisdictions.		Ask data system holders report out to the TRCC data quality reports annually.	Provide data quality management reports to the TRCC for regular review.	Have all data system holders report out data quality reports to the TRCC annually.	All data system holder organizations report out to the TRCC on data quality.	Dec-17
163	Are data quality management reports provided to the TRCC for regular review?	Does not meet	There are not any data quality management reports provided to the TRCC for regular review.	1.4 Track progress quarterly of TRIS Strategic Plan implementation through December 31, 2017.	Ask data system holders report out to the TRCC data quality reports annually.	Provide data quality management reports to the TRCC for regular review.	Have all data system holders report out data quality reports to the TRCC annually.	All data system holder organizations report out to the TRCC on data quality.	Dec-17
Data System: Roadway									

164	Are all public roadways within the State located using a compatible location referencing system?	Does not meet	Florida does not have all public roadways within the State located using a location referencing system. Florida state only actively maintains 9.9% of centerline miles of public roadways in the state. FDOT inventories all of the actively maintained mileage as well as all roads functionally classified above "local" which amount to approximately 25% of the roadways total. The remaining 75% of centerline miles are not inventoried by the FDOT.	2.3 Improve completeness of traffic records systems by December 31, 2017. 2.5 Improve uniformity of traffic records systems by December 31, 2017.	We may partially meet this objective but there may be plans to develop a single unified system as state and local road data is kept separate. Consider revisiting by December 31, 2018 to determine if enhancements to the system are closer to achieving a single unified system.		We may partially meet this objective but there may be plans to develop a single unified system as state and local road data is kept separate. Consider revisiting by December 31, 2018 to determine if enhancements to the system are closer to achieving a single unified system.		Dec-18
182	Are there interface linkages connecting the State's discrete roadway information systems?	Does not meet	Currently there are no interface linkages connecting the State's discrete roadway information systems. The integration is limited at the interface level.	3.1 Understand the needs of end users that require linked data by September 30, 2013. 3.2 Identify key data fields needed to facilitate linking traffic records information systems by December 31, 2014. 3.4 Establish data standards needed to facilitate linking traffic records information systems by December 31, 2014.	Consider revisiting by December 31, 2018 to determine if enhancements to the system are closer to achieving this objective and report out on status.		Consider revisiting by December 31, 2018 to determine if enhancements to the system are closer to achieving this objective and report out on status.		Dec-18
Data System: EMS/ Injury Surveillance									
260	Does the injury surveillance system include rehabilitation data?	Does not meet	The injury surveillance system does not include rehabilitation data at this time.	2.3 Improve completeness of traffic records systems by December 31, 2018 4.1 Identify high priority users needs and develop a strategy to improve accessibility by December 31, 2018	*The injury surveillance system does not currently include rehabilitation data at this time.*	Improve the completeness of the Injury Surveillance System Components	**Conduct needs assessment of rehab data, include inventory of source and availability of rehab data Develop recommendations based on results of needs assessement**	Completed needs assessment and recommendations presented to TRCC	12/31/17

263	Does the EMS system track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	Florida EMSTARS is not a population based data set so only estimates can be calculated. A report was provided that showed the distribution of types of motor vehicle crashes along with the provider's impression of whether or not an injury was sustained.	2.3 Improve completeness of traffic records systems by December 31, 2018	*Severity not apart of Nemsis standard, possibly can establish some target on linking with trauma to get the severity - Florida EMSTARS is not a population based data set so only estimates can be calculated. A report was provided that showed the distribution of types of motor vehicle crashes along with the provider's impression of whether or not an injury was sustained.*	Improve the completeness of the Injury Surveillance System Components	**Define linkage methodology for EMS/Trauma data linkage**	Validated linkage methods for EMS/Trauma data linkages	12/31/17
264	Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Does not meet	No evidence was provided to indicate that emergency department data can be used to describe the nature and severity of injuries sustained as the result of a motor vehicle crash. Generally this can be done through the use of ICD-9 codes included in a State's emergency department/hospital discharge dataset.		ICD-9 and ICD-10 data is available by request from the person who needs the data. The request is sent to the Data Dissemination Group (Marlene Schwan manages the requests; Beth Easton manages the office). As long as the ICD-9 and ICD-10 codes are provided, the data is available.		Danielle and other TRCC members will reach out to AHCA to get a representative to participate in TRCC meetings.		Dec-16
265	Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	The State provided data on nonfatal injury hospitalizations by intent, age, and mechanism. No information was provided on injury scores or principal diagnosis. This data can be requested from the Department of Health - Office of Injury Prevention.		Dept. of Health and ACHA have a data sharing agreement to obtain this data which goes to the Office of Injury Prevention which develops reports. They are not sure what else is needed. An injury score and hospitalizations has not been included. The report given to the assessment team included fatal and non-fatal information. The need would have to be determined before that report is changed. If this is a minor change that can be done within five years, TRCC has requested this change.		TRCC will follow up with AHCA about how difficult it would be to include this information in the codes.		Dec-17

#	Question	Rating	Description	Recommendation	Note	Goal	Action	Deliverable	Date
267	Does the vital records data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	The vital records data has been used to calculate the frequency of deaths related to motor vehicle crashes. The death data has not been used to track the severity and nature of injuries.		This would also involve reviewing the report and determining the need. The information could have been requested so there is knowledge on the most common type of injuries in the case of motor vehicle deaths. This would require linking a variety of data sets. This evidence and report is currently available.	Provide report that provides the most recent vital statistics data for injuries sustained in motor vehicle crashes in the state.	Provide report to the TRCC that shows 3-5 years historical data from vital statistics.	Provide the report to the TRCC on an annual basis.	Dec-16
268	Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Partially meets	While EMS data has not been used to support a specific highway safety project, the data can be accessed and queried in a number of ways. The TRCC should explore ways to use EMS data to support planning and analysis efforts.	5.1 Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 31, 2018.	While EMS data has not been used to support a specific highway safety project, the data can be accessed and queried in a number of ways. The TRCC should explore ways to use EMS data to support planning and analysis efforts.	Increase awareness and understanding of availability of Injury Survellance System Data	**Conduct ISS Data Awareness Training Webinars**	ISS Data Awareness Training Course Development completed Semi annual delivery of ISS Data Awareness Webinar	12/31/17
313	Is there an interface between the EMS data and the trauma registry data?	Does not meet	The EMS and trauma registry data are integrated using the AHCA data as an intermediate step. While not an interface as defined in the Advisory, this process will provide a valuable resource for analysts.	3.4 Establish data standards needed to facilitate linking traffic records information systems by December 31, 2018	The EMS and trauma registry data are integrated using the AHCA data as an intermediate step. While not an interface as defined in the Advisory, this process will provide a valuable resource for analysts.	Define data linkage methodololgy for linking EMS and Trauma data systems for integration and analysis purposes	**Develop data standards/methodol ogy for linking EMS/Trauma data for integrated analysis**	**Validated methodology for linking EMS/Trauma data for integrated analysis**	12/31/17
354	Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	The trauma registry data may be integrated with other data systems, notably EMS but no performance measures are in place to measure the success of that process.	3.1 Understand the needs of end users that require linked data by September 30, 2018.	The trauma registry data may be integrated with other data systems, notably EMS but no performance measures are in place to measure the success of that process.	Improve the completeness of the Injury Surveillance System Components	**Conduct user needs assessment, develop recommendations and establish performance thresholds**	Completed needs assessment and recommendations presented to TRCC	12/31/17
Data System: Data Use and Integration									

#	Question	Rating	Comment	Recommendation					Date
381	Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Partially meets	A Comprehensive traffic records inventory includes data dictionaries, data elements, system custodians, platforms and software used for all core data systems in the State's traffic records system. It is not clear to what extent Florida meets this Advisory ideal since no documentation has been added to the written response.	3.1 Understand the needs of end users that require linked data by September 30, 2013. 3.2 Identify key data fields needed to facilitate linking traffic records information systems by December 31, 2014. 3.4 Establish data standards needed to facilitate linking traffic records information systems by December 31, 2014.	Add links to the various data dictionaries on the TRCC website by December 31, 2016. 3.1 Understand the needs of end users that require linked data by September 30, 2018. 3.2 Identify key data fields needed to facilitate linking traffic records information systems by December 31, 2018.	Update the previos traffic records inventory.	Form a technical subcommittee to revise the previous version.	Complete the revision of the traffic records advisory.	Dec-18
386	Is citation and adjudication data integrated with crash data for specific analytical purposes?	Partially meets	The data integration has taken place, but not the analysis. Citation and crash location can be layered to determine the effect of directed enforcement countermeasures on a particular problem.	3.2 Identify key data fields needed to facilitate linking traffic records information systems by December 31, 2014. 3.4 Establish data standards needed to facilitate linking traffic records information systems by December 31, 2014.	3.2 Identify key data fields needed to facilitate linking traffic records information systems by December 31, 2018.	Integrate citation and adjudication data with crash data.	Continue to explore to place citation data in the FIRES database.	Link the citation and adjudication data.	Dec-17
Data System: Citation and Adjudication									

Leader
TRCC and FSU
DHSMV
DHSMV
DHSMV

DHSMV
DHSMV
DHSMV
TRCC

| DHSMV/ Appriss |
| DHSMV |
| TRCC |
| DHSMV |
| DHSMV |

DHSMV
DHSMV
DHSMV
DHSMV

FDOT
FDOT
TRCC - DOH

DOH	
TRCC	
DOH/ ACHA	

Vital Statistics
DOH
DOH
DOH

TRCC
DHSMV

405(d) Impaired Driving Countermeasures Grant- Mid Range State

Impaired driving assurances

Impaired driving qualification:(Read-Only)   Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to Operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.
Attachment: FL_FY20 FIDC Charter

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impared driving plan approved by task force   3/31/2017

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Attachement: FL_FY20_FIDC Member List

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm

Continue to use previously submitted plan   No

If Yes:

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

If No:

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention	Page 10
Communication program	Page 16
Program evaluation and data	Page 20
Criminal justice system	Page 13

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

New   ☐

Revised   ☐

⬆ UPLOAD

Upload area in GMSS

State of Florida

Impaired Driving Strategic Plan
2017 - 2019

Table of Contents

Executive Summary

Despite impressive efforts to reduce traffic-related fatalities and serious injuries in Florida over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. As a percent of all crash fatalities, impaired driving fatalities in Florida has slowly declined from 29 percent in 2011 to 27 percent in 2015 (National Highway Traffic Safety Administration, NHTSA). During that same time period, the Florida Department of Highway Safety and Motor Vehicles (DHSMV) reported 7,252 serious injuries and 4,030 fatalities due to impaired driving. Despite implementation of many proven countermeasures, the number of alcohol-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 .

IMPAIRED DRIVING FATALITIES AND SERIOUS INJURIES (2011-2015)

	2011	2012	2013	2014	2015
Serious Injuries	1670	1575	1457	1282	1268
Fatalities	838	800	792	749	851
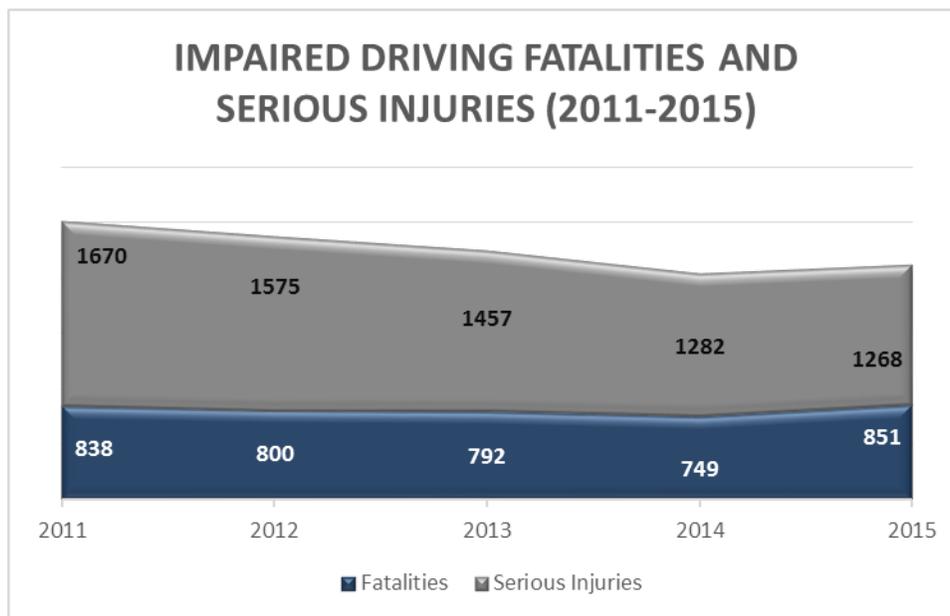
Traffic Crash Facts Annual Report 2011-2015 – Florida Department of Highway Safety and Motor Vehicles

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 met four times from May 2016 through March 2017 to continue its mission. The FIDC Charter

and Membership List are available Appendix A and B respectively.

Florida's first Impaired Driving Strategic Plan 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. Since the assessment, Florida has accomplished many of the goals set in response to the assessment recommendations. The assessment process and resulting recommendations were instructive for the FIDC and informed the development an updated Action Plan, which is available in Appendix C.

1.0 Introduction

Driving while impaired can refer to operating a motor vehicle while under the influence of alcohol, drugs, or both.   The impaired driving program targets those individuals driving under the influence of drugs or impaired by alcohol. In Florida, it is unlawful for a person under the age of 21 to operate a motor vehicle with a blood-alcohol level or breath-alcohol level of 0.02 or higher (referred to as zero tolerance); 0.08 is the legal limit for drivers 21 and older. Florida's impaired driving program provides funding for DUI enforcement activities; awareness and education campaigns; proactive youth focused DUI education and outreach; and specialized law enforcement and prosecution education to increase effective DUI adjudication.

1.1   Strategies

Florida's impaired driving strategic plan focuses on the the following overarching strategies:

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.
2. Reduce repeat impaired driving behavior through targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses, and improved evaluation, intervention and treatment of substance abuse.
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.

1.2   Effectiveness of the Program

The National Highway Traffic Safety Administration provides guidance on the proven effectiveness of countermeasure programs in Countermeasures That Work: Eighth Edition, 2015 (CTW). The CTW citations below reference the programs that are being implemented in Florida.

- Enforcement (Chapter 1, Pages 21-28)
- Prosecution and Adjudication (Chapter 1, Pages 29-34)
- Deterrence: DWI Offender Treatment, Monitoring, and Control (Chapter 1, Pages 36-45)
- Prevention, Intervention, Communications and Outreach (Chapter 1, Pages 46-55)
- Underage Drinking and Alcohol-Related Driving (Chapter 1, Pages 56-66)
- Drug-Impaired Driving (Chapter 1, Pages 67-74)

1.3   Florida's Strategic Highway Safety Plan

Florida's Strategic Highway Safety Plan (SHSP) is a statewide, data=driven plan for 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 Impaired Driving Strategic Plan supports the SHSP goals and objectives, as well as the federal Fixing America's Surface Transportation Act, or FAST Act, requirements.

