Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name: FLORIDA - Highway Safety Plan - FY 2019
Application Version: 3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

- S. 405(b) Occupant Protection: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(d) Alcohol-Ignition Interlock Law: No
- S. 405(d) 24-7 Sobriety Programs: Yes
- S. 405(e) Distracted Driving: No
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: No
- S. 405(h) Nonmotorized Safety: Yes
- S. 1906 Racial Profiling Data Collection: No

STATUS INFORMATION

Submitted By: Chris Craig
Submission On: 7/9/2018 11:20 PM
Submission Deadline (EDT): 7/9/2018 11:59 PM

2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

This Federal Fiscal Year 2018-19 Highway Safety Plan (hereafter referred to as Florida’s 2019 HSP) is Florida’s action plan for distribution of NHTSA highway safety funds. The Plan is based on Florida’s SHSP goals and objectives, crash data and 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 2019 HSP and are separated into the following categories:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

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

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

Enter description and analysis of the State’s overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

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 (2012-2016), 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, younger or older drivers and 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.

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 (2012-2016) reveals a total of 3 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 newly created national Secure Your Load day. Safety messages will be running to share important safety tips with the public throughout the state.
### FY2019 Highway Safety Matrix - Ranking of Florida Counties

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

<table>
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<tr>
<th>Florida County (Group I)</th>
<th>All Road Users</th>
<th>Drinking Driving</th>
<th>Impaired Driving</th>
<th>Operator Involvement</th>
<th>Pedestrian Involvement</th>
<th>Speed / Aggressive Driving</th>
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**Group II: Population of 50,001 to 200,000 - 14 Counties**

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Legend:
- Highest 20% in a category.

Florida Department of Transportation
State Safety Office
Published: 11/01/2021
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<td>19 19 18 11 11 24 26 26 14</td>
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<tr>
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<td>Miami Beach</td>
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<tr>
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<td>Miramar</td>
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<tr>
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<tr>
<td>Satellite Beach</td>
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<tr>
<td>St. Petersburg</td>
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<tr>
<td>Tallahassee</td>
<td>3 3 3 3 5 4 2 4 1</td>
</tr>
<tr>
<td>West Palm Beach</td>
<td>18 16 19 13 10 16 13 22 19</td>
</tr>
</tbody>
</table>

Legend: Highest 25% in a category.
## FY2019 Highway Safety Matrix - Ranking of Florida Cities

<table>
<thead>
<tr>
<th>Florida City (Group B)</th>
<th>Highway Risk Score</th>
<th>Occurrence</th>
<th>Roadside</th>
<th>Parking</th>
<th>Proactive</th>
<th>Reduction of Pedestrians</th>
<th>Injury</th>
<th>Fatality</th>
<th>Florida City (Group B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jacksonville</td>
<td>65</td>
<td>10.5</td>
<td>3.5</td>
<td></td>
<td>70</td>
<td>60</td>
<td>56</td>
<td>30</td>
<td>Jacksonville</td>
</tr>
<tr>
<td>Miami</td>
<td>70</td>
<td>11.5</td>
<td>4.5</td>
<td></td>
<td>80</td>
<td>70</td>
<td>60</td>
<td>35</td>
<td>Miami</td>
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<tr>
<td>Orlando</td>
<td>75</td>
<td>12.5</td>
<td>5.5</td>
<td></td>
<td>90</td>
<td>80</td>
<td>70</td>
<td>40</td>
<td>Orlando</td>
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<td>Sarasota</td>
<td>80</td>
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<td>6.5</td>
<td></td>
<td>100</td>
<td>90</td>
<td>80</td>
<td>45</td>
<td>Sarasota</td>
</tr>
<tr>
<td>Tampa</td>
<td>85</td>
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<td>7.5</td>
<td></td>
<td>110</td>
<td>100</td>
<td>90</td>
<td>50</td>
<td>Tampa</td>
</tr>
<tr>
<td>West Palm Beach</td>
<td>90</td>
<td>15.5</td>
<td>8.5</td>
<td></td>
<td>120</td>
<td>110</td>
<td>100</td>
<td>55</td>
<td>West Palm Beach</td>
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<tr>
<td>Tallahassee</td>
<td>95</td>
<td>16.5</td>
<td>9.5</td>
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<td>130</td>
<td>120</td>
<td>110</td>
<td>60</td>
<td>Tallahassee</td>
</tr>
<tr>
<td>Fort Lauderdale</td>
<td>100</td>
<td>17.5</td>
<td>10.5</td>
<td></td>
<td>140</td>
<td>130</td>
<td>120</td>
<td>65</td>
<td>Fort Lauderdale</td>
</tr>
</tbody>
</table>

**Legend**
- **Red** signifies high risk in category.

Published: 7/12/2018

GMSS

Florida Department of Transportation

Data Safety Office

[Link to the source](https://nhtsagmss.crm9.dynamics.com/main.aspx?area=Nav_Application&etc=10046&page=Applications_HQ&pagetype=entitylist&web=true#2414…)

5/263
Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

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.).

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.

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 the subgrant, 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.

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.

Enter list of information and data sources consulted.

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 only 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 note 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.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

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” – 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: Lane Departure Crashes, Impaired Driving Crashes, Pedestrians and Bicyclists, Intersection Crashes, Unrestrained Occupants, Motorcyclists, Aging Drivers, Speeding and Aggressive Driving Crashes, Commercial Motor Vehicle Crashes, Teen Driver Crashes, Distracted Driving Crashes, and Work Zone Crashes.

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

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 strategic 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.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year's HSP.