As part of our process, the FDOT is continuously analyzing the linkages between specific safety investments and safety outcomes to track the association between the application of resources and results.

Stakeholders

Florida's highway safety process is dynamic. The development and execution of the SHSP occurs through the continuous work of the agencies and organizations and safety stakeholders. Implementation of many of the SHSP emphasis areas are supported through the concerted efforts of the following coalitions:

- Florida Impaired Driving Coalition
- Florida Lane Departure and Intersection Coalition
- Florida's Pedestrian and Bicycle Safety Coalition
- Florida's Task Force for Occupant Protection (currently being developed)
- Motorcycle Safety Coalition
- Safe Mobility for Life Coalition
- Florida Teen Safe Driving Coalition
- Traffic Records Coordinating Committee
- Florida Work Zone Safety Coalition

Additional partners throughout the planning and implementation process include traffic safety advocates, FDOT District Traffic Safety Engineers, law enforcement, emergency responders, judges, MADD, SADD, and many state and local agencies.

1.4   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 (DHSMV) and NHTSA's Fatality Analysis Reporting System;
- Reviewing data from DHSMV's *Uniform Traffic Citation Statistics Annual Report;*
- Analyzing data from the Highway Safety Matrix prepared by the 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.

The FDOT receives crash data from the DHSMV 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, Program Managers work with the Law Enforcement Liaisons, local community traffic safety teams, and the Community Traffic Safety Team Coalition to identify problems.

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

1.5 Plan Structure

The following Sections 2.0 through 7.0 provide information on each component of Florida's impaired driving system:
- 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 are in the Appendices. The action plan identifies the objectives, strategies, action steps (including a leader for each step) for improving each of the system's components.

2.0 Program Management and Strategic Planning

2.1 Florida Impaired Driving Coalition

The Florida Impaired Driving Coalition (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.

Based on recommendations from the 2015 Impaired Driving Program Assessment, the FIDC added new members, and continues to expand membership to fill gaps and increase representatiion from various organizations who all have the common goal of eliminating impaired drivers from Florida's roadways.

2.2 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 the 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.

Public and Private Stakeholders → Florida Impaired Driving Coalition → Florida Department of Transportation Safety Office → Impaired Driving Strategic Plan
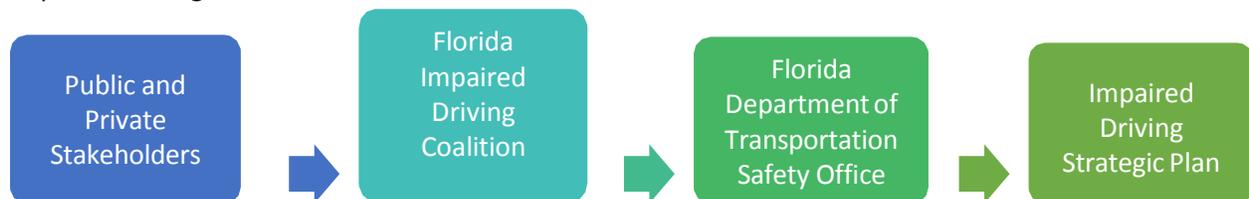
2.3 Program Management

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 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 serves to effectively manage the program between meetings. At all meetings, group leaders report progress to the members and action is discussed if necessary.

2.4 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 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 driving under the influence.

2.5   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.

3.0 Prevention

Florida supports the prevention of alcohol abuse that many times leads to a person driving impaired. We will 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.

3.1 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.

3.2 Promote Transportation Alternatives

Alternative transportation (AT) programs are one approach to reducing alcohol-impaired driving. These programs transport drinkers home from, and sometimes to and between, drinking establishments using taxis, privately owned vehicles, buses, tow trucks, and law enforcement agents. Some programs provide a driver to drive the drinker's car home along with the drinker. 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

3.3   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.

3.3.1 Schools

Florida Students Against Destructive Decisions (SADD) provides statewide coordination and assistance to over 200 SADD chapters and works in cooperation with state agencies, local school districts, law enforcement agencies, and other state and community based organizations. The collaboration and cooperation between the state and community based organizations enhances the "Triangle of Caring" which is comprised of school, home, and community.

The purpose of Florida SADD is to assist and encourage middle and high school students to live safe, healthy, and substance-free lifestyles by creating chapters in their schools that support and promote positive decision-making. SADD promotes a "No-Use" message – no alcohol, tobacco, or illegal substances – through positive peer pressure, support, and activism. SADD's philosophy is: If the problem is mine, the solution also begins with me.

Florida SADD chapters sponsor awareness campaigns at sporting events, theatrical productions, and other school sponsored activities to make their fellow students, faculty, parents and community aware of the problems associated with traffic safety, underage drinking, and other issues facing youth today. SADD members participate in peer education, serve as mentors to younger students, and make presentations that promote substance-free, healthy lifestyles.

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 to solve the problem of impaired driving.

3.3.2 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.

3.3.3 Community Coalitions and Traffic Safety Programs

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 efforts of the 4 "E" disciplines that work in highway safety, (Engineering, Enforcement, Education, and Emergency Services) 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. In addition, the FDOT State Safety Office has a Statewide CTST Coordinator who serves as a Central Office liaison to the District Coordinators.

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.

4.0 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.

4.1   Enforcement

The FDOT State Safety Office supports frequent, highly visible impaired driving law enforcement efforts including checkpoints and saturation patrols, in locations where alcohol-related crashes and fatalities most often occur. The FDOT State Safety Office, subrecipients, 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 impaired driving related officer training. Courses typically offered include, but are not limited to: Drug Recognition Expert training, Standardized Field Sobriety Testing training, DUI Instructor training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Marijuana Impaired Driving Enforcement.

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 educating 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 national enforcement waves.

The FDOT State Safety Office provides grant 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. Action reports listing the number of contacts, the

number of impaired driving arrests, the number of other arrests and citations, and messages to encourage safe driving and to never drive impaired are provided to the State Safety Office.

Drug Recognition Expert Program

Major efforts continue to focus on training and community outreach to inform judges, lawyers, 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 grant to offset the training expenses that agencies may not be able to afford. Currently Florida is at an all-time high of approximately 275 certified DREs in the state. DRE attrition is common as they often get 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 digiliently 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.

4.4 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 encourages local programs and prosecutors 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.

Based on a recommendation from the 2015 Impaired Driving Program Assessment, the FIDC added a representative from the Florida Prosecuting Attorneys Association (FPAA) to the coalition. The FIDC will continue working with the FPAA to address deferral programs and plea negotiations on impaired driving cases.

4.5 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 law provides the opportunity for judges to enroll chronic DUI offenders in a qualified sobriety and drug monitoring program, such as the 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 currently has one program in Jacksonville with other circuits evaluating the success of the program and how they may work in their communities. The program goals are 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.

4.6 Administrative Sanctions and Driver Licensing Programs

The State uses administrative sanctions, including the suspension or revocation of an offender's driver's license; the impoundment, immobilization or forfeiture of a vehicle, and the use of ignition interlock devices. Programs under this category reinforce and complement the State's overall program to deter and prevent impaired driving. Examples include the following types of countermeasures:
- Graduated driver licensing (GDL) for novice drivers, especially those parts of the GDL that address impaired driving;
- Education programs that explain alcohol's effects on driving,
- The State's zero-tolerance laws for minors, and
- Efforts to prevent individuals from using a fraudulently obtained or altered driver's license.

Florida's refusal rate is approximately 35 percent. Refusal of a test for alcohol or other drugs is only penalized by a license suspension unless the refusal is preceded by a prior refusal. Even then, the refusal is only punishable by a misdemeanor with a penalty less than the penalty for DUI. To combat such high rate of refusals, some states have enacted a penalty for refusing that is equal to the potential DUI charge. The FIDC continues to track and support legislation which would increase the penalty for

refusing a test.

5.0   Communication Program

The FDOT State Safety Office implements a comprehensive communications plan annually to increase education efforts and awareness of impaired driving and its consequences. Safety grant funds are provided to universities who contract with media buying companies to deliver Florida's impaired driving paid media plan statewide. The locations and medium selected are based on the number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the state.

Florida's media plan supports two campaigns:
- Drive Sober or Get Pulled Over crackdowns over the Labor Day and December holidays that increase awareness of and compliance with impaired driving laws and the consequences of failing to do so; and
- Drink + Ride = Lose, which reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired.

With this strategic plan, the Florida Impaired Driving Coalition 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.

6.0 Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

6.1   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, treatment referral services, special supervision services, and ignition interlock monitoring for violations 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) unless statutorily exempt from such licensure.

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 use, 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.

6.2   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 Rules. 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.

6.3   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 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.

Florida provides the opportunity for judges to enroll chronic DUI offenders in a 24-7 Sobriety Program. Florida currently has one program in Jacksonville with other circuits evaluating the success of the program and how they may work in their communities.

6.4   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 DHSMV 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 DHSMV. Violations result in loss of driving privileges. Tampering is a non-criminal infraction.

7.0 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.

7.1 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.

7.2 Data

Florida effectively maintains a system of records that can 1) identify impaired drivers; (2) maintain a complete driving history of impaired drivers; (3) 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 (4) provide timely and accurate driver history records to law enforcement and the courts.

The DHSMV, 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.

Traffic data interests are represented by the Florida TRCC. A NHTSA Traffic Records Assessment in May 2011 included a recommendation to assess the feasibility of using the Citation Tracking System as a basis for developing a DUI Tracking system; however, that recommendation was not supported by the TRCC nor the FIDC because Florida's driver history process thoroughly tracks offender records and was highly acclaimed in the same assessment.

State of Florida
Impaired Driving Coalition
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 who exist to reduce the occurrence of Driving Under the Influence (DUI) will work collaboratively to review strategies which have been proven effective in impacting impaired driving issues.

Purpose

The FIDC supports the prevention, enforcement, prosecution, adjudication, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. 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.

Governance of the FIDC

- The FIDC will meet at least three times a year. The FIDC will elect a chair and vice chair from its membership. The vice chair will serve as chair in the chair's absence. The FIDC chair will serve for two years. When the current chair has completed two years of service, or is unable to continue serving, the vice chair will become the chair and serve for two years and the FIDC membership will hold a vote to elect a new vice chair. In the event that the chair and vice chair can no longer fulfill their duties, the FIDC will hold a vote to elect a new chair and vice chair.

- A majority vote of the members present at a meeting will be sufficient to conduct FIDC business. Continued membership on the coalition will be based on attendance at a majority of the meetings each year unless a designee has been identified or the absence is excused by the chair.

Membership of the FIDC

- The membership of the FIDC should include representatives from relevant Florida state departments and agencies, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, and Federal agencies. Members will be asked to provide a summary of their background information in the form of a resume or CV. This information will not be used to approve membership but to evaluate the experience of the coalition and identify gaps that could be filled by future membership.

- The member(s) of the FIDC from the Florida Department of Transportation State Safety Office will determine representation from governmental agencies based on the needs of the FIDC. Current members will recommend representation from non-governmental organizations to be approved by Florida Department of Transportation State Safety Office membership.

- The FIDC can create technical committees to perform the work of the coalition which can include representatives from any relevant entity that has an interest in or knowledge of impaired driving issues. The chair of the technical committee must be a member of the FIDC. Technical committees can meet as often as needed to perform the work assigned.

- As the fully designated representatives of our respective agencies, we the undersigned, hereby approve the Charter for the Florida Impaired Driving Coalition on the 30th day of March 2017.

	Membership Directory
	Chair
	Kyle Clark
	Institute of Police Technology and Management
	Vice Chair
	Ray Graves
	Department of Highway Safety and Motor Vehicles

Department/Agency/Organization	Name	Title	Discipline
AAA	Karen Morgan	Manager, AAA Public Policy	Public Health
	Matt Nasworthy	Traffic Safety Consultant	Public Health
Department of Business and Professional Regulation	Frank Franco	Assistant Chief, Division of Alcoholic Beverages and Tobacco	Law Enforcement
Department of Highway Safety and Motor Vehicles	Felecia Ford	Chief, Bureau of Administrative Review	Driver Licensing
	Ray Graves	Chief, Bureau of Motorist Compliance	Treatment & Interlock
	Kathy Jimenez-Morales	Chief Counsel, Driver Licenses	Driver Licensing
Department of Law Enforcement, Alcohol Testing Program	Ann Marie Johnson	Legal Advisor	Science
	Dr. Brett Kirkland	Program Director	Science
	Thomas Jack Graham	Quality Assurance Manager	Science
Department of Transportation	Lora Hollingsworth	Chief Safety Officer	Communication
	Chris Craig	Traffic Safety Administrator	Communication
	Kira Houge	Traffic Safety Program Manager	Communication
DUI Counterattack, Hillsborough, Inc.	Helen Justice	Executive Director	Assessment/Education

Appendix B: Florida Impaired Driving Coalition Membership Directory

Department/Agency/Organization	Name	Title	Discipline
Florida Association of State Prosecutors; Circuit Court - 16th	Nick Trovato	Assistant State Attorney	Prosecution
Florida Department of Health Office of Compassionate Use	Christian Bax	Director	Public Health/Education
	Courtney Cappola	Statewide Coordinator	Public Health/Education
Florida Highway Patrol	Lieutenant Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Law Enforcement
Florida Police Chiefs Association	Chief Jamie Cruse, Perry PD	Police Chief	Law Enforcement
	Retired Chief Brett Railey, Winter Park PD	Retired Police Chief	Law Enforcement
Florida Public Safety Institute	Kim Allen	Director of Continuing Education	Education
	Master Cpl. Susan Barge	Master Corporal, Traffic Homicide Investigator, Assistant DRE Agency Coordinator	Law Enforcement
Florida Sheriff's Association	Tanesha Williams	Communications Coordinator	Law Enforcement
Florida Students Against Destructive Decisions (SADD)	Danielle Branciforte	State Director	Public Health
	Jacqueline Edwards	Program Assistant	Public Health
Hillsborough County Sheriff's Office	Capt. Christi Esquinaldo	Captain	Law Enforcement
Institute of Police Technology and Management	Kyle Clark	Assistant Director, Training	Education
	Darrell Edmonds	DRE Coordinator	Education
Jacksonville Sheriff's Office	Officer Luis Lopez	Officer	Law Enforcement
Lake Alfred Police Department	Chief Art Bodenheimer	Police Chief	Law Enforcement
Law Enforcement Liaison	Juan Cardona	Law Enforcement Liaison	Law Enforcement
Mothers Against Drunk Driving (MADD)	Dave Pinsker	Statewide Executive Director	Public Health/Interlock
Office of the Attorney General	TBD		Prosecution
Seminole Tribe	Richard Smith	Administrative Assistant	Law Enforcement
State Attorney's Office Sixth Judicial Circuit	TBD		Prosecution/Probation
State Attorney's Office 17th Judicial Circuit	Garett Berman	Assistant State Attorney	Prosecution

Appendix B: Florida Impaired Driving Coalition Membership Directory

Department/Agency/Organization	Name	Title	Discipline
Tallahassee Police Department	Officer Andy Meresse	DUI/Traffic Safety Programs Coordinator	Law Enforcement
Traffic Records Coordinating Committee	Melissa Gonzalez	TRCC Coordinator	Data & Traffic Records
Traffic Safety Resource Prosecutor (TSRP)	Vincent Petty	TSRP	Prosecution
	TBD		Prosecution
Trial Court Judge	Senior Judge Karl Grube	Senior Judge - Retired	Adjudication
University of Florida College of Medicine	Dr. Bruce Goldberger	Medical Director	Public Health
United States Navy	Olimpia Jackson	NAS Jax Security Department Training Staff Major	Military
University of Miami, Division of Toxicology	Dr. Lisa Reidy	Director and Assistant Research Professor	Science

Florida Impaired Driving Coalition
Impaired Driving Strategic Action Plan

Updated – November 16 & 17, 2017

GOAL 1: IMPROVE PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Objective 1.1: Expand Impaired Driving Coalition membership to include, at minimum, representatives from the Prosecuting Attorneys and Judges Associations, the military, the Tribal Nations, education, and multi-cultural organizations.