<table>
<thead>
<tr>
<th>Performance Measure Name</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-2) Number of serious injuries in traffic crashes (State crash data files)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-3) Fatalities/VMT (FARS, FHWA)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-10) Number of pedestrian fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-11) Number of bicyclists fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</td>
<td>In Progress</td>
</tr>
</tbody>
</table>

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The table below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, the five-year rolling average for total fatalities on Florida’s roads is forecasted to be between 2,797 and 3,117 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for fatalities is zero in 2019.

While the data forecast indicates Florida’s five year rolling average for fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.
C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The table below reflects the five-year rolling average of serious injuries for each year and data forecast for 2018 and 2019. Based on statistical forecasting, the five-year rolling average for serious injuries on Florida’s roads is forecasted to be between 19,340 and 21,107 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for serious injuries is zero in 2019.

The data forecast indicates Florida’s five year rolling average of serious injuries 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 serious injuries on Florida’s roads.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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 2018 and 2019. 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 1.08 and 1.63 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for fatality rate per 100 million VMT is zero in 2019.
While data forecast indicates Florida’s fatality rate per 100 million VMT will remain relatively the same in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the fatality rate per 100 million VMT.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The table below reflects the number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecasts for 2018 and 2019. Based on statistical forecasting, the number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida’s roads is forecasted to be between 546 and 745 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2019.

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.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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 2018 and 2019. 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 237 and 410 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.
Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2019.

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.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The table below reflects the number of number of speeding-related fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of speeding-related fatalities on Florida’s roads is forecasted to be between 206 and 348 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of speeding-related fatalities is zero in 2019.

While the data forecast indicates Florida’s number of speeding-related fatalities 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 speeding-related fatalities.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.
The table below reflects the number of motorcyclist fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, the number of motorcyclist fatalities on Florida’s roads is forecasted to be between 469 and 602 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of motorcyclist fatalities is zero in 2019.

While the data forecast indicates Florida’s number of motorcyclist fatalities will increase in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of motorcyclist fatalities.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The table below reflects the number of number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of unhelmeted motorcyclist fatalities on Florida’s roads is forecasted to be between 222 and 298 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of unhelmeted motorcyclist fatalities is zero in 2019.

While the data forecast indicates Florida’s number of unhelmeted motorcyclist fatalities could continue to trend upward in 2018 and 2019, 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.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.
The table below reflects the number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of drivers age 20 or younger involved in fatal crashes on Florida's roads is forecasted to be between 278 and 400 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of drivers age 20 or younger involved in fatal crashes is zero in 2019.

While the data forecast indicates Florida's number of drivers age 20 or younger involved in fatal crashes 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 drivers age 20 or younger involved in fatal crashes.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The table below reflects the number of pedestrian fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of pedestrian fatalities on Florida's roads is forecasted to be between 557 and 678 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of pedestrian fatalities is zero in 2019.

While the data forecast indicates Florida's number of pedestrian fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of pedestrian fatalities.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress
Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The table below reflects the number of number of bicyclist fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of bicyclist fatalities on Florida’s roads is forecasted to be between 110 and 160 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of bicyclist fatalities is zero in 2019.

While the data forecast indicates Florida’s number of bicyclist fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of bicyclist fatalities.

---

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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 2018 and 2019. This forecast was made by using state data from 2005 to 2017 to show the trend.

Florida’s target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2019.

While the trend indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2018 and 2019, 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.

---

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.
<table>
<thead>
<tr>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target Start Year (Performance Target)</th>
<th>Target End Year (Performance Target)</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-2) Number of serious injuries in traffic crashes (State crash data files)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-3) Fatalities/VMT (FARS, FHWA)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>0.000</td>
</tr>
<tr>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-10) Number of pedestrian fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>C-11) Number of bicyclists fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>F-1) Number of Florida resident drivers age 65 or older involved in fatal crashes</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>F-2) Number of CTST outreach events conducted</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>168.0</td>
</tr>
<tr>
<td>F-3) Number of distracted driving fatalities</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>F-4) Estimated number of impressions</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>4,930,000.0</td>
</tr>
<tr>
<td>F-5) Number of traffic safety subgrants executed</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>170.0</td>
</tr>
<tr>
<td>F-6) Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>100.0</td>
</tr>
<tr>
<td>F-7) Number of persons who received traffic safety professional's training</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>500.0</td>
</tr>
<tr>
<td>F-8) Number of crashes submitted within 10 days to the state</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>81.0</td>
</tr>
<tr>
<td>F-9) Number of fatalities in work zones</td>
<td>Annual</td>
<td>2019</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted to be between 2,797 and 3,117 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for fatalities is zero in 2019.

While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?
C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, the five-year rolling average for serious injuries on Florida’s roads is forecasted to be between 19,340 and 21,107 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for serious injuries is zero in 2019.

The data forecast indicates Florida’s five year rolling average of serious injuries 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 serious injuries on Florida’s roads.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.000
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 1.08 and 1.63 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for fatality rate per 100 million VMT is zero in 2019.

While data forecast indicates Florida’s fatality rate per 100 million VMT will remain relatively the same in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the fatality rate per 100 million VMT.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 0.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, the number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida’s roads is forecasted to be between 546 and 745 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2019.

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.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 237 and 410 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2019.

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.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, number of speeding-related fatalities on Florida's roads is forecasted to be between 206 and 348 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of speeding-related fatalities is zero in 2019.

While the data forecast indicates Florida’s number of speeding related fatalities 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 speeding-related fatalities.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, the number of motorcyclist fatalities on Florida’s roads is forecasted to be between 469 and 602 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of motorcyclist fatalities is zero in 2019.

While the data forecast indicates Florida’s number of motorcyclist fatalities will increase in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of motorcyclist fatalities.
C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?
No

<table>
<thead>
<tr>
<th>Metric Type: Numeric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Value: 0.0</td>
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<tr>
<td>Target Period: Annual</td>
</tr>
<tr>
<td>Target Start Year: 2019</td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, number of unhelmeted motorcyclist fatalities on Florida’s roads is forecasted to be between 222 and 298 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of unhelmeted motorcyclist fatalities is zero in 2019.

While the data forecast indicates Florida’s number of unhelmeted motorcyclist fatalities could continue to trend upward in 2018 and 2019, 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.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?
No

<table>
<thead>
<tr>
<th>Metric Type: Numeric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Value: 0.0</td>
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<tr>
<td>Target Period: Annual</td>
</tr>
<tr>
<td>Target Start Year: 2019</td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, number of drivers age 20 or younger involved in fatal crashes on Florida’s roads is forecasted to be between 278 and 400 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of drivers age 20 or younger involved in fatal crashes is zero in 2019.

While the data forecast indicates Florida’s number of drivers age 20 or younger involved in fatal crashes 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 drivers age 20 or younger involved in fatal crashes.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?
No

<table>
<thead>
<tr>
<th>Metric Type: Numeric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Value: 0.0</td>
</tr>
<tr>
<td>Target Period: Annual</td>
</tr>
<tr>
<td>Target Start Year: 2019</td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, number of pedestrian fatalities on Florida’s roads is forecasted to be between 557 and 678 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of pedestrian fatalities is zero in 2019.

While the data forecast indicates Florida’s number of pedestrian fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of pedestrian fatalities.
C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on statistical forecasting, number of bicyclist fatalities on Florida’s roads is forecasted to be between 110 and 160 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida’s target for number of bicyclist fatalities is zero in 2019.

While the data forecast indicates Florida’s number of bicyclist fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of bicyclist fatalities.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on the trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2018 and 2019. This forecast was made by using state data from 2005 to 2017 to show the trend.

Florida’s target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2019.

While the trend indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2018 and 2019, 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.

F-1) Number of Florida resident drivers age 65 or older involved in fatal crashes

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

F-2) Number of CTST outreach events conducted

Is this a traffic records system performance measure?
F-2) Number of CTST outreach events conducted-2019
Target Metric Type: Numeric
Target Value: 168.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

F-3) Number of distracted driving fatalities
Is this a traffic records system performance measure?
No

F-3) Number of distracted driving fatalities-2019
Target Metric Type: numeric
Target Value: 0.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

F-4) Estimated number of impressions
Is this a traffic records system performance measure?
No

F-4) Estimated number of impressions-2019
Target Metric Type: Numeric
Target Value: 4,930,000.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

F-5) Number of traffic safety subgrants executed
Is this a traffic records system performance measure?
No

F-5) Number of traffic safety subgrants executed-2019
Target Metric Type: Numeric
Target Value: 170.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

F-6) Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge
Is this a traffic records system performance measure?
F-6) Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge-2019

Target Metric Type: Percentage
Target Value: 100.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

F-7) Number of persons who received traffic safety professional's training

Is this a traffic records system performance measure?
No

F-7) Number of persons who received traffic safety professional's training-2019

Target Metric Type: Numeric
Target Value: 500.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

F-8) Number of crashes submitted within 10 days to the state

Is this a traffic records system performance measure?
Yes

Primary performance attribute: Timeliness
Core traffic records data system to be impacted: Crash

F-8) Number of crashes submitted within 10 days to the state-2019

Target Metric Type: Percentage
Target Value: 81.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 inform 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.

F-9) Number of fatalities in work zones

Is this a traffic records system performance measure?
No

F-9) Number of fatalities in work zones-2019

Target Metric Type: Numeric
Target Value: 0.0
Target Period: Annual
Target Start Year: 2019
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct. Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat belt citations</td>
<td>3723</td>
</tr>
</tbody>
</table>

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impaired driving arrests</td>
<td>964</td>
</tr>
</tbody>
</table>

A-3) Number of speeding citations issued during grant-funded enforcement activities

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeding citations</td>
<td>13408</td>
</tr>
</tbody>
</table>

5 Program areas

Program Area Hierarchy

1. Community Traffic Safety Program
   - Communications and Outreach
     - Public Information and Education Program - District 1
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
     - Public Information and Education Program - District 2
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
     - Public Information and Education Program - District 3
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
     - Public Information and Education Program - District 4
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
     - Public Information and Education Program - District 5
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
     - Public Information and Education Program - District 6
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
     - Public Information and Education Program - District 7
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
   - Community Traffic Safety Support
     - FAST Act NHTSA 402

2. Distracted Driving
   - Innovative Education and Outreach
     - Teen Distracted Driving Education Program
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
     - Distracted Driving
       - FAST Act NHTSA 402
       - FAST Act NHTSA 402
     - Calhoun Sheriff's Office Distracted Driving Program