Strategy 1.1.1: Gain membership through outreach to military representative, Department of Education, and multi-cultural organizations.

Action Step #	Action Step Leader(s)	Description	Status
1.1.1a	Juan Cardona Kyle Clark	Reach out to military representative(s).	Juan will follow up with Olympia Jackson. Reached out to Ray's contact at the Federal Probation Courts and Coast Guard Reserves (is working with supervisors for approval).
1.1.1b	Danielle Branciforte Dave Pinsker	Reach out to the Department of Education.	Danielle is waiting to hear back from Jamie at Leon County School Board.
1.1.1c	Judge Grube, Brett Railey	Reach out to multi-cultural organizations.	Will work on including local CTST representatives to the coalition.
1.1.1d	Garrett Berman	Reach out for additional toxicological lab participation/representation.	

GOAL 2: IMPROVE PREVENTION

Objective 2.1: Draft model language to make over-service grounds for license action.

Strategy 2.1.1: Work with local vendors and distributors to educate and inform them on over-service.

Action Step #	Action Step Leader(s)	Description	Status
2.1.1a	Frank Franco	Work with Department of Business Professional Regulations to draft model language to address over-service.	Will follow up with Frank Franco at the February 2018 FIDC meeting.

Objective 2.2: Ensure that Community Traffic Safety Teams develop and implement strategies to address impaired driving by educating the teams about the extent and impact of impaired driving in their communities, and identifying opportunities to engage them in helping to address the problem.

Strategy 2.2.1: Engage communities throughout the state in addressing impaired driving issues. Improve collaboration and communication between the FIDC and the FDOT CTSTs.

Action Step #	Action Step Leader(s)	Description	Status
2.2.1a	Juan Cardona	LELs reach out to local Community Traffic Safety Teams (CTST) to educate and inform them on opportunities they may have to address and support impaired driving in their communities.	Ongoing
2.2.1b	Melissa Gonzalez	Distribute list of FDOT CTST coordinators to FIDC membership.	
2.2.1c	Cambridge Systematics	Invite local FDOT CTST Coordinator(s) to each FIDC meeting.	Begin with the February 2018 meeting.

GOAL 3: CRIMINAL JUSTICE SYSTEM

Objective 3.1: Propose model language that increases the existing penalties for chemical test refusals.

Strategy 3.1.1: Draft model language for DUI refusal legislation.

Action Step #	Action Step Leader(s)	Description	Status
3.1.1a	Chief Railey Judge Grube	Revise Refusal model language used previously and post on the FIDC website.	Revise and post model language on FIDC website.

Objective 3.2: Support codification of a uniform statewide impaired driving diversion program, defining criteria for admission and successful completion, and limiting participation in specified cases involving aggravating factors including recidivism.

Strategy 3.2.1: Propose model language that includes parameters for deferral programs in the state and centralizing the data for offenders who have already been in a deferral program.

Action Step #	Action Step Leader(s)	Description	Status
3.2.1a	Chief Railey Judge Grube	Review best practices from other states, e.g., Pennsylvania, Louisiana, Connecticut, and Mississippi, that could be considered for model language in Florida.	Post the Pennsylvania statute as a best practice example.
3.2.1b	TBD	Communicate the list of best practices as they apply to Florida.	Develop Best Practices. Post on FIDC website and share with our partners.

Objective 3.3: Review existing legislation for compliance with the impaired driving components of the FAST Act.

Strategy 3.3.1: Publicize the extent to which Florida currently complies with the impaired driving requirements of the FAST Act.

Action Step #	Action Step Leader(s)	Description	Status
3.3.1a	Chief Railey Ray Graves Larry Coggins Melissa Gonzalez	Review current laws and determine legislative needs to comply with NHTSA incentive.	Continue to review legislation.
3.3.1b	TBD	Develop a white paper that indicates the extent to which Florida currently complies with the impaired driving requirements of the FAST Act.	Subcommittee needs to be established.

Objective 3.4: Establish a process to link the citation to the impaired driving court case.

Strategy 3.4.1: Work with the TRCC to encourage development of a process to link citations to the impaired driving court case numbering system

Action Step #	Action Step Leader(s)	Description	Status
3.4.1a	Judge Grube Ann Marie Johnson Melissa Gonzalez	Develop speaking points to present to the TRCC.	Ann Marie is drafting talking points to present at TRCC December Meeting.

Objective 3.5: Ensure the accuracy of toxicology labs that meet minimum recommendations for the toxicological investigation of suspected drug-impaired driving cases and encourage standard toxicological screening for drug testing labs as recommended by Journal of Analytical Toxicology.

Strategy 3.5.1: Determine current abilities of Florida's toxicology labs to meet minimum recommendations for the toxicological investigation of suspected drug impaired driving cases.

Action Step #	Action Step Leader(s)	Description	Status
3.5.1a	TBD	Identify toxicology labs being used for DUI enforcement cases and each lab's current capabilities and compare to minimum targets.	Subcommittee needs to be established.
3.5.1b	TBD	Draft a white paper summarizing the results of the comparison of each lab with the minimum recommendations.	Subcommittee needs to be established.

Strategy 3.5.2: Propose a standard toxicological screening for drug testing labs based on Journal of Analytical Toxicology standards

Action Step #	Action Step Leader(s)	Description	Status
3.5.2a	TBD	Draft a white paper proposing a standard toxicological screening for drug testing labs based on Journal of Analytical Toxicology standards.	Subcommittee needs to be established.

Objective 3.6: Propose model language that improves the existing process for requesting blood draws to test for drug impaired driving

Strategy 3.6.1: Draft model language for search warrants related to blood draws for drug impaired driving

Action Step #	Action Step Leader(s)	Description	Status
3.6.1a	Garrett Berman	Draft model language for search warrants related to blood draws for drug impaired driving and post on the FIDC website.	Garrett will send proposed language and Danny will share with Coalition.

GOAL 4: COMMUNICATION PLAN

Objective 4.1: Develop a comprehensive multi-pronged approach to communicate to the public and impaired driving stakeholders the importance of driving sober.

Strategy 4.1.1: Develop an Impaired Driving Communications Plan to increase public awareness of the State's focus on preventing, detecting, arresting, and adjudicating impaired drivers.

Action Step #	Action Step Leader(s)	Description	Status
4.1.1a	FIDC	Draft an Impaired Driving Strategic Communications Plan.	Melissa and Chris will work on this in 2018.
4.1.1b	Melissa Gonzalez	Develop a year-round, data-driven, strategic, and tactical Impaired Driving Communications Plan that: • Considers and refreshes or expands upon what is currently being done in Florida. • Addresses impaired driving target audiences; and promotes preventing, detecting, arresting, and adjudicating impaired drivers including the state's high-visibility enforcement initiatives. • Includes a diverse set of print and digital informational/marketing materials. • Details toolkits and event materials for law enforcement and other stakeholders that can be branded for local use and/or distributed by CTST and other Florida coalition partners. • Identifies the various professionals and champions and provides talking points to promote preventing, detecting, arresting, and adjudicating impaired drivers. • Identifies distribution networks for materials.	

Strategy 4.1.2: Implement the Impaired Driving Communications Plan and share it with all partners to solicit their buy-in and support.

Action Step #	Action Step Leader(s)	Description	Performance Measures
4.1.2a	TBD	Develop a diverse set of FDOT/FIDC "branded" informational/marketing materials including digital, print, high-visibility content, social media, toolkits, and speaking points for various audiences, as appropriate.	
4.1.2b	FIDC	Identify effective communication and education materials to be posted on the FIDC website.	Ongoing.
4.1.2c	Juan Cardona	Promote high-visibility enforcement initiatives to counter impaired driving.	Ongoing.
4.1.2d	Matt Nasworthy	Identify and promote safe ride programs and other alternatives that separate drinking from diving impaired.	Ongoing.
4.1.2e	TBD	Develop a media information page that includes advertisements, toolkits, etc.	
4.1.2f	TBD	Develop strategic partnerships with Florida's other safety and public health coalitions to gain their support and assistance with promoting impaired driving messages to their key audiences. • Develop or expand partnerships with other agencies, businesses, and coalitions to incorporate impaired driving information in their materials.	
4.1.2g	TBD	Distribute informational/marketing materials to target audiences through identified distribution networks.	

Objective 5.1: Establish a standard for DUI programs for Florida.

Strategy 5.1.1: Develop a best practices framework for 24/7 programs in Florida.

Action Step #	Action Step Leader(s)	Description	Status
5.1.1a	FDOT	Report out from the Jacksonville Pilot. Have a presentation from this pilot at a future FDIC meeting. Listen to lessons learned and best practices.	Chris will work on scheduling Sue Holly to present at an upcoming meeting.
5.1.1b	FDOT	Review NHTSA requirements.	FDOT will review NHTSA requirements.
5.1.1c	TBD	Subcommittee will develop the best practices framework.	

Strategy 5.1.2: Develop a best practices framework for DUI Diversion Programs in Florida.

Action Step #	Action Step Leader(s)	Description	Status
5.1.2a	Cambridge Systematics	Post NHTSA recommendations and new materials developed under this strategy on the FIDC website as they become available.	
5.1.2b	Judge Grube DUI Diversion Subcommittee	Draft a list of best practices for DUI Diversion program record keeping based on activities in other states.	Will focus on this in 2018.
5.1.2c	Judge Grube DUI Diversion Subcommittee	Develop a model program that can be used by existing and new DUI Diversion Programs; incorporate references to where the money collected from these programs are distributed).	

Objective 5.2: Remove barriers that prevent impaired drivers from seeking treatment.

Strategy 5.2.1: Draft model language to repeal Florida's alcohol exclusion law.

Action Step #	Action Step Leader(s)	Description	Status
5.2.1a	Vin Petty Larry Coggins	Review language used by other states to successfully prohibit alcohol exclusions in insurance contracts.	Review NHTSA report related to this. Model language was developed NAIC – post on website.

GOAL 6: PROGRAM EVALUATION AND DATA

Objective 6.1: **Update the Traffic Safety Information System Strategic Plan to address the need for data linkages and integration, data dictionaries, and data formats for various data files used to address highway safety issues including impaired driving crashes, fatalities, and injuries.[1]**

Strategy 6.1.1: Improve current drug impaired driving statistics available for analysis.

Action Step #	Action Step Leader(s)	Description	Status
6.1.1a		FIDC will present to the TRCC	
6.1.1b	Chief of the Bureau of Records/ DRE (Kyle Clark)	Collect and report all drug impaired driving data currently available to FIDC from crash reports and citations.	Ongoing. LexisNexis/Fire system presented to the FIDC in Aug. 2016.

Objective 6.2: Streamline and create electronic reporting methods to improve timeliness, accuracy, completeness, uniformity, integration, and accessibility.

Strategy 6.2.1 Utilize an electronic form of the DRE face sheets that are submitted to the national database.

Action Step #	Action Step Leader(s)	Description	Status
6.2.1a	DRE-Kyle Clark	Develop an electronic method of moving DRE reporting from paper to electronic form.	This has been developed by NHTSA and it will be available in early 2019.
6.2.1b	Darrell Edmonds	Update FIDC on this data annually.	

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[1] Goal 6.1 is directly linked to Goal 3.4

Objective 6.3: Understand the impact of Florida's DUI Diversion Program on impaired driving arrests.

Strategy 6.3.1: Conduct research to determine if DUI Diversion Programs traffic stops and arrest rates of drivers who are suspected of impairment

Action Step #	Action Step Leader(s)	Description	Status
6.3.1a	FDOT – Chris	With input from Coalition members, develop a scope of work for a study on the effects of Florida's diversion programs on impaired driving arrests rates and the frequency of impaired driving enforcement activities.	
6.3.1b	FDOT – Chris	Determine the possibility to conduct the study on the effects of Florida's diversion programs.	

Objective 6.4: Explore methods to track law enforcement training related to impaired driving (ARIDE, SFST, etc.), for both instructor and the officers they have trained.

Strategy 6.4.1: Create an inventory of impaired driving related training courses, data sources, best practices, and tracking options.

Action Step #	Action Step Leader(s)	Description	Status
6.4.1a	LELs	Compile a list of Florida impaired driving related training courses (at a minimum: ARIDE, SFST, SFST Refresher, SFST Instructor/Update, DRE, MIDDLE, and DRE Recertification) that need to be tracked and who needs access to the	
6.4.1b	TBD	Identify best practices from other states for tracking officer training, including data sources, what courses and data fields are being tracked, what agencies own/maintain the database and who has access to the data.	
6.4.1c	TBD	Identify Florida training course data sources including what courses and data fields are being tracked, what agencies own/maintain the database and who has access to the data.	
6.4.1d	TBD	Prepare a white paper for presentation to the FIDC that summarizes the information collected from Florida and other states and provides options for tracking Florida's impaired driving related training courses on a statewide basis.	

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 who exist to reduce the occurrence of Driving Under the Influence (DUI) will work collaboratively to review strategies which have been proven effective in impacting impaired driving issues.

Purpose

The FIDC supports the prevention, enforcement, prosecution, adjudication, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. 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.