3. Impaired Driving (Drug and Alcohol)
   • Improving Effectiveness of Impaired Driving Witness Testimony
     • Improving the Effectiveness of Expert Witness Testimony with Training and Upgrading Alcohol Reference Devices
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
   • High Visibility Enforcement
     • Enhanced Impaired Driving Enforcement
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Bradenton Police Department Operation “Drive Sober”
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Bradford County Impaired Driving Enforcement
       FAST Act 405d Impaired Driving Mid
     • FAST Act 405d Impaired Driving Mid
     • Boynton Beach Impaired Driving Enforcement
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Cape Coral Impaired Driving Enforcement and Education
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Operation Sober City
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • FY 2019 Miami DUI Checkpoint and Saturation Patrol Overtime Project
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Ocala Police Department DUI Suppression and Impaired Driving Program
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Continuation of DUI Enforcement Grant
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Fort Myers DUI Impaired Driving Enforcement
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Operation Trident: Outreach, Education and Enforcement Impaired Driving Safety Program
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Impaired Driving Enforcement and Education Program
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Palm Beach County Impaired Driving Initiative
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Impaired Driving - A Problem That Affects Us All
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Operation Sober Suwannee
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Impaired Driving Program
       • FAST Act 405d Impaired Driving Mid
       • FAST Act 405d Impaired Driving Mid
     • Enhanced Impaired Driving Enforcement
     • Bradenton Police Department Operation “Drive Sober”
     • Bradford County Impaired Driving Enforcement
     • Boynton Beach Impaired Driving Enforcement
     • Cape Coral Impaired Driving Enforcement and Education
     • Operation Sober City
     • FY 2019 Miami DUI Checkpoint and Saturation Patrol Overtime Project
     • Ocala Police Department DUI Suppression and Impaired Driving Program
     • Continuation of DUI Enforcement Grant
     • Fort Myers DUI Impaired Driving Enforcement
     • Operation Trident: Outreach, Education and Enforcement Impaired Driving Safety Program
• Impaired Driving Enforcement and Education Program
• Palm Beach County Impaired Driving Initiative
• Impaired Driving - A Problem That Affects Us All
• Operation Sober Suwannee

• Communication Campaign
  • Florida Impaired Driving Coalition
    FAST Act NHTSA 402
  • Traffic Safety Resource Prosecutor Program (TSRP)
    FAST Act 405d Impaired Driving Mid
  • Impaired Driving Campaign Development
    FAST Act 405d Impaired Driving Mid
  • MADD Florida Safe and Aware
    FAST Act 405d Impaired Driving Mid
  • Drug Recognition Expert (DRE) Call-out
    FAST Act 405d Impaired Driving Mid
  • Value Life
    FAST Act 405d Impaired Driving Mid
  • Impaired Driving Media Awareness Survey
    FAST Act 405d Impaired Driving Mid

4. Motorcycle Safety

• Motorcycle Rider Training
  • Safe Motorcycle and Rider Techniques (SMART)
    FAST Act NHTSA 402
  • City of Gainesville Motorcycle/Scooter Safety and Education Program
    FAST Act NHTSA 402
  • Safe Motorcycle and Rider Techniques (SMART)
    FAST Act NHTSA 402

• Motorcycle and scooter rider HVE

• Motorcycle Safety Campaign
  • FAST Act NHTSA 402
  • Triple L: Listen, Learn and Live Motorcycle Education and Safety Program
    FAST Act NHTSA 402
  • Broward Motorcycle Safety Enforcement Program
    FAST Act NHTSA 402
  • No More Speeding
    FAST Act NHTSA 402
  • Specialized Enforcement Operations Targeting Motorcycle Safety
    FAST Act NHTSA 402
  • Ocala Police Department Motorcycle Safety Program
    FAST Act NHTSA 402
  • Motorcycle Safety Grant
    FAST Act NHTSA 402

• Communication Campaign
  • Florida's Comprehensive Motorcycle Safety Program
    FAST Act NHTSA 402
  • Motorcycle Program Evaluation and Data Collection
    FAST Act NHTSA 402
  • Motorcycle Education and Injury Prevention Program in Trauma Centers
    FAST Act NHTSA 402
  • Preventing Street Racing Through Legal Alternatives
    FAST Act NHTSA 402
  • Motorcycle Awareness Survey
    FAST Act NHTSA 402

5. Occupant Protection (Adult and Child Passenger Safety)

• Short-term, High Visibility Seat Belt Law Enforcement
- Occupant Protection and Child Passenger Safety
  FAST Act 405b OP Low
  FAST Act 405b OP Low
- Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program
  FAST Act 405b OP Low
  FAST Act 405b OP Low
- Occupant Protection Program
  FAST Act 405b OP Low
  FAST Act 405b OP Low
- Occupant Protection and Child Passenger Safety
  FAST Act 405b OP Low
  FAST Act 405b OP Low
- Suwannee County Sheriff's Office Safety Belt Program
  FAST Act 405b OP Low
  FAST Act 405b OP Low
- Boynton Beach Occupant Protection and Child Passenger Safety Program
- Operation Buckle Up
- Delray Beach Occupant Protection/Child Passenger Safety
- Fort Lauderdale Occupant Protection Campaign
- Occupant Protection and Child Passenger Safety
- Strategic Traffic Enforcement Program (STEP) - Occupant Protection
- Occupant Protection 2019
- Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program
- Occupant Protection Program
- Suwannee County Sheriff's Office Safety Belt Program
  Communication Campaign
  - Occupant Protection and Child Passenger Safety Campaign Development
    FAST Act 405b OP Low
    FAST Act 405b OP Low
- Statewide Safety Belt and Child Passenger Safety Surveys
  FAST Act 405b OP Low
  FAST Act 405b OP Low
- Florida's Occupant Protection Coalition
  FAST Act NHTSA 402
- Child Restraint System Inspection Station(s)
  - Florida's Occupant Protection Resource Center
    FAST Act 405b OP Low
    FAST Act 405b OP Low

6. Pedestrian and Bicycle Safety
   Communication, outreach and Education
   - Florida's Comprehensive Pedestrian and Bicycle Safety Program
     FAST Act NHTSA 402
   - Pedestrian and Bicycle Program Evaluation and Data Collection
     FAST Act NHTSA 402
   - Florida's Pedestrian and Bicycle Safety Resource Center
     FAST Act NHTSA 402
     FAST Act NHTSA 402
   - Florida's Pedestrian and Bicycle High Visibility Enforcement Program
     FAST Act NHTSA 402
     FAST Act NHTSA 402
   - Pedestrian and Bicycle Education and Injury Prevention Program
     FAST Act NHTSA 402
     FAST Act NHTSA 402
   - WalkWise Statewide Educational Campaigns on Pedestrian Safety
     FAST Act NHTSA 402
     FAST Act NHTSA 402
   - National Safe Routes to School Conference
     FAST Act NHTSA 402
     FAST Act NHTSA 402
   - Pedestrian and Bicycle Safety Grant
     FAST Act NHTSA 402
     FAST Act NHTSA 402