Governance of the FIDC

- The FIDC will meet at least three times a year. The FIDC will elect a chair and vice chair from its membership. The vice chair will serve as chair in the chair's absence. The FIDC chair will serve for two years. When the current chair has completed two years of service, or is unable to continue serving, the vice chair will become the chair and serve for two years and the FIDC membership will hold a vote to elect a new vice chair. In the event that the chair and vice chair can no longer fulfill their duties, the FIDC will hold a vote to elect a new chair and vice chair.

- A majority vote of the members present at a meeting will be sufficient to conduct FIDC business. Continued membership on the coalition will be based on attendance at a majority of the meetings each year unless a designee has been identified or the absence is excused by the chair.

Membership of the FIDC

- The membership of the FIDC should include representatives from relevant Florida state departments and agencies, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, and Federal agencies. Members will be asked to provide a summary of their background information in the form of a resume or CV. This information will not be used to approve membership but to evaluate the experience of the coalition and identify gaps that could be filled by future membership.

- The member(s) of the FIDC from the Florida Department of Transportation State Safety Office will determine representation from governmental agencies based on the needs of the FIDC. Current members will recommend representation from non-governmental organizations to be approved by Florida Department of Transportation State Safety Office membership.

- The FIDC can create technical committees to perform the work of the coalition which can include representatives from any relevant entity that has an interest in or knowledge of impaired driving issues. The chair of the technical committee must be a member of the FIDC. Technical committees can meet as often as needed to perform the work assigned.

- As the fully designated representatives of our respective agencies, we the undersigned, hereby approve the Charter for the Florida Impaired Driving Coalition on the 30th day of March, 2017.

Kyle Clark
FIDC Chair

Ray Graves
FIDC Vice Chair

Chris Craig
FDOT Traffic Safety Administrator

Current Members

Name	Title	Discipline	Department/Agency/Organization	Email
Ann Marie Johnson	Attorney	Prosecution	Relocating to new job	annmariejohnsonamj@gmail.com
Art Bodenheimer	Police Chief	Law Enforcement	Lake Alfred Police Department	Abodenheimer@mylakealfred.com
Dr. Brett Kirkland	Program Manager, Alcohol Testing Program	Science	Florida Dept. of Law Enforcement, Alcohol Testing Program	BrettKirkland@fdle.state.fl.us
Brett Railey	Retired Police Chief, Member IACP Highway Safety Committee	Law Enforcement	Florida Police Chiefs Association	BrettRaileyRetired@gmail.com
Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Law Enforcement	Florida Highway Patrol	ChanningTaylor@flhsmv.gov
Chris Craig	Traffic Safety Administrator	Communication	Florida Dept. of Transportation, State Safety Office	Chris.Craig@dot.state.fl.us
Chris Earl	EMSTARS Project Manager	Public Health	Florida Safety Council	cearl@floridasafety.org
Darrell Edmonds	DRE Coordinator	Education	University of North Florida, Institute of Police Technology and Management	darrell.edmonds@unf.edu
Ernie Bradley	Traffic Safety Program Manager	Communication	Florida Dept. of Transportation, State Safety Office	Ernie.Bradley@dot.state.fl.us
Frank Franco	Assistant Chief, Division of Alcoholic Beverages & Tobacco	Law Enforcement	Florida Dept. of Business and Professional Regulation	Frank.Franco@myfloridalicense.com
Garett Berman	Assistant State Attorney	Prosecution	State Attorney's Office 17th Judicial Circuit	gberman@sao17.state.fl.us
Helen Justice	Executive Director	Assessment/Education	DUI Counterattack, Hillsborough, Inc.	hbjustice1@aol.com
Isabel Perez-Morina	Chief Executive Officer/President	Probation	Advocate Program, Inc./Florida Association of Community Corrections	ipmorina@advocateprogram.org
Juan Cardona	Law Enforcement Liaison	Law Enforcement	University of North Florida, Institute of Police Technology and Management	dist2@floridalel.info
Karl Grube	Senior Judge-Retired	Adjudication	Trial Court Judge	kgrube@jud6.org
Kathy Jimenez-Morales	Chief Counsel, Driver License	Driver Licensing	Florida Dept. of Highway Safety and Motor Vehicles	kathyjimenez@flhsmv.gov
Kevin Millan	Detective	Law Enforcement	Miami Beach Police Department	kevinmillan@miamibeachfl.gov
Kyle Clark	Project Manager – DECP Eastern Region	Education	International Association of Chiefs of Police	clarkk@theiacp.org

Current Members

Name	Title	Discipline	Department/Agency/Organization	Email
Larry Coggins	West Central Florida Executive Director	Public Health/Interlock	Mothers Against Drunk Driving (MADD)	Larry.Coggins@madd.org
Dr. Lisa Reidy	Director of Toxicology Lab and Assistant Research Professor	Science	University of Miami, Division of Toxicology	LReidy@med.miami.edu
Lora Hollingsworth	Chief Safety Officer	Communication	Florida Dept. of Transportation, State Safety Office	lora.hollingsworth@dot.state.fl.us
Magnus Hines	Chief Counsel, BAR	Administrative Hearings	Florida Dept. of Highway Safety and Motor Vehicles	magnushines@flhsmv.gov
Marcie Padron	DUI Supervisor	Law Enforcement	Orange County Sheriff's Office	marcie.padron@ocfl.net
Mark Brown	Chief	Law Enforcement	Florida Highway Patrol	markbrown@flhsmv.gov
Matthew Rosenbloom	Sergeant	Law Enforcement	Pasco County Sheriff's Office	mrosenbloom@pascosheriff.org
Melissa Branca	Coordinator	Public Health	Students Against Destructive Decisions (SADD)	info@floridasadd.org
Michael Marden	Lieutenant	Law Enforcement	Lake County Sheriff's Office	Michael.Marden@lcso.org
Nick Trovato	Assistant State Attorney	Prosecution	Florida Association of State Prosecutors	ntrovato@keyssao.org
Ray Graves	Chief, Bureau of Motorist Compliance	Treatment & Interlock	Florida Dept. of Highway Safety and Motor Vehicles	raygraves@flhsmv.gov
Richard Smith	Administrative Assistant Training Division	Law Enforcement	Seminole Tribe	rsmith2@semtribe.com
Richie Frederick	Program Manager	Crash	Florida Dept. of Highway Safety and Motor Vehicles	richiefrederick@flhsmv.gov
Robert Hager	Sergeant	Law Enforcement	Broward County Sheriff's Office	robert_hagerjr@sheriff.org
Robin Anderson	Captain	Law Enforcement	Hillsborough County Sheriff's Office	rkande01@hcso.tampa.fl.us
Scott Parker	Corporal	Law Enforcement	University of South Florida Police Department	sspark@usf.edu
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Tim Cornelius	Sergeant	Law Enforcement	Collier County Sheriff's Office	0464@colliersheriff.org
Tim Dempsey	Sergeant	Law Enforcement	Indian River Shores Public Safety	tdempsey@irspsd.org
Thomas Graham	Quality Assurance Manager	Science	Florida Dept. of Law Enforcement, Alcohol Testing Program	thomasgraham@fdle.state.fl.us
Vernon Howell	Program Manager	Crash, Citation	Florida Dept. of Highway Safety and Motor Vehicles	vernonhowell@flhsmv.gov
Vincent Petty	Traffic Safety Resource Prosecutor Program	Prosecution	Tallahassee Community College, Florida Public Safety Institute	vinpetty@floridatsrp.com

Traffic Safety Partners

Name	Title	Discipline	Department/Agency/Organization	Email
Chanyoung Lee	Program Director		Center for Urban Transportation Research	cylee@cutr.usf.edu
Courtney Cappola	Director	Education	Florida Dept. of Health Office of Office of Medical Marijuana Use	Courtney.Cappola@flhealth.gov
Capt. Christi Esquinaldo	Captain	Law Enforcement	Hillsborough County Sheriff's Office	cesquina@hcso.tampa.fl.us
Danny Shopf	Transportation Analyst		Cambridge Systematics	dshopf@camsys.com
Dave Pinsker	State Executive Director	Public Health	Mothers Against Drunk Driving (MADD)	David.Pinsker@madd.org
Joe Pecchio		Public Health	AAA	jpecchio@aaasouth.com
Karen Morgan		Public Health	AAA	KVMorgan@AAASouth.com
Matt Nasworthy	Florida Public Affairs Director	Public Health	AAA	mnasworthy@aaasouth.com
Megan Cott	Program Assistant		Center for Urban Transportation Research	mcott@usf.edu
Mike Fraher			Florida Dept. of Business and Professional Regulation	michael.fraher@dbpr.state.fl.us
Murray Brooks	Southeast Account Manager	Public Health	SCRAM Systems	MBrooks@scramsystems.com
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Sandy Richardson	Regional Program Manager		National Highway Traffic Safety Administration	sandy.richardson@dot.gov
Steve Frisco		Prosecution	State Attorney's Office 8th Judicial Circuit	
Stephanie Ghazvini	Communications Coordinator	Law Enforcement	Florida Sheriff's Association	sghazvini@flsheriffs.org

Last Updated: 03/21/19

Name	Title	System	Agency	Email	Member Status
Beth Allman	Senior Manager	Driver License / History Data, Citation, Law Enforcement / Adjudication Data	FCCC	Allman@flclerks.com	Chair
Steve McCoy	EMS Administrator	EMS / Injury	DOH	Steve.McCoy@flhealth.gov	Vice Chair
Lora Hollingsworth	Chief Safety Officer	Roadway Data	FDOT	Lora.Hollingsworth@dot.state.	EB
David Brand	Law Enforcement Coordinator	Sheriffs' Representative	FL Sheriffs Association	dbrand@flsheriffs.org	EB
Robert Kynoch	Division Director	Driver, Vehicle, Crash	DHSMV	robertkynoch@flhsmv.gov	EB
Chief Virgil Sandlin	Police Chief	Chiefs' Representative	FL Chief's Association	vsandlin@cedarkeyfl.us	EB
Major Gary Howze	FHP Executive Officer	State Patrol	FHP / DHSMV	garyhowze@flhsmv.gov	EB
Brenda Clotfelter	EMSTARS Project Manager	EMS / Injury	DOH	Brenda_Clotfelter@doh.state.fl.us	SC
Richie Frederick	Bureau Chief	Crash	DHSMV	Richiefrederick@flhsmv.gov	SC
Amy Pontillo	Program Manager	TraCS	FSU	Amyc@tracsflorida.org	SC
Zoe Williams	Program Manager	ELVIS	FSU	Zwilliams@elvisflorida.org	SC
Dr. Ilir Bejliri	Associate Professor	Signal4	UF	Ilir@ufl.edu	SC
Joshua Sturms	Section Administrator	EMS / Injury	DOH	Joshua.sturms@flhealth.gov	SC
Chris Craig	Traffic Safety Administrator	None	FDOT	Chris.craig@dot.state.fl.us	SC
Seth Bartee	Systems Administrator	TraCS	FSU	Sethb@tracsflorida.org	SC
Stephanie Duhart	Bureau Chief	Crash, Citation, Driver, Vehicle	DHSMV	Stephanieduhart@flhsmv.gov	SC
Thomas Austin	Management Analyst	Crash	DHSMV	ThomasAustin@flhsmv.gov	SC
Benjamin Jacobs	Crash Records & Research Administrator	Roadway, Crash	FDOT	Benjamin.jacobs@dot.state.fl.us	SC
Margaret Edwards	Systems Administrator	ELVIS	FSU	Medwards@elvisflroida.org	SC
Melissa Gonzalez	TRCC Coordinator	None	FDOT	Melissa.gonzalez@dot.state.fl.us	TRCC Coordinator
Major Jeffrey Dixon	Troop Commander	FHP Representative	FHP / DHSMV	Jeffreydixon@flhsmv.gov	
Rupert Giroux	Public Transportation Specialist I	Roadway, Crash	FDOT	Rupert.Giroux@dot.state.fl.us	
Joey Gordon	Transportation Data QC Manager	Roadway Data	FDOT	Joey.Gordon@dot.state.fl.us	
Larry Gowen	Chief Performance Officer	Crash, Citation, Driver, Vehicle	DHSMV	Larry.Gowen@flhsmv.gov	
Danielle King	Traffic Safety Programs Operations Coordinator	None	FDOT	Danielle.king@dot.state.fl.us	
Thomas Rast	Inventory Control Manager	Vehicle / Driver License	DHSMV	Thomasrast@flhsmv.gov	
Joe Santos	State Safety Engineer	Roadway / Crash	FDOT	Joseph.Santos@dot.state.fl.us	
Daniel Shopf	Transportation Analyst	None	Cambridge Systematics	Dshopf@camsys.com	
Lisa Spainhour	Professor / Principal Investigator	TraCS / ELVIS	FSU	Spainhou@eng.famu.fsu.edu	
Timothy Swiggett	Developer	TraCS	FSU	Timothys@tracsflorida.org	
Tina Thompson	Transportation Application Coordinator	Roadway Data	FDOT	Tina.Hatcher@dot.state.fl.us	
Deborah Todd	Program Manager	Crash, Citation	DHSMV	Deborahtodd@flhsmv.gov	
Joel Worrell	Transportation Data Inventory Ma	Roadway	FDOT	Joel.Worrell@dot.state.fl.us	

Updated: 04/18/2019

FCCC- Florida Court Clerks & Comptrollers
FDOT- Florida Department of Transportation
DHSMV- Florida Department of Highway Safety & Motor Vehicles
DOH- Florida Department of Health
FHP- Florida Highway Patrol
FSU- Florida State University

UF- University of Florida
TraCS- Traffic and Criminal Software
ELVIS- Electronic License and Vehicle Information System
EB- Executive Board
SC- Application Subcommittee

405 (f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	☒
Motorcycle awareness program	☒
Reduction of fatalities and crashes	☐
Impaired driving program	☐
Reduction of impaired fatalities and accidents	☐
Use of fees collected from motorcyclists	☐

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency	Florida Department of Highway Safety and Motor Vehicles
State authority name/title	Julie Jones/ Executive Director

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved Curricula	Motorcycle Rider Safety Foundation Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

Add New

County or Political Subdivision	Number of registered motorcycles
See Attached FL_FY20_Training Schedule	606,169

Enter the total number of registered motorcycles in State
606,169

> *NOTE: GO TO APPENDIX A TO VIEW THE COUNTIES OR POLITICAL SUBDIVISION FORM AND FIELDS.

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency	Florida Department of Highway Safety and Motor Vehicles
State authority name/title	Julie Jones/ Executive Director

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, 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.