7. Police Traffic Services
   Public Traffic Safety Professionals Training
   - Florida Laws: Pedestrian and Bicycle Enforcement Training Program
     FAST Act 405h Nonmotorized Safety
     FAST Act 405h Nonmotorized Safety
   - Standardized Field Sobriety Testing Training
     FAST Act 405d Impaired Driving Mid
     FAST Act 405d Impaired Driving Mid
   - DUI Instructor Training
     FAST Act 405d Impaired Driving Mid
     FAST Act 405d Impaired Driving Mid
- Spanish Language Training
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Drug Evaluation and Classification Program
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Drug Recognition Expert Training Grant
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Drug Recognition Expert Instructor
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- DWI Detection and Standardized Field Sobriety Testing
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Advanced Roadside Impaired Driving Enforcement (ARIDE)
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- DWI Detection and Standardized Field Sobriety Testing Instructor Update
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- DWI Detection and Standardized Field Sobriety Testing Refresher
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Medical Foundations of Visual Systems Testing
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Advanced Marijuana Impaired Driving Detection for Law Enforcement
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Legal Training for Hearing Officers
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Public Traffic Safety Professionals Training Support Staff
  FAST Act NHTSA 402
- Speed Measurement Training
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Speed Measurement Instructor Training
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Crash Scene Mapping with Speed Lasers Training
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Basic Traffic Homicide Investigation Training
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Advanced Traffic Homicide Investigation Training
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Traffic Crash Reconstruction Training
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Crash Data Retrieval (CDR) Tool Technician
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Data Driven Approaches to Crime and Traffic Safety (DDACTS)
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Event Data Recorder Use in Traffic Crash Reconstruction - Level I
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Human Factors in Traffic Crash Reconstruction
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Investigation of Motorcycle Crashes - Level I
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Pedestrian/Bicycle Crash Investigation - Level I
  FAST Act NHTSA 402
Law Enforcement Liaison Program
- Florida Law Enforcement Liaison Occupant Protection Awareness Program
  FAST Act 405b OP Low
  FAST Act 405b OP Low
- Florida Law Enforcement Liaison Impaired Driving Awareness Program
  FAST Act 405d Impaired Driving Mid
  FAST Act 405d Impaired Driving Mid
- Florida Law Enforcement Liaison Program
  FAST Act NHTSA 402
- Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event
  FAST Act NHTSA 402

8. Speed Management
- Sustained Enforcement
  - Speed and Aggressive Driving Enforcement
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Boynton Beach Speed and Aggressive Driving Program
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Bradenton Police Department Operation Slow Your Roll
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Broward Aggressive-Speed Enforcement (BASE)
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Just Drive Citrus, Speed and Aggressive Driving Campaign
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Delray Beach Police Speed and Aggressive Driving Enforcement Program
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Speed and Aggressive Driving Grant
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Fort Myers Aggressive Driving Enforcement Program
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Speed and Aggressive Driving Grant
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Strategic Traffic Enforcement Program (STEP) - Speed and Aggressive Driving
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Speed and Aggressive Driving Enforcement and Education Program
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Speed and Aggressive Driving 2019
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - 2019 Speed and Aggressive Driving Grant
    FAST Act NHTSA 402
    FAST Act NHTSA 402
  - Speed and Aggressive Driving Grant
    FAST Act NHTSA 402
    FAST Act NHTSA 402
    FAST Act NHTSA 402
- Combatting Speed and Aggressive Driving
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Speed and Aggressive Driving
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Orlando Police Department Speeding and Aggressive Driving Enforcement Team
  FAST Act NHTSA 402
  FAST Act NHTSA 402
- Palm Beach County Speed and Aggressive Driving Campaign
  FAST Act NHTSA 402
  FAST Act NHTSA 402

• Outreach Program to fight against Speed and Aggressive Driving
  FAST Act NHTSA 402
  FAST Act NHTSA 402
• Commitment to Traffic Safety Through Speed Reduction
  FAST Act NHTSA 402
  FAST Act NHTSA 402
• Traffic Safety Initiative
  FAST Act NHTSA 402
  FAST Act NHTSA 402
• Suwannee County Sheriff's Office Speed and Aggressive Driving
  FAST Act NHTSA 402
  FAST Act NHTSA 402
• Aggressive Driving and Traffic Safety Enforcement in Tampa - Reducing Speed to Save Lives
  FAST Act NHTSA 402
  FAST Act NHTSA 402
• Speeding and Aggressive Driving
  FAST Act NHTSA 402
  FAST Act NHTSA 402

9. Teen Traffic Safety Program
  • Communication and Education
    • Florida Teen Traffic Safety - SADD
      FAST Act NHTSA 402
      FAST Act NHTSA 402
    • Florida Teen Safe Driving Coalition - FTSDC
      FAST Act NHTSA 402
      FAST Act NHTSA 402
    • Florida Sheriffs Association Teen Driver Challenge
      FAST Act NHTSA 402
      FAST Act NHTSA 402
    • Teen Driver Safety
      FAST Act NHTSA 402
      FAST Act NHTSA 402
    • Engaging Older Teen Drivers - Expansion
      FAST Act NHTSA 402
      FAST Act NHTSA 402
    • Life Changing Experience Community Education Project
      FAST Act NHTSA 402
      FAST Act NHTSA 402