Fiscal Year	Performance Measure Name
2020	C-7 Core Performance Measure for Total Number of Motorcyclist Fatalities

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

Add New

County or Political Subdivision	# of MCC involving another motor vehicle
Counties: Miami-Dade, Broward, Hillsborough, Orange, Volusia, Pinellas, Palm Beach, Duval, Polk and Lee. See Attached FL_FY20_Motorcycle Registration and Crash Data and Endorsement History.	The top 10 counties listed had 6,558 crashes, which represents 61.2% of the total crashes involving a motorcycle and another motor vehicle.

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total **# of MCC crashes involving another motor vehicle**

10,715

*NOTE: GO TO APPENDIX A TO VIEW THE COUNTIES OR POLITICAL SUBDIVISION FORM AND FIELDS.

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

NHTSA
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION

Submit countermeasure strategies that demonstrate 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. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Motorcycle Safety Communication Campaign

Submit planned activities that demonstrate 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. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activities unique identifier	Planned Activity Name
M9MA-20-11-01	Share the Road PSA Campaign

Reduction of fatalities and crashes involving motorcycles

Submit State data showing the total number of motor vehicle crashes involving motorcycles in the State for the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

Year Reported   Enter Year

Total # of motorcycles crashes   Enter numeric value

Enter the total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported.

Number of motorcycle registrations per FHWA   Enter numeric value

Submit State data showing the total number of motor vehicle crashes involving motorcycles in the State for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior year   Enter Year

Total number of motorcycles crashes previous year   Enter numeric value

Enter the total number of motorcycle registrations per FHWA in the State for the year reported above.

Number of motorcycle registrations per FHWA previous year   Enter numeric value

Based on State crash data expressed as a function of 10,000 motorcycle registrations (using FHWA motorcycle registration data), experience at least a whole number reduction in the rate of crashes involving motorcycles. Positive number shows reduction.

Crash rate change (Read-Only)

Enter the motorcyclist fatalities for the most recent calendar year for which final Fatality Analysis and Reporting System (FARS) data are available.

FARS year reported   Enter Year

Total number of motorcycle fatalities   Enter numeric value

Enter the motorcyclist fatalities for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior FARS year   Enter Year

Total number of motorcycle fatalities previous year   Enter numeric value

Experience a reduction of at least one in the number of motorcyclist fatalities for the most recent calendar year for which final FARS data are available as compared to the final FARS data for the calendar year immediately prior to that year.

Fatality change (Read-Only)

Enter a description of the State's methods for collecting and analyzing data.

Enter text

Impaired Driving Program

Select one or more performance measures and corresponding performance targets developed to reduce impaired motorcycle operation. Each performance measure and performance target shall identify the impaired motorcycle operation problem area to be addressed. Problem identification must include an analysis of motorcycle crashes involving an impaired operator by county or political subdivision.

Fiscal Year	Performance Measure Name

Submit the countermeasure strategies demonstrating that the State will implement data-driven programs designed to reach motorcyclists 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.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Submit the planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists 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.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activities unique identifier	Planned Activity Name

Enter counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

Add New

County or Political Subdivision	# of MCC involving an impaired operator

Enter total number of motorcycle crashes involving an impaired operator.

Total # of MCC involving an impaired operator
Enter numeric value

*NOTE: GO TO APPENDIX A TO VIEW THE COUNTIES OR POLITICAL SUBDIVISION FORM AND FIELDS.

Reduction of fatalities and accidents involving impaired motorcyclists

Submit State data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators in the State for the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

Year reported   Enter Year
Total # of motorcycle impaired crashes   Enter numeric value

Enter the total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported above.

Number of motorcycle registrations per FHWA   Enter numeric value

Submit State data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators in the State for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior year   Enter Year

Total # of motorcycle impaired crashes previous   Enter numeric value
year

Enter the total number of motorcycle registrations per FHWA in the State for the year reported above.

Number of motorcycle registrations per FHWA   Enter numeric value
previous year

Based on State crash data expressed as a function of 10,000 motorcycle registrations (using FHWA motorcycle registration data), experience at least a whole number reduction in the rate of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators. Positive number shows reduction.

Impaired crash rate change (Read-Only)

Enter the total number of motorcycle impaired crash fatalities in the State from the most recent final Fatality Analysis and Reporting System (FARS) data. Enter the year of the FARS data reported.

FARS year reported   Enter Year

Total # of impaired involved motorcycle fatalities   Enter numeric value

Enter the total number of impaired motorcycle crash fatalities in the State from the final FARS data for the calendar year immediately prior to the year entered above. Enter the year of the final FARS data reported.

Immediately prior FARS year   Enter Year

Total # of impaired involved motorcycle fatalities   Enter numeric value
previous year

Experience a reduction of at least one in the number of fatalities involving alcohol-impaired and drug-impaired motorcycle operators for the most recent calendar year for which final FARS data are available as compared to the final FARS data for the calendar year immediately prior to that year.

Impaired fatality change (Read-Only)

Enter a description of the State's methods for collecting and analyzing data.
Enter text

Use of Fees Collected from Motorcyclists for Motorcycle Programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Choose an item.

If "Law State" is selected:

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State Citation(s) captured (Read-only: System Calculated)
The State law or regulation requiring that 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.	
The State law appropriating funds demonstrates that for the current fiscal year, for requiring 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.	

*NOTE: LEGAL CITATIONS MUST BE ENTERED FOR EACH REQUIREMENT. GO TO APPENDIX B TO VIEW THE LEGAL CITATION FORM.

U.S. Department of Transportation

National Highway Traffic Safety
Administration

NHTSA
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION

<u>If "Data State" is selected:</u>

To demonstrate compliance as a Data State, upload the following items in the in application documents section: data or documentation from official state records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show that revenues collected for the purposes of funding motorcycle training and safety programs were placed into a distinct account and expended only for motorcycle training and safety programs.

↑ UPLOAD

Upload area in GMSS

APPENDIX A: Add New Counties or Political Subdivisions form

County or Political Subdivision*   Enter Text

Number of registered motorcycles*   Enter numeric value

# of MCC involving another motor vehicle   Enter numeric value

# of MCC involving an impaired operator   Enter numeric value

APPENDIX B: Citation requirement information

Legal Citation: Only cite to laws that will be enacted by the application due date, enforced by October 1 and effective during the entire fiscal year of the grant.

State Statute

Legal Citation	Enter text
Amended Date	Enter date

2019 Motorcycle Registration and Crash Data

County	Motorcycle Registrations	Total Crashes
MIAMI-DADE	48,762	1,326
BROWARD	40,889	861
HILLSBOROUGH	29,473	741
ORANGE	29,869	697
VOLUSIA	34,995	595
PINELLAS	31,331	592
PALM BEACH	32,224	532
DUVAL	25,352	507
POLK	18,325	357
LEE	23,891	350
BREVARD	26,230	332
PASCO	18,053	272
SARASOTA	15,422	233
MARION	13,978	200
OSCEOLA	9,474	196
SEMINOLE	12,716	192
LAKE	14,450	189
MANATEE	11,393	187
MONROE	9,187	183
ESCAMBIA	8,665	170
ALACHUA	7,810	150
BAY	7,944	144
ST LUCIE	10,369	142
CHARLOTTE	8,827	128
HERNANDO	7,679	128
LEON	5,607	126
CITRUS	7,883	120
OKALOOSA	8,598	105
ST JOHNS	8,723	96
COLLIER	10,454	95
MARTIN	5,903	84
SANTA ROSA	6,926	80
CLAY	7,822	76
SUMTER	3,686	45
FLAGLER	6,704	44
NASSAU	3,752	40
INDIAN RIV..	5,522	39
PUTNAM	2,687	36
HIGHLANDS	3,248	35
COLUMBIA	2,070	33
WALTON	2,711	31
DESOTO	856	21

2019 Motorcycle Registration and Crash Data

County	Motorcycle Registrations	Total Crashes*
LEVY	1,671	20
OKEECHOBEE..	1,218	20
BRADFORD	799	17
SUWANNEE	1,327	17
JACKSON	1,060	16
HENDRY	887	14
GADSDEN	970	10
BAKER	611	9
HARDEE	392	9
WAKULLA	1,153	9
GLADES	387	8
GULF	453	7
HOLMES	429	7
JEFFERSON	347	7
WASHINGTON..	713	6
LIBERTY	0	5
GILCHRIST	595	4
HAMILTON	302	4
MADISON	444	4
TAYLOR	558	4
UNION	291	3
FRANKLIN	288	2
CALHOUN	329	1
DIXIE	485	1
LAFAYETTE	0	1
TOTAL	606,169	10,715

*Total crashes involving a motorcycle and another motor vechile

Number of Drivers with Motorcycle Endorsements
As of 1 July of the Year

County	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
Alachua	14942	14565	14209	13670	13337	12936	12500	12082	11647	10898	9944	9596	9248
Baker	1660	1582	1517	1461	1457	1447	1375	1332	1296	1227	1112	1051	990
Bay	16093	15361	14865	14317	14003	13587	13152	12596	12154	11300	10266	9906	9546
Bradford	1876	1807	1788	1739	1683	1629	1503	1463	1422	1317	1194	1101	1008
Brevard	55179	53142	51360	49457	48283	46738	45190	43816	42530	40187	37172	36112	35051
Broward	80695	78935	77178	74609	73275	71448	69302	67343	65557	62834	59369	59488	59606
Calhoun	802	754	740	719	695	685	673	676	668	639	541	502	462
Charlotte	19246	18002	16980	15939	15234	14530	13736	13267	12829	12200	11334	10998	10662
Citrus	16988	16150	15529	14944	14642	14326	13873	13512	13121	12537	11359	10756	10154
Clay	17940	17198	16666	16043	15690	15357	14698	14082	13630	12535	11404	10759	10114
Collier	23654	22779	21861	20956	20210	19513	18794	18128	17559	16846	15636	14822	14007
Columbia	4630	4450	4321	4225	4120	3993	3919	3829	3711	3497	3156	2998	2839
Desoto	1755	1628	1557	1484	1448	1428	1375	1357	1344	1303	1224	1174	1125
Dixie	1075	1031	1020	973	963	944	916	914	901	866	748	724	700
Duval	52881	51425	50198	48796	47694	46205	44100	42513	40938	38274	34759	33878	32996
Escambia	19432	18581	18099	17500	17334	17025	16411	15999	15633	14447	13162	12602	12043
Flagler	12708	12204	11689	11192	10921	10521	10154	9729	9364	8746	7864	7108	6353
Franklin	707	666	651	639	624	618	596	590	581	567	509	482	456
Gadsden	1857	1791	1776	1769	1701	1671	1621	1586	1543	1481	1308	1266	1223
Gilchrist	1312	1236	1186	1176	1115	1041	1006	974	967	882	797	823	849
Glades	754	724	707	689	661	636	607	593	548	528	419	438	458
Gulf	1146	1064	1056	1044	1019	967	934	921	878	849	739	702	665
Hamilton	719	681	683	642	620	595	560	541	532	494	402	372	342
Hardee	962	924	893	887	888	863	846	844	835	803	744	748	753
Hendry	1614	1563	1479	1432	1457	1440	1417	1405	1407	1338	1177	1138	1098
Hernando	16385	15467	14733	14382	13937	13604	13169	12740	12234	11553	10532	9963	9394
Highlands	7418	14244	6890	6699	6476	6381	6204	6032	5921	5720	5216	5002	4787
Hillsborough	68509	66032	63664	61129	58922	56340	53247	50544	48244	44832	41101	39793	38485
Holmes	1183	1148	1105	1096	1111	1145	1134	1113	1067	1026	897	858	820
Indian River	11693	11077	10529	10094	9636	9327	8853	8506	8129	7618	7116	6792	6468
Jackson	2575	2526	2451	2377	2340	2302	2218	2158	2068	1890	1675	1560	1444
Jefferson	849	818	2451	742	720	702	684	664	641	595	555	520	486
Lafayette	318	316	295	289	283	286	282	275	264	254	218	189	160

Number of Drivers with Motorcycle Endorsements
As of 1 July of the Year

Lake	30812	29063	27630	26239	25465	24574	23618	22714	21997	20649	18698	17648	16597
Lee	52958	50786	48410	45965	43987	42342	40341	38253	36424	34453	31913	30380	28847
Leon	11840	11442	11167	11020	11013	10627	10341	10053	9752	9276	8489	8194	7899
Levy	3618	3489	3378	3290	3246	3177	3124	3043	2933	2819	2508	2371	2234
Liberty	409	404	377	372	353	343	325	314	319	293	262	232	201
Madison	986	945	906	893	890	875	852	825	805	755	678	662	647
Manatee	23487	22379	21234	20099	19154	18363	17591	16861	16282	15478	14577	14354	14131
Marion	30796	29474	28079	26989	26049	25067	24227	23480	22774	21538	19651	18594	17537
Martin	12555	12191	11760	11362	11031	10673	10312	9966	9798	9418	8894	8794	8695
Miami-Dade	78373	76108	73939	70844	68136	64924	61446	58455	55662	51988	47598	45304	43011
Monroe	11217	10902	10590	10261	10134	9963	9834	9683	9663	9636	9305	9550	9795
Nassau	7321	6951	6605	6416	6224	5962	5730	5509	5241	4797	4264	3990	3717
Okaloosa	19337	18277	17497	16766	16619	16330	15619	15166	14857	13985	12651	12044	11437
Okeechobee	2489	2392	2332	2257	2279	2252	2240	2239	2245	2204	2111	2062	2013
OOS							27693	31004	30768	29617	35687	35177	34667
Orange	66727	64865	63090	61142	59294	57279	54565	52124	49928	46782	43086	41898	40710
Osceola	20852	19858	18940	18164	17618	17083	16328	15437	14774	13711	12255	11366	10478
Palm Beach	63092	61259	59593	57554	55915	54399	52513	50775	49266	47040	44812	44554	44295
Pasco	40516	38801	37068	35153	34265	33329	32122	31076	30011	28555	26222	24864	23505
Pinellas	65775	63615	61600	59690	58023	56319	53846	51965	50395	48078	44784	44520	44256
Polk	42501	40731	39124	37764	36599	35318	34046	32804	31666	29702	27376	26194	25011
Putnam	5596	5403	5210	5085	4999	4853	4691	4599	4492	4221	3866	3844	3822
Saint Johns	18331	17433	16695	16039	15349	14693	13957	13300	12692	11816	10568	9808	9048
Saint Lucie	21519	20564	19636	18778	18203	17554	16880	16252	15629	14630	13641	13072	12503
Santa Rosa	15517	14635	13917	13470	13191	12647	12221	11902	11435	10341	9168	8518	7869
Sarasota	31224	29904	28585	27302	26377	25399	24443	23510	22535	21489	20178	19691	19204
Seminole	29728	29150	28552	27923	27455	26916	26073	25129	24422	23232	21766	21352	20939
Sumter	9854	9239	8654	8035	7450	6944	6432	6043	5605	5072	4387	3884	3380
Suwannee	2729	2661	2565	2488	2456	2405	2351	2290	2262	2135	1868	1773	1678
Taylor	1201	1156	1108	1065	1036	1006	979	959	936	891	781	749	717
Union	758	719	717	690	688	689	665	632	624	577	520	498	477
Unknown	17016	18001	19102	21495	21263	24932	966	1402	2030	3110	4717	9351	13985
Volusia	63545	61452	59339	57860	56898	55883	54397	53246	52384	50475	47732	47050	46367
Wakulla	2405	2293	2197	2136	2088	2071	1989	1906	1829	1672	1471	1355	1239