10. Roadway Safety/Traffic Engineering
  • Communication, outreach and enforcement
    • Work Zone Safety Campaign
      FAST Act NHTSA 402
    • Operation I-Spy
      FAST Act NHTSA 402
      FAST Act NHTSA 402

11. Communications (Media)
  • Mass Media Campaign
    • Distracted Driving Media Campaign
      FAST Act NHTSA 402
    • Impaired Driving Statewide Media Campaign
      FAST Act 405d Impaired Driving Mid
      FAST Act 405d Impaired Driving Mid
    • Impaired Driving Professional Sports Marketing
      FAST Act 405d Impaired Driving Mid
      FAST Act 405d Impaired Driving Mid
    • Impaired Driving Major College Sports Marketing
      FAST Act 405d Impaired Driving Mid
      FAST Act 405d Impaired Driving Mid
    • Impaired Driving Sports Campaign
      FAST Act 405d Impaired Driving Mid
      FAST Act 405d Impaired Driving Mid
    • Impaired Motorcyclist PSA Campaign
      FAST Act 405d Impaired Driving Mid
      FAST Act 405d Impaired Driving Mid
    • Share the Road PSA Campaign
      FAST Act 405f Motorcycle Programs
      FAST Act 405f Motorcycle Programs
    • Motorcycle Safety Paid Media Campaign
      FAST Act NHTSA 402
    • Florida Click It or Ticket Media Campaign
      FAST Act NHTSA 402
      FAST Act NHTSA 402
      FAST Act 405b OP Low
      FAST Act 405b OP Low
    • Pedestrian and Bicycle Safety Public Education Program – Transit Advertising
12. Aging Road Users
  - Communication, outreach and alternatives
    - Safe Mobility for Life Coalition
      FAST Act NHTSA 402
    - Aging Road User Information Systems 2018-2019
      FAST Act NHTSA 402
    - 65+ Grand Drivers
      FAST Act NHTSA 402
    - Ocala Police Department Aging Driver Program
      FAST Act NHTSA 402
  - Elder Road User Program - CarFit

13. Traffic Records
  - Traffic Data Systems Improvements
    - Traffic and Criminal Software (TraCS) Support and Enhancement
      FAST Act 405c Data Program
    - Crash and Uniform Traffic Citation (UTC) Data Improvement
      FAST Act 405c Data Program
  - Field Data Collection for National EMS Information System (NEMSIS) Compliance
    FAST Act 405c Data Program
  - Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
    FAST Act 405c Data Program
  - Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes
    FAST Act 405c Data Program
  - Traffic Records Coordinating Committee Support
    FAST Act NHTSA 402
  - Electronic License and Vehicle Information Systems (ELVIS) Support and Enhancement
    FAST Act NHTSA 402

14. Planning & Administration
  - (none)
    - Operation of the Highway Traffic Safety Grant Section
      FAST Act NHTSA 402
    - Highway Safety Travel and Training
      FAST Act NHTSA 402
    - Traffic Safety Fiscal Assistant
      FAST Act NHTSA 402

5.1 Program Area: Community Traffic Safety Program

Program area type  Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.
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: Eighth Edition, 2015* guide. See the following section(s):

- Communications and Outreach (CTW, Chapter 2: Pages 20-21; Chapter 4, Pages 19-22; Chapter 8: Pages 8-27)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>F-2) Number of CTST outreach events conducted</td>
<td>Annual</td>
<td>2019</td>
<td>168.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communications and Outreach</td>
</tr>
</tbody>
</table>

5.1.1 Countermeasure Strategy: Communications and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?  No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations?  § 1300.11(d)(6)  No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations?  § 1300.21(d)(3) [Countermeasure strategies and 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]  No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians?  § 1300.21(d)(4) [Countermeasure strategies and 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]  No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion?  § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]  No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion?  § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),...
demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 by the following methods:

- 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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 Community Traffic Safety Projects are focused on supporting Florida’s overall goal of zero fatalities. By increasing communication and outreach regarding traffic safety programs, increasing recognition and awareness of traffic safety practices, and supporting enhancement of regulation of traffic safety, the number of overall traffic crashes, fatalities and serious injuries are expected to decrease from the baseline totals in FY2016. Communication and outreach have been shown to be effective measures for impacting the community related to community traffic safety issues. Section 402 funding will be used to conduct this countermeasure strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Communications and Outreach (CTW, Chapter 2: Pages 20-21; Chapter 4, Pages 19-22; Chapter 8: Pages 8-27)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP-19-04-01</td>
<td>Public Information and Education Program - District 1</td>
<td></td>
</tr>
<tr>
<td>CP-19-04-02</td>
<td>Public Information and Education Program - District 2</td>
<td></td>
</tr>
<tr>
<td>CP-19-04-03</td>
<td>Public Information and Education Program - District 3</td>
<td></td>
</tr>
<tr>
<td>CP-19-04-04</td>
<td>Public Information and Education Program - District 4</td>
<td></td>
</tr>
<tr>
<td>CP-19-04-05</td>
<td>Public Information and Education Program - District 5</td>
<td></td>
</tr>
</tbody>
</table>
### 5.1.1.1 Planned Activity: Public Information and Education Program - District 1

**Planned activity name**: Public Information and Education Program - District 1

**Planned activity number**: CP-19-04-01

**Primary countermeasure strategy**

- Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
  - No

- Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
  - No

- Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
  - Yes

- Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
  - No

- Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
  - No

- Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
  - No

- Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
  - No

- Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
  - No

**Enter description of the planned activity.**

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 public information and educational materials that address traffic safety problems affecting their local communities.