When using information obtained from DHSMV, please credit: The Florida Department of Highway Safety and Motor Vehicles or DHSMV

Number of Drivers with Motorcycle Endorsements
As of 1 July of the Year

Walton	5114	4798	4549	4340	4111	3834	3630	3432	3320	3024	2655	2450	2246
Washington	1605	1569	1516	1493	1456	1400	1375	1331	1290	1204	1043	1003	963
Total	1271360	1232780	1185787	1143549	1111813	1080655	1042811	1009803	977208	924746	863831	841371	818912
% Change	3.13	3.96	3.69	2.85	2.88	3.63	3.27	3.34	5.67	7.05	2.67	2.74	

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19
Alachua	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Baker		No													
Bay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bradford	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Brevard	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Broward	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Calhoun		No													
Charlotte	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Citrus	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Collier	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dade	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Desoto		No													
Dixie		No													
Duval	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Escambia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Flagler	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Franklin		No													
Gadsden		No													
Gilchrist		No													
Glades		No													
Gulf		No													
Hamilton		No													
Hardee		No													
Hendry		No													

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19
Hernando	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highlands	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hillsborough	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Holmes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indian River	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jackson		No													
Jefferson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lafayette		No													
Lake	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Leon	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Levy		No													
Liberty															
Madison		No													
Manatee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marion	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Martin	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Monroe	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Nassau		No													
Okaloosa	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Okeechobee		No													
Orange	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Osceola	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Palm Beach	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pasco	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pinellas	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Polk	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

| Complete List of Counties in the State | Training Site Information by County | | Training was offered in the county during the month(s) selected: | | | | | | | | | | | | |
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19
Putnam	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Johns	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Lucie	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Santa Rosa		No													
Sarasota	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Seminole	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sumter		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Suwannee		No													
Taylor		No													
Union		No													
Volusia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wakulla		No													
Walton		No													
Washington	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

MC-1 State Law Identifying State Authority over Motorcycle Safety Issues

Select Year: 2016 ▾ Go

The 2016 Florida Statutes

Title XXIII	Chapter 322	View Entire Chapter
MOTOR VEHICLES	DRIVER LICENSES	

322.025 **Driver improvement.**—The department may implement programs to improve the driving ability of the drivers of this state. Such programs may include, but shall not be limited to, safety awareness campaigns, driver training, and licensing improvement. Motorcycle driver improvement programs implemented pursuant to this section or s. 322.0255 may be funded by the motorcycle safety education fee collected pursuant to s. 320.08(1)(c), which shall be deposited in the Highway Safety Operating Trust Fund.

History.—s. 1, ch. 87-161; s. 6, ch. 88-405; s. 71, ch. 93-120; s. 46, ch. 2000-152; ss. 46, 53, ch. 2007-73; s. 6, ch. 2009-14; s. 9, ch. 2009-20.

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Title XXIII	Chapter 322	View Entire Chapter
MOTOR VEHICLES	DRIVER LICENSES	

322.0255   Florida Motorcycle Safety Education Program.—

(1)   The department shall establish a Florida Motorcycle Safety Education Program. The program shall be funded as provided by ss. 320.08 and 322.025.

(2)   The department shall establish and administer motorcycle safety courses. The department shall prescribe the curricula for such courses, which must include a minimum of 12 hours of instruction, at least 6 hours of which shall consist of actual motorcycle operation. The department may adopt or include courses, curricula, or materials developed by the Motorcycle Safety Foundation or by other traffic safety groups determined to be comparable by the department.

(3)   The department shall prescribe the qualifications for certification of instructors in the program. The department may include the qualifications specified by the Motorcycle Safety Foundation or by other traffic safety groups determined to be comparable by the department, and may recognize, for purposes of certification, instructor training provided by the Motorcycle Safety Foundation or by other traffic safety groups determined to be comparable by the department, as fulfilling the department's training requirements.

(4)   Every organization shall be approved by the department before it may conduct motorcycle safety courses. The department may enter into agreements with organizations to provide for such courses. Such agreements shall include provisions for compensation of the costs of conducting the courses. Students may be required to purchase insurance as required by the organization providing the course.

(5)   Each organization that provides an approved motorcycle safety course may charge a registration fee, not to exceed $20 per student. This fee must be refunded if the student completes the course. However, any student who registers for, and does not complete, the course must forfeit his or her registration fee. Forfeited fees may be retained by the organization that conducts the course.

(6)   The department may adopt rules to implement this section.

(7)   On and after January 1, 1989, every first-time applicant for licensure to operate a motorcycle who is under 21 years of age shall be required to complete a motorcycle education course as established pursuant to this section. Proof of completion of such education course shall be presented to the driver license examining office prior to such licensure to operate a motorcycle.

History.—s. 7, ch. 88-405; s. 393, ch. 95-148; s. 2, ch. 98-90; s. 7, ch. 2009-14.

GMSS Program Area Name	GMSS Countermeasure Name	HVE	405b OP Plan	405d mpa red Plan	405c Traff c Data	405f Motorcyc e Awareness	405h Non Motorized	Project Number	ntended Subrec pient	P anned Act v ty Name	FDOT Program Area	Fund ng Source	Source F sca Year	E g ble Use of Funds	Fund ng Amount	Match Amount	Loca Benef t
Older Drivers	Communication Campaign							CP-20-04-09	Pepper Institute on Aging and Public Policy	Safe Mobility for Life Coalition	Aging Road Users	402	2018	Community Traffic Safety Project (FAST)	$350,000.00	$87,500.00	
Older Drivers	Communication Campaign							CP-20-04-10	University of Florida - Institute for Mobility, Activity, and Participation	Aging Road User Information Systems 2019-2020	Aging Road Users	402	2018	Community Traffic Safety Project (FAST)	$182,469.00	$45,617.25	$182,469.00
Older Drivers	Communication Campaign							CP-20-04-11	Apopka Police Department	Assisting Aging Road Users	Aging Road Users	402	2017	Community Traffic Safety Project (FAST)	$1,250.00	$312.50	$1,250.00
Older Drivers	Communication Campaign							CP-20-04-12	Broward Sheriff's Office	65+ Grand Drivers	Aging Road Users	402	2017	Community Traffic Safety Project (FAST)	$14,000.00	$3,500.00	$14,000.00
Older Drivers	Communication Campaign							CP-20-04-13	Coral Springs Police Department	Coral Springs Aging Road User Program	Aging Road Users	402	2017	Community Traffic Safety Project (FAST)	$4,500.00	$1,125.00	$4,500.00
Older Drivers	Communication Campaign							CP-20-04-14	Fruitland Park Police Department	Operation Fountain of Y.O.U.T.H.	Aging Road Users	402	2017	Community Traffic Safety Project (FAST)	$3,000.00	$750.00	$3,000.00
Older Drivers	Communication Campaign							CP-20-04-15	Lee County Sheriff's Office	Seniors Driving Safely Program	Aging Road Users	402	2017	Community Traffic Safety Project (FAST)	$10,000.00	$2,500.00	$10,000.00
Community Traffic Safety Program	Communication Campaign							CP-20-04-01	Florida Department of Transportation - District 1	Public Information and Education Program - District 1	Community Traffic Safety Outreach	402	2017	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$30,000.00
Community Traffic Safety Program	Communication Campaign							CP-20-04-02	Florida Department of Transportation - District 2	Public Information and Education Program - District 2	Community Traffic Safety Outreach	402	2017	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$30,000.00
Community Traffic Safety Program	Communication Campaign							CP-20-04-03	Florida Department of Transportation District 3	Public Information and Education Program - District 3	Community Traffic Safety Outreach	402	2017	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$30,000.00
Community Traffic Safety Program	Communication Campaign							CP-20-04-04	Florida Department of Transportation - District 4	Public Information and Education Program - District 4	Community Traffic Safety Outreach	402	2017	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$30,000.00
Community Traffic Safety Program	Communication Campaign							CP-20-04-05	Florida Department of Transportation District 5	Public Information and Education Program - District 5	Community Traffic Safety Outreach	402	2017	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$30,000.00
Community Traffic Safety Program	Communication Campaign							CP-20-04-06	Florida Department of Transportation - District 6	Public Information and Education Program - District 6	Community Traffic Safety Outreach	402	2017	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$30,000.00
Community Traffic Safety Program	Communication Campaign							CP-20-04-07	Florida Department of Transportation District 7	Public Information and Education Program - District 7	Community Traffic Safety Outreach	402	2017	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$30,000.00
Community Traffic Safety Program	Communication Campaign							CP-20-04-08	Center for Urban Transportation Research	Community Traffic Safety Support	Community Traffic Safety Outreach	402	2018	Community Traffic Safety Project (FAST)	$274,500.00	$68,625.00	
Distracted Driving	Communication Campaign							DD-20-04-01	Center for Urban Transportation Research	Distracted Driving Outreach Program	Distracted Driving	402	2017	Community Traffic Safety Project (FAST)	$26,000.00	$6,500.00	$26,000.00
Distracted Driving	Communication Campaign							DD-20-04-02	Apopka Police Department	Apopka Distracted Driving Program	Distracted Driving	402	2017	Community Traffic Safety Project (FAST)	$10,500.00	$2,625.00	$10,500.00
Distracted Driving	Communication Campaign							DD-20-04-03	Broward Sheriff's Office	Broward Distracted Driving Program	Distracted Driving	402	2017	Community Traffic Safety Project (FAST)	$11,000.00	$2,750.00	$11,000.00
Distracted Driving	Communication Campaign							DD-20-04-04	Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	Distracted Driving	402	2017	Community Traffic Safety Project (FAST)	$10,500.00	$2,625.00	$10,500.00
Distracted Driving	Communication Campaign							DD-20-04-05	Coral Springs Police Department	Coral Springs Distracted Driving Program	Distracted Driving	402	2017	Community Traffic Safety Project (FAST)	$10,500.00	$2,625.00	$10,500.00
Distracted Driving	Communication Campaign							DD-20-04-06	Gainesville Police Department	Gainesville Distracted Driving Program	Distracted Driving	402	2017	Community Traffic Safety Project (FAST)	$10,500.00	$2,625.00	$10,500.00
Distracted Driving	Communication Campaign							DD-20-04-07	Jupiter Police Department	Jupiter Distracted Driving Program	Distracted Driving	402	2017	Community Traffic Safety Project (FAST)	$10,500.00	$2,625.00	$10,500.00
Impaired Driving (Drug and Alcohol)	Impaired Driving Task Force			Y				AL-20-05-01	Center for Urban Transportation Research	Florida Impaired Driving Coalition	Impaired Driving	402	2018	Alcohol (FAST)	$153,932.00	$38,483.00	
Impaired Driving (Drug and Alcohol)				Y				AL-20-05-02	Florida Department of Law Enforcement	Improving Highway Safety Through Data Analysis	Impaired Driving	402	2018	Alcohol (FAST)	$449,064.00	$112,266.00	
Impaired Driving (Drug and Alcohol)				Y				AL-20-05-03	Office of Executive Director	DUI Centralized Repository Database	Impaired Driving	402	2018	Alcohol (FAST)	$200,000.00	$50,000.00	
Impaired Driving (Drug and Alcohol)	Communication Campaign			Y				MSCS-20-06-01	The District Board of Trustees of Tallahassee Community College	Traffic Safety Resource Prosecutor Program (TSRP)	Impaired Driving	405d	2018	405d Mid Court Support (FAST)	$451,882.00	$112,970.50	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-01	Cape Coral Police Department	Cape Coral Impaired Driving Education and Enforcement	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$45,000.00	$11,250.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-02	Apopka Police Department	Arresting Impaired Motorists	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$10,000.00	$2,500.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-03	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement Overtime	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$30,000.00	$7,500.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-04	Bradenton Police Department	Bradenton Police Department Operation "Don't Drive Drunk"	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$20,000.00	$5,000.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-05	Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$50,000.00	$12,500.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-06	Lee County Sheriff's Office	Impaired Driving Enforcement and Education Program	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$53,000.00	$13,250.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-07	Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$35,000.00	$8,750.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-08	Pensacola Police Department	Impaired Driving Enforcement Grant FY2020	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$46,000.00	$11,500.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-09	Wauchula Police Department	Operation, Outreach, Education, and Enforcement Impaired Driving Safety Program	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$20,000.00	$5,000.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-10	Putnam County Sheriff's Office	Impaired Driving Task Force 2019-2020	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$11,500.00	$2,875.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-11	Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	Impaired Driving	405(d)	2018	405d Mid HVE (FAST)	$130,000.00	$32,500.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-12	Pinellas County Sheriff's Office	Impaired Driving Enhancement Project	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$40,000.00	$10,000.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-13	Palm Beach County Sheriff's Office	City of Lake Worth Impaired Driving Strategy	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$30,000.00	$7,500.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-14	Tampa Police Department	Last Call	Impaired Driving	405(d)	2018	405d Mid HVE (FAST)	$196,250.00	$49,062.50	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-15	Gainesville Police Department	City of Gainesville Safe Gator	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$30,000.00	$7,500.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-16	Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	Impaired Driving	405(d)	2018	405d Mid HVE (FAST)	$100,000.00	$25,000.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-17	Santa Rosa County Sheriff's Office	Impaired Driving - A Problem That Affects Us All	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$50,000.00	$12,500.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-18	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	Impaired Driving	405(d)	2018	405d Mid HVE (FAST)	$225,000.00	$56,250.00	
Impaired Driving (Drug and Alcohol)	High Visibility Enforcement	Y		Y				MSHVE-20-06-19	Highlands County Sheriff's Office	Sheriff's Strategic Enforcement Project	Impaired Driving	405(d)	2019	405d Mid HVE (FAST)	$20,000.00	$5,000.00	
Impaired Driving (Drug and Alcohol)	Communication Campaign			Y				MSX-20-06-01	Mothers Against Drunk Driving (MADD) Florida	MADD Florida Safe and Aware	Impaired Driving	405(d)	2018	405d Mid Other Based on Problem ID (FAST)	$295,000.00	$73,750.00	
Impaired Driving (Drug and Alcohol)	Integrated Enforcement			Y				MSX-20-06-02	Institute of Police Technology and Management	Drug Recognition Expert (DRE) Call-Out	Impaired Driving	405(d)	2019	405d Mid Other Based on Problem ID (FAST)	$30,000.00	$7,500.00	
Impaired Driving (Drug and Alcohol)	Communication Campaign			Y				MSX-20-06-03	The Meagan Napier Foundation	Value Life	Impaired Driving	405(d)	2019	405d Mid Other Based on Problem ID (FAST)	$16,500.00	$4,125.00	
Impaired Driving (Drug and Alcohol)	Communication Campaign			Y				MSX-20-06-04	Institute of Police Technology and Management	Impaired Driving Media Awareness Survey	Impaired Driving	405(d)	2019	405d Mid Other Based on Problem ID (FAST)	$60,000.00	$15,000.00	
Motorcycle Safety	Communication Campaign							MC-20-10-01	Center for Urban Transportation Research	Florida's Comprehensive Motorcycle Safety Program	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$500,500.00	$125,125.00	
Motorcycle Safety	Communication Campaign							MC-20-10-02	Center for Urban Transportation Research	Motorcycle Program Evaluation and Data Collection	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$110,000.00	$27,500.00	
Motorcycle Safety	Communication Campaign							MC-20-10-03	University of Miami	Motorcycle Education and Injury Prevention Program in Trauma Centers	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$199,192.00	$49,798.00	$199,192.00
Motorcycle Safety	Motorcycle Rider Training							MC-20-10-04	Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$60,000.00	$15,000.00	$60,000.00
Motorcycle Safety	Motorcycle Rider Training							MC-20-10-05	Florida State University Police Department	Preventing Street Racing Through Legal Alternatives	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$82,500.00	$20,625.00	$82,500.00
Motorcycle Safety	Motorcycle Rider Training							MC-20-10-06	Gainesville Police Department	CITY OF GAINESVILLE MOTORCYCLE/SCOOTER SAFETY AND EDUCATION PROGRAM	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$42,500.00	$10,625.00	$42,500.00
Motorcycle Safety	Communication Campaign							MC-20-10-07	Institute of Police Technology and Management	Motorcycle Awareness Survey	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$60,000.00	$15,000.00	
Motorcycle Safety	Motorcycle Rider Training							MC-20-10-08	Center for Urban Transportation Research	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$54,773.00	$13,693.25	$54,773.00
Motorcycle Safety	Motorcycle Rider Training							MC-20-10-09	Tampa Police Department	Motorcycle Operator Street-Survival Skills	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$91,000.00	$22,750.00	$91,000.00
Motorcycle Safety	Motorcycle Rider Training							MC-20-10-10	Jacksonville Sheriff's Office	Jacksonville Sheriff's Office SMART Motorcycle Program	Motorcycle Safety	402	2017	Motorcycle Safety (FAST)	$22,500.00	$5,625.00	$22,500.00