**Enter intended subrecipients.**

- Florida Department of Transportation - District 1

**Countermeasure strategies**

- Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
</table>

https://nhtsagmss.crm9.dynamics.com/main.aspx?area=Nav_Application&etc=10046&page=Applications_HQ&pagetype=entitylist&web=true#241...
Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.1.1.2 Planned Activity: Public Information and Education Program - District 2

Planned activity name: Public Information and Education Program - District 2

Planned activity number: CP-19-04-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(6) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(6) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.
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 public information and educational materials that address traffic safety problems affecting their local communities.

Enter intended subrecipients.
Florida Department of Transportation - District 2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communications and Outreach</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
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<tbody>
<tr>
<td>Mirror Photo Booth</td>
<td>1</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
</tr>
</tbody>
</table>

5.1.1.3 Planned Activity: Public Information and Education Program - District 3

Planned activity name Public Information and Education Program - District 3
Planned activity number CP-19-04-03
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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 public information and educational materials that address traffic safety problems affecting their local communities.

Enter intended subrecipients.
Florida Department of Transportation - District 3

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communications and Outreach</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td>Mirror Photo Booth</td>
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<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
</tr>
</tbody>
</table>

5.1.1.4 Planned Activity: Public Information and Education Program - District 4

Planned activity name: Public Information and Education Program - District 4
Planned activity number: CP-19-04-04
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Enter description of the planned activity.

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 public information and educational materials that address traffic safety problems affecting their local communities.

Enter intended subrecipients.

Florida Department of Transportation - District 4

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communications and Outreach</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
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<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
</tr>
</tbody>
</table>

5.1.1.5 Planned Activity: Public Information and Education Program - District 5
Planned activity name: Public Information and Education Program - District 5
Planned activity number: CP-19-04-05

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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 public information and educational materials that address traffic safety problems affecting their local communities.

Enter intended subrecipients.

Florida Department of Transporation - District 5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communications and Outreach</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
</table>
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tr>
<td>Mirror Photo Booth</td>
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<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
</tr>
</tbody>
</table>

5.1.1.6 Planned Activity: Public Information and Education Program - District 6

Enter description of the planned activity.

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 public information and educational materials that address traffic safety problems affecting their local communities.

Enter intended subrecipients.

Florida Department of Transportation - District 6

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communications and Outreach</td>
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</table>

Funding sources

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<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
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<td>$12,000.00</td>
</tr>
</tbody>
</table>

5.1.1.7 Planned Activity: Public Information and Education Program - District 7

Planned activity name: Public Information and Education Program - District 7

Planned activity number: CP-19-04-07

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
Enter description of the planned activity.

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 public information and educational materials that address traffic safety problems affecting their local communities.

Enter intended subrecipients.

Florida Department of Transportation - District 7

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Communications and Outreach</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
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<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tr>
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<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
</tr>
</tbody>
</table>

5.1.1.8 Planned Activity: Community Traffic Safety Support

Planned activity name: Community Traffic Safety Support

Planned activity number: CP-19-04-08

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 the annual Highway Safety Plan and report, focused studies, and process reviews. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement.

Enter intended subrecipients.

Center for Urban Transportation Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$214,000.00</td>
<td>$53,500.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.2 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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: Eighth Edition, 2015 guide. See the following section(s):

- Communications and Outreach (CTW, Chapter 4: Pages 21-22)
- Laws and Enforcement (CTW, Chapter 1: Pages 4-15)

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>F-3) Number of distracted driving fatalities</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

**Countermeasure Strategies in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Innovative Education and Outreach</td>
</tr>
</tbody>
</table>

5.2.1 Countermeasure Strategy: Innovative Education and Outreach

**Program area** Distracted Driving

**Countermeasure strategy** Innovative Education and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

Communication and outreach have been shown to be effective measures for impacting other traffic safety issues and the State believes innovative education tools for distracted driving will be equally effective in impacting distract driving fatalities.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 Distracted driving projects are focused on supporting Florida’s overall goal of zero fatalities. By providing innovative tools for driver education regarding the three types of distracted driving and their impacts, the total number of distracted fatalities are expected to reduce from the baseline totals in FY2016. Communication and outreach have been shown to be effective measures for impacting other traffic safety issues and the State believes innovative education tools for distracted driving will be equally effective in impacting distract driving fatalities. Section 402 funding will be used to implement this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Communications and Outreach (CTW, Chapter 4: Pages 21-22)
Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>DD-19-04-01</td>
<td>Teen Distracted Driving Education Program</td>
<td></td>
</tr>
<tr>
<td>DD-19-04-02</td>
<td>Distracted Driving</td>
<td></td>
</tr>
<tr>
<td>DD-19-04-03</td>
<td>Calhoun Sheriff's Office Distracted Driving Program</td>
<td></td>
</tr>
<tr>
<td>DD-19-04-04</td>
<td>Citrus County Sheriff's Office - Just Drive Citrus</td>
<td></td>
</tr>
<tr>
<td>DD-19-04-06</td>
<td>Margate Police Department Distracted Driving Initiative</td>
<td></td>
</tr>
</tbody>
</table>

5.2.1.1 Planned Activity: Teen Distracted Driving Education Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The University of Florida (UF), Florida Transportation Technology Transfer (T2) Center will maintain and improve upon a newly created computer-based training (CBT) curriculum that focuses on reducing distracted driving by young adults. The curriculum includes sections that address the three types (manual, visual and cognitive) of distracted driving and the impact each has on an individual's ability to drive safely.
Enter intended subrecipients.

University of Florida Transportation Technology Transfer (T2) Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

.Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Innovative Education and Outreach</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Distracted Driving (FAST)</td>
<td>$55,000.00</td>
<td>$13,750.00</td>
<td>$55,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2.1.2 Planned Activity: Distracted Driving

Planned activity name: Distracted Driving

Planned activity number: DD-19-04-02

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local law enforcement agencies will receive funding to conduct distracted driving educational programs and community outreach. Efforts include presentations at schools, local organizations, and community events.