Program Area	Project Description							Project Number	Subrecipient	Project Title	Sub-Program Area	Source	Year	Program (FAST)	Amount 1	Amount 2	Amount 3
Motorcycle Safety	Motorcycle Rider Training							MC-20-10-11	Hillsborough County Sheriff's Office	HCSO Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$100,000.00	$25,000.00	$100,000.00
Motorcycle Safety	Communication Campaign							MC-20-10-12	City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol Project	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$50,000.00	$12,500.00	$50,000.00
Motorcycle Safety	Communication Campaign							MC-20-10-13	Broward Sheriff's Office	Broward Motorcycle Safety Enforcement Program	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$90,000.00	$22,500.00	$90,000.00
Motorcycle Safety	Communication Campaign							MC-20-10-14	Delray Beach Police Department	Delray Beach Police Motorcycle Safety/Enforcement Program	Motorcycle Safety	402	2017	Motorcycle Safety (FAST)	$20,000.00	$5,000.00	$20,000.00
Motorcycle Safety	Communication Campaign							MC-20-10-15	Daytona Beach Police Department	Increasing the Safety of Motorcyclists Through Enforcement and Education	Motorcycle Safety	402	2018	Motorcycle Safety (FAST)	$55,000.00	$13,750.00	$55,000.00
Motorcycle Safety	Communication Campaign							MC-20-10-16	Ocala Police Department	Motorcycle Safety Program	Motorcycle Safety	402	2017	Motorcycle Safety (FAST)	$23,905.00	$5,976.25	$23,905.00
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-01	Apopka Police Department	Buckle Up. Save Yourself.	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$3,750.00	$937.50	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-02	Baker County Sheriff's Office	Baker County Sheriff's Office Occupant Protection Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$15,000.00	$3,750.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-03	Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$10,000.00	$2,500.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-04	Broward Sheriff's Office	Operation Buckle Up	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$20,000.00	$5,000.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-05	DeFuniak Springs Police Department	DeFuniak Springs Vehicle Occupant Safety Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$10,000.00	$2,500.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-06	Delray Beach Police Department	Delray Beach Occupant Protection and Child Passenger Safety Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$25,000.00	$6,250.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-07	Homestead Police Department	Homestead Occupant Protection Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$40,000.00	$10,000.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-08	Lake City Police Department	Lake City Strategic Traffic Enforcement Program (STEP) - Occupant Protection	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$15,000.00	$3,750.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-09	Live Oak Police Department	Occupant Protection 2020	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$10,000.00	$2,500.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-10	Miami-Dade Police Department	Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$100,000.00	$25,000.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-11	Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Community Wide Strategy	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$80,000.00	$20,000.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-12	Suwannee County Sheriff Office	Suwannee County Occupant Protection Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$15,000.00	$3,750.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-13	Ocala Police Department	Occupant Protection and Child Passenger Safety Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$3,000.00	$750.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-14	Tampa Police Department	Sit Tight and Belt Right	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$45,000.00	$11,250.00	
Occupant Protection (Adult and Child Passenger Safety)	Short-term, High Visibility Seat Belt Law Enforcement	Y	Y					M2HVE-20-20-15	Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety Program	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High HVE (FAST)	$10,000.00	$2,500.00	
Occupant Protection (Adult and Child Passenger Safety)	Child Restraint System Inspection Station(s)		Y					M2X-20-20-01	University of Florida Transportation Technology Transfer (T2) Center	Florida's Occupant Protection Resource Center	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High Occupant Protection (FAST)	$400,000.00	$100,000.00	
Occupant Protection (Adult and Child Passenger Safety)	Communication Campaign		Y					M2X-20-20-02	Institute of Police Technology and Management	Statewide Safety Belt and Child Passenger Safety Surveys	Occupant Protection and Child Passenger Safety	405(b)	2019	405b High Occupant Protection (FAST)	$321,000.00	$80,250.00	
Occupant Protection (Adult and Child Passenger Safety)	Communication Campaign							OP-20-02-01	University of Florida Transportation Technology Transfer (T2) Center	Florida's Occupant Protection Coalition	Occupant Protection and Child Passenger Safety	402	2018	Occupant Protection (FAST)	$105,600.00	$26,400.00	
Communications (Media)	Communication Campaign							PM-20-07-01	FDOT State Safety Office	Distracted Driving Media Campaign	Paid Media - Distracted Driving	405(c)	2017	405e Paid Advertising (FAST)	$623,584.21	$155,896.05	
Communications (Media)	Communication Campaign			Y				M5PEM-20-16-01	Center for Urban Transportation Research	Impaired Driving Campaign Development	Paid Media - Impaired Driving	405(d)	2018	405d Mid Paid/Earned Media (FAST)	$40,000.00	$10,000.00	
Communications (Media)	Communication Campaign			Y				M5PEM-20-16-03	FDOT State Safety Office	Impaired Driving Statewide Media Campaign	Paid Media - Impaired Driving	405(d)	2018	405d Mid Paid/Earned Media (FAST)	$650,000.00	$162,500.00	
Communications (Media)	Communication Campaign			Y				M5PEM-20-16-04	The District Board of Trustees of Tallahassee Community College	Impaired Driving Professional Sports Marketing	Paid Media - Impaired Driving	405(d)	2018	405d Mid Paid/Earned Media (FAST)	$2,000,000.00	$500,000.00	
Communications (Media)	Communication Campaign			Y				M5PEM-20-16-05	The District Board of Trustees of Tallahassee Community College	Impaired Driving Major College Sports Marketing	Paid Media - Impaired Driving	405(d)	2018	405d Mid Paid/Earned Media (FAST)	$459,000.00	$114,750.00	
Communications (Media)	Communication Campaign			Y				M5PEM-20-16-06	The District Board of Trustees of Tallahassee Community College	Impaired Driving Sports Media Campaign	Paid Media - Impaired Driving	405(d)	2018	405d Mid Paid/Earned Media (FAST)	$216,000.00	$54,000.00	
Communications (Media)	Communication Campaign			Y				M5PEM-20-16-02	Center for Urban Transportation Research	Impaired Motorcyclist PSA Campaign	Paid Media - Motorcycle Safety	405(d)	2018	405d Mid Paid/Earned Media (FAST)	$300,000.00	$75,000.00	
Motorcycle Safety	Communication Campaign				Y			M9MA-20-11-01	Center for Urban Transportation Research	Share the Road PSA Campaign	Paid Media - Motorcycle Safety	405(f)	2018*	405f Paid Advertising (FAST)	$8,914.00	$2,228.50	
Motorcycle Safety	Communication Campaign				Y			M9MA-20-11-01	Center for Urban Transportation Research	Share the Road PSA Campaign	Paid Media - Motorcycle Safety	405(f)	2019*	405f Paid Advertising (FAST)	$216,586.00	$54,146.50	
Communications (Media)	Communication Campaign							PM-20-07-03	Center for Urban Transportation Research	Motorcycle Safety Paid Media Campaign	Paid Media - Motorcycle Safety	402	2018	Paid Advertising (FAST)	$175,000.00	$43,750.00	$175,000.00
Communications (Media)	Communication Campaign		Y					M2PEM-20-20-01	FDOT State Safety Office	Florida Click it or Ticket Media Campaign	Paid Media - Occupant Protection	405(b)	2018*	405b High Paid Advertising (FAST)	$636,000.00	$159,000.00	
Communications (Media)	Communication Campaign		Y					M2PEM-20-20-01	FDOT State Safety Office	Florida Click it or Ticket Media Campaign	Paid Media - Occupant Protection	405(b)	2019*	405b High Paid Advertising (FAST)	$264,000.00	$66,000.00	
Communications (Media)	Communication Campaign		Y					M2PEM-20-20-02	Center for Urban Transportation Research	Occupant Protection and Child Passenger Safety Campaign Development	Paid Media - Occupant Protection	405(b)	2019	405b High Paid Advertising (FAST)	$25,000.00	$6,250.00	
Non-motorized (Pedestrians and Bicyclist)	Communication Campaign					Y		FHPE-20-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program - Transit Advertising	Paid Media - Pedestrian and Bicycle Safety	405(h)	2018	405h Public Education	$200,000.00	$50,000.00	
Non-motorized (Pedestrians and Bicyclist)	Communication Campaign					Y		FHPE-20-07-02	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program - Billboard Advertising	Paid Media - Pedestrian and Bicycle Safety	405(h)	2018	405h Public Education	$200,000.00	$50,000.00	
Communications (Media)	Communication Campaign							PM-20-07-02	Center for Urban Transportation Research	Work Zone Safety Campaign	Paid Media - Work Zone Safety	402	2018	Paid Advertising (FAST)	$100,000.00	$25,000.00	$100,000.00
Non-motorized (Pedestrians and Bicyclist)	Communication Campaign					Y		FHTX-20-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	Pedestrian and Bicycle Safety	405(h)	2018	405h Training	$500,000.00	$125,000.00	
Non-motorized (Pedestrians and Bicyclist)	Communication Campaign					Y		FHX-20-07-01	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle Safety High Visibility Enforcement Campaign	Pedestrian and Bicycle Safety	405(h)	2017*	405h Law Enforcement	$267,353.00	$66,838.25	
Non-motorized (Pedestrians and Bicyclist)	Communication Campaign					Y		FHX-20-07-01	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle Safety High Visibility Enforcement Campaign	Pedestrian and Bicycle Safety	405(h)	2018*	405h Law Enforcement	$232,647.00	$58,161.75	
Non-motorized (Pedestrians and Bicyclist)	Communication Campaign							PS-20-08-01	Institute of Police Technology and Management	Florida's Comprehensive Pedestrian and Bicycle Safety Program	Pedestrian and Bicycle Safety	402	2018	Pedestrian/Bicycle Safety (FAST)	$650,000.00	$162,500.00	
Non-motorized (Pedestrians and Bicyclist)	Communication Campaign							PS-20-08-02	Institute of Police Technology and Management	Pedestrian and Bicycle Program Evaluation and Data Collection	Pedestrian and Bicycle Safety	402	2018	Pedestrian/Bicycle Safety (FAST)	$250,000.00	$62,500.00	
Non-motorized (Pedestrians and Bicyclist)	Communication Campaign							PS-20-08-03	University of Florida Transportation Technology Transfer (T2) Center	Florida's Pedestrian and Bicycle Safety Resource Center	Pedestrian and Bicycle Safety	402	2018	Pedestrian/Bicycle Safety (FAST)	$602,560.00	$150,640.00	$602,560.00
Non-motorized (Pedestrians and Bicyclist)	Targeted Enforcement							PS-20-08-04	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	Pedestrian and Bicycle Safety	402	2018	Pedestrian/Bicycle Safety (FAST)	$150,000.00	$37,500.00	$150,000.00
Non-motorized (Pedestrians and Bicyclist)	Safe Routes to School							PS-20-08-05	Safe Routes to School National Partnership	National Safe Routes to School Conference	Pedestrian and Bicycle Safety	402	2017	Pedestrian/Bicycle Safety (FAST)	$35,000.00	$8,750.00	
Non-motorized (Pedestrians and Bicyclist)	Targeted Enforcement							PS-20-08-06	Okeechobee County Sheriff's Office	Enhanced Pedestrian/Bicycle Saftey Enforcement	Pedestrian and Bicycle Safety	402	2017	Pedestrian/Bicycle Safety (FAST)	$13,000.00	$3,250.00	$13,000.00
Planning & Administration	Highway Safety Office Program Management							PA-20-01-01	FDOT State Safety Office	Operation of the Highway Traffic Safety Grant Section	Planning and Administration	402	2018	Planning and Administration (FAST)	$250,000.00	$250,000.00	
Planning & Administration	Highway Safety Office Program Management							PA-20-01-02	FDOT State Safety Office	Highway Safety Travel and Training	Planning and Administration	402	2018	Planning and Administration (FAST)	$70,000.00	$70,000.00	
Planning & Administration	Highway Safety Office Program Management							PA-20-01-03	The District Board of Trustees of Tallahassee Community College	Traffic Safety Fiscal Assistant	Planning and Administration	402	2018	Planning and Administration (FAST)	$50,000.00	$50,000.00	
Occupant Protection (Adult and Child Passenger Safety)	Supporting Enforcement		Y					M2X-20-20-03	Institute of Police Technology and Management	Florida Law Enforcement Liaison Occupant Protection Awareness Program	Police Traffic Services - LEL	405(b)	2019	405b High Police Traffic Services (FAST)	$100,000.00	$25,000.00	
Police Traffic Services	Communication Campaign			Y				MSX-20-06-05	Institute of Police Technology and Management	Florida Law Enforcement Liaison Impaired Driving Awareness Program	Police Traffic Services - LEL	405(d)	2018	405d Mid Other Based on Problem ID (FAST)	$100,000.00	$25,000.00	
Police Traffic Services	Law Enforcement Outreach Liaison							PT-20-12-01	Institute of Police Technology and Management	Florida Law Enforcement Liaison Program	Police Traffic Services - LEL	402	2018	Police Traffic Services (FAST)	$950,000.00	$237,500.00	
Police Traffic Services	Communication Campaign							PT-20-12-02	Institute of Police Technology and Management	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	Police Traffic Services - LEL	402	2018	Police Traffic Services (FAST)	$150,000.00	$37,500.00	

Program	Strategy			Project ID	Organization	Project Title	Category	Source	Year	Program Name	Amount 1	Amount 2	Amount 3
Police Traffic Services	SFST training for Law Enforcement Officers		Y	MSTR-20-12-01	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing	Public Traffic Safety Professionals Training	405(d)	2018	405d Mid Training (FAST)	$178,500.00	$44,625.00	
Police Traffic Services	SFST training for Law Enforcement Officers		Y	MSTR-20-12-02	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Development	Public Traffic Safety Professionals Training	405(d)	2019	405d Mid Training (FAST)	$19,875.00	$4,968.75	
Police Traffic Services	SFST training for Law Enforcement Officers		Y	MSTR-20-12-03	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Update	Public Traffic Safety Professionals Training	405(d)	2019	405d Mid Training (FAST)	$5,625.00	$1,406.25	
Police Traffic Services	Law Enforcement Training		Y	MSTR-20-12-04	Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	Public Traffic Safety Professionals Training	405(d)	2018	405d Mid Training (FAST)	$79,000.00	$19,750.00	
Police Traffic Services	Drug Recognition Expert (DRE) Training		Y	MSTR-20-12-05	Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	Public Traffic Safety Professionals Training	405(d)	2019	405d Mid Training (FAST)	$35,700.00	$8,925.00	
Police Traffic Services	Drug Recognition Expert (DRE) Training		Y	MSTR-20-12-06	Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	Public Traffic Safety Professionals Training	405(d)	2019	405d Mid Training (FAST)	$58,500.00	$14,625.00	
Police Traffic Services	Drug Recognition Expert (DRE) Training		Y	MSTR-20-12-07	Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	Public Traffic Safety Professionals Training	405(d)	2019	405d Mid Training (FAST)	$19,500.00	$4,875.00	
Police Traffic Services	Drug Recognition Expert (DRE) Training		Y	MSTR-20-12-08	Institute of Police Technology and Management	Drug Evaluation and Classification Program	Public Traffic Safety Professionals Training	405(d)	2018	405d Mid Training (FAST)	$400,000.00	$100,000.00	
Police Traffic Services	Law Enforcement Training		Y	MSTR-20-12-09	Florida Department of Law Enforcement: Alcohol Testing Program	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	Public Traffic Safety Professionals Training	405(d)	2019	405d Mid Training (FAST)	$50,000.00	$12,500.00	
Police Traffic Services	Law Enforcement Training		Y	MSTR-20-12-10	Florida Department of Highway Safety and Motor Vehicles	Legal Training for the Bureau of Administrative Reviews and Law Enforcement	Public Traffic Safety Professionals Training	405(d)	2018	405d Mid Training (FAST)	$110,000.00	$27,500.00	
Police Traffic Services	Law Enforcement Training			PT-20-12-03	The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	Public Traffic Safety Professionals Training	402	2017	Police Traffic Services (FAST)	$26,250.00	$6,562.50	$26,250.00
Police Traffic Services	Law Enforcement Training			PT-20-12-04	The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	Public Traffic Safety Professionals Training	402	2017	Police Traffic Services (FAST)	$40,000.00	$10,000.00	$40,000.00
Police Traffic Services	Highway Safety Office Program Management			PT-20-12-05	The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	Public Traffic Safety Professionals Training	402	2018	Police Traffic Services (FAST)	$68,250.00	$17,062.50	$68,250.00
Police Traffic Services	Law Enforcement Training			PT-20-12-06	The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	Public Traffic Safety Professionals Training	402	2017	Police Traffic Services (FAST)	$30,000.00	$7,500.00	$30,000.00
Police Traffic Services	Law Enforcement Training			PT-20-12-07	The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	Public Traffic Safety Professionals Training	402	2017	Police Traffic Services (FAST)	$30,000.00	$7,500.00	$30,000.00
Police Traffic Services	Law Enforcement Training			PT-20-12-08	The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	Public Traffic Safety Professionals Training	402	2017	Police Traffic Services (FAST)	$28,350.00	$7,087.50	$28,350.00
Police Traffic Services	Law Enforcement Training			PT-20-12-09	Institute of Police Technology and Management	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	Public Traffic Safety Professionals Training	402	2018	Police Traffic Services (FAST)	$44,625.00	$11,156.25	$44,625.00
Police Traffic Services	Law Enforcement Training			PT-20-12-10	Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	Public Traffic Safety Professionals Training	402	2017	Police Traffic Services (FAST)	$39,750.00	$9,937.50	$39,750.00
Police Traffic Services	Law Enforcement Training			PT-20-12-11	Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	Public Traffic Safety Professionals Training	402	2018	Police Traffic Services (FAST)	$49,225.00	$12,306.25	$49,225.00
Police Traffic Services	Law Enforcement Training			PT-20-12-12	Institute of Police Technology and Management	Investigation of Motorcycle Crashes - Level I	Public Traffic Safety Professionals Training	402	2017	Police Traffic Services (FAST)	$39,750.00	$9,937.50	$39,750.00
Police Traffic Services	Law Enforcement Training			PT-20-12-13	Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation - Level I	Public Traffic Safety Professionals Training	402	2017	Police Traffic Services (FAST)	$39,750.00	$9,937.50	$39,750.00
Police Traffic Services	Law Enforcement Training			PT-20-12-14	Institute of Police Technology and Management	Police Motorcycle Instructor	Public Traffic Safety Professionals Training	402	2018	Police Traffic Services (FAST)	$60,000.00	$15,000.00	$60,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-01	Bay County Sheriff's Office	Speed and Aggressive Driving Grant	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$50,000.00	$12,500.00	$50,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-02	Coral Springs Police Department	Speed/Aggressive Driving	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$30,000.00	$7,500.00	$30,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-03	Broward Sheriff's Office	Broward Aggressive-Speed Enforcement (BASE)	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$100,000.00	$25,000.00	$100,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-04	Citrus County Sheriff's Office	Just Drive Citrus - Speed and Aggressive Driving	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$46,000.00	$11,500.00	$46,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-05	Apopka Police Department	Heavy Enforcement of Aggressive Traffic	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$15,000.00	$3,750.00	$15,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-06	Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving Program	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$50,000.00	$12,500.00	$50,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-07	Bradenton Police Department	No Need For Speed	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$30,000.00	$7,500.00	$30,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-08	Daytona Beach Police Department	Obey the Sign or Pay the Fine Program	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$47,000.00	$11,750.00	$47,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-09	Delray Beach Police Department	Speed/Aggressive Driving Enforcement Program	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$50,000.00	$12,500.00	$50,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-10	Fort Myers Police Department	Aggressive Driving Initiative	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$40,000.00	$10,000.00	$40,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-11	Hollywood Police Department	2020 Speed and Aggressive Driving Grant	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$40,000.00	$10,000.00	$40,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-12	Lake City Police Department	Strategic Traffic Enforcement Program	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$40,000.00	$10,000.00	$40,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-13	Live Oak Police Department	Speed & Aggressive Driving 2020	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$20,000.00	$5,000.00	$20,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-14	City of Miami Police Department	2020 Speed/Aggressive Driving Program	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$185,000.00	$46,250.00	$185,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-15	Panama City Beach Police.Department	Outreach Program to Fight Against Speed and Aggressive Driving	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$50,000.00	$12,500.00	$50,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-16	Hillsborough County Sheriff's Office	Speed: Know Your Limits	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$110,000.00	$27,500.00	$110,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-17	Taylor County Sheriff's Office	Speed and Aggressive Driving 2020	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$26,000.00	$6,500.00	$26,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-18	Lee County Sheriff's Office	Speed and Aggressive Driving Enforcement and Education Program	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$70,000.00	$17,500.00	$70,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-19	Miami-Dade Police Department	Speeding and Aggressive Driving Grant	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$40,000.00	$10,000.00	$40,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-20	Okaloosa County Sheriff's Office	Stop Speed and Aggrressvie Driving	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$30,000.00	$7,500.00	$30,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-21	Palm Beach County Sheriff's Office	Speed and Aggressive Driving Initiative	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$100,000.00	$25,000.00	$100,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-22	Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$100,000.00	$25,000.00	$100,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-23	St. Johns County Sheriff's Office	Traffic Safety Services Initiative	Speed/Aggressive Driving	402	2017	Speed Control (FAST)	$20,000.00	$5,000.00	$20,000.00
Speed Management	Sustained Enforcement	Y		SC-20-13-24	Holly Hill Police Department	2020 Aggressive Driving and Speed Enforcement Program	Speed/Aggressive Driving	402	2018	Speed Control (FAST)	$42,000.00	$10,500.00	$42,000.00
Teen Traffic Safety Program	Communication Campaign			TSP-20-04-01	The District Board of Trustees of Tallahassee Community College	Florida Teen Traffic Safety	Teen Driver Safety	402	2018	Teen Safety Program (FAST)	$282,852.00	$70,713.00	
Teen Traffic Safety Program	Communication Campaign			TSP-20-04-02	Florida Department of Highway Safety and Motor Vehicles	Drive With CARE	Teen Driver Safety	402	2018	Teen Safety Program (FAST)	$40,000.00	$10,000.00	$40,000.00
Teen Traffic Safety Program	Communication Campaign			TSP-20-04-03	Children and Parent Resource Group, Inc.	Life Changing Experience Community Education Project	Teen Driver Safety	402	2018	Teen Safety Program (FAST)	$52,000.00	$13,000.00	$52,000.00
Teen Traffic Safety Program	Communication Campaign			TSP-20-04-04	Apopka Police Department	Apopka Reinforces Teen Safety	Teen Driver Safety	402	2017	Teen Safety Program (FAST)	$5,000.00	$1,250.00	$5,000.00
Teen Traffic Safety Program	Communication Campaign			TSP-20-04-05	Coral Springs Police Department	Teen Driver Safety	Teen Driver Safety	402	2017	Teen Safety Program (FAST)	$25,000.00	$6,250.00	$25,000.00
Teen Traffic Safety Program	Communication Campaign			TSP-20-04-06	Hillsborough County Sheriff's Office	Teen Driver Education and Enforcement Operation	Teen Driver Safety	402	2018	Teen Safety Program (FAST)	$50,000.00	$12,500.00	$50,000.00
Teen Traffic Safety Program	Communication Campaign			TSP-20-04-07	Street Racing Made Safe	Street Racing Made Safe - Teen Implementation	Teen Driver Safety	402	2017	Teen Safety Program (FAST)	$20,000.00	$5,000.00	$20,000.00
Traffic Records	Improves completeness of a core highway safety database		Y	M3DA-20-18-01	Florida State University	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	Traffic Records	405(c)	2018*	405c Data Program (FAST)	$288,000.00	$72,000.00	
Traffic Records	Improves completeness of a core highway safety database		Y	M3DA-20-18-01	Florida State University	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	Traffic Records	405(c)	2019*	405c Data Program (FAST)	$583,000.00	$145,750.00	
Traffic Records	Improves uniformity of a core highway safety database		Y	M3DA-20-18-02	Florida Department of Highway Safety and Motor Vehicles	Crash and Uniform Traffic Citation (UTC) Data Improvement	Traffic Records	405(c)	2019	405c Data Program (FAST)	$124,594.00	$31,148.50	

Program Area	Project Description			Y			Project ID	Recipient	Project Title	Program Area	Funding	Year	Funding Program	Federal Funds	Local Benefit	State Funds
Emergency Medical Services	National Emergency Medical Services Information System			Y			M3DA-20-18-03	Florida Department of Health, DEPCS, Bureau of Emergency Medical Oversight	Field Data Collection for National EMS Information System (NEMSIS)	Traffic Records	405(c)	2019	405c Data Program (FAST)	$439,955.00	$109,988.75	
Traffic Records	Improves accessibility of a core highway safety database			Y			M3DA-20-18-04	University of Florida	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	Traffic Records	405(c)	2019	405c Data Program (FAST)	$377,418.00	$94,354.50	
Traffic Records	Improves uniformity of a core highway safety database			Y			M3DA-20-18-05	University of Florida	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	Traffic Records	405(c)	2019	405c Data Program (FAST)	$168,567.00	$42,141.75	
Traffic Records	Highway Safety Office Program Management						TR-20-09-01	The District Board of Trustees of Tallahassee Community College	Traffic Records Coordinating Committee Support	Traffic Records	402	2017	Traffic Records (FAST)	$27,500.00	$6,875.00	
Traffic Records	Improves accuracy of a core highway safety database						TR-20-09-02	Florida State University (FSU)	Electronic License and Vehicle Information System (ELVIS)	Traffic Records	402	2018	Traffic Records (FAST)	$518,833.00	$129,708.25	$518,833.00
Work Zone Safety	Targeted Enforcement						RS-20-15-01	Nassau County Sherrif's Office	OPERATION I-SPY	Work Zone Safety	402	2017	Traffic Records (FAST)	$30,000.00	$7,500.00	$30,000.00
Work Zone Safety	Targeted Enforcement						RS-20-15-02	Tampa Police Department	Safer Drivers, Safer Work Zones	Work Zone Safety	402	2017	Traffic Records (FAST)	$33,000.00	$8,250.00	$33,000.00
Work Zone Safety	Targeted Enforcement						RS-20-15-03	Highlands County Sherril's Office	Sheriff's Work Zone Safety Project	Work Zone Safety	402	2017	Traffic Records (FAST)	$10,000.00	$2,500.00	$10,000.00