Enter intended subrecipients.

Broward County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Innovative Education and Outreach</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Distracted Driving (FAST)</td>
<td>$10,000.00</td>
<td>$2,500.00</td>
<td>$10,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2.1.3 Planned Activity: Calhoun Sheriff’s Office Distracted Driving Program

Planned activity name: Calhoun Sheriff’s Office Distracted Driving Program

Planned activity number: DD-19-04-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local law enforcement agencies will receive funding to conduct distracted driving educational programs and community outreach. Efforts include presentations at schools, local organizations, and community events.

Enter intended subrecipients.

Calhoun County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Innovative Education and Outreach</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Distracted Driving (FAST)</td>
<td>$8,000.00</td>
<td>$2,000.00</td>
<td>$8,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2.1.4 Planned Activity: Citrus County Sheriff's Office - Just Drive Citrus

Planned activity name  Citrus County Sheriff's Office - Just Drive Citrus
Planned activity number  DD-19-04-04
Primary countermeasure strategy
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
Local law enforcement agencies will receive funding to conduct distracted driving educational programs and community outreach. Efforts include presentations at schools, local organizations, and community events.

Enter intended subrecipients.
Citrus County Sheriff's Office

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Innovative Education and Outreach</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Distracted Driving (FAST)</td>
<td>$5,000.00</td>
<td>$1,250.00</td>
<td>$5,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.2.1.5 Planned Activity: Margate Police Department Distracted Driving Initiative

Planned activity name: Margate Police Department Distracted Driving Initiative
Planned activity number: DD-19-04-06
Primary countermeasure strategy:

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment)
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
Local law enforcement agencies will receive funding to conduct distracted driving educational programs and community outreach. Efforts include presentations at schools, local organizations, and community events.

Enter intended subrecipients.
Margate Police Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

https://nhtsagmss.crm9.dynamics.com/main.aspx?area=Nav_Application&etc=10046&page=Applications_HQ&pagetype=entitylist&web=true#241...
5.3 Program Area: Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Impaired driving is involved in about 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 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: Eighth Edition, 2015 guide. See the following section(s):

- Deterrence: Enforcement (CTW: Chapter 1, Pages 21-27)
- Deterrence: Prosecution and Adjudication (CTW: Chapter 1, Pages 29-34)
- Prevention, Intervention, Communications and Outreach (CTW: Chapter 1, Pages 46-54)
- Underage Drinking and Drinking and Driving (CTW: Chapter 1, Pages 56-65)
- Drug-Impaired Driving (CTW: Chapter 1, Pages 69-74)
Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period</th>
<th>Target End Year</th>
<th>Target Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Improving Effectiveness of Impaired Driving Witness Testimony</td>
</tr>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

5.3.1 Countermeasure Strategy: Improving Effectiveness of Impaired Driving Witness Testimony

Program area: Impaired Driving (Drug and Alcohol)

Countermeasure strategy: Improving Effectiveness of Impaired Driving Witness Testimony

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

This innovative strategy was developed from reviewing results of court monitoring and the number of overturned DUI offenses due to the lack of “certified” status a majority of Florida's Alcohol Testing Program staff testifying to the function and calibration of intoxilizer equipment. Therefore, increasing the knowledge and skills of the Alcohol Testing Program staff is expected to be effective in reducing the number of DUI related fatalities.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No
Planned activity unique identifier Planned Activity Name Primary Countermeasure

M5BAC-19-12-01 Improving the Effectiveness of Expert Witness Testimony with Training and Upgrading Alcohol Reference Devices

5.3.1.1 Planned Activity: Improving the Effectiveness of Expert Witness Testimony with Training and Upgrading Alcohol Reference Devices
Planned activity name: Improving the Effectiveness of Expert Witness Testimony with Training and Upgrading Alcohol Reference Devices

Planned activity number: M5BAC-19-12-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Department of Law Enforcement: Alcohol Testing Program

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Improving Effectiveness of Impaired Driving Witness Testimony</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
</table>
5.3.2 Countermeasure Strategy: High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No
Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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, B.A.C. testers, and prosecution to increase effective DUI adjudication.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 impaired driving projects are focused on supporting Florida's overall goal of zero fatalities. By providing subgrants for overtime enforcement to local law enforcement agencies which have jurisdiction over communities with high numbers of fatalities and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, the total number of impaired driving fatalities are expected to reduce from the baseline totals in FY2016. High Visibility Enforcement has been shown to be an effective measure in impacting impaired driving fatalities. 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. Section 405(d) funding will be used to implement this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Deterrence: Enforcement (CTW: Chapter 1, Pages 21-27)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSHVE-19-06-16</td>
<td>Impaired Driving Program</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-01</td>
<td>Enhanced Impaired Driving Enforcement</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-02</td>
<td>Bradenton Police Department Operation &quot;Drive Sober&quot;</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-03</td>
<td>Bradford County Impaired Driving Enforcement</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-04</td>
<td>Boynton Beach Impaired Driving Enforcement</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-05</td>
<td>Cape Coral Impaired Driving Enforcement and Education</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-06</td>
<td>Operation Sober City</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-07</td>
<td>FY 2019 Miami DUI Checkpoint and Saturation Patrol Overtime Project</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-08</td>
<td>Ocala Police Department DUI Suppression and Impaired Driving Program</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-09</td>
<td>Continuation of DUI Enforcement Grant</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-10</td>
<td>Fort Myers DUI Impaired Driving Enforcement</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-11</td>
<td>Operation Trident: Outreach, Education and Enforcement Impaired Driving Safety Program</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-12</td>
<td>Impaired Driving Enforcement and Education Program</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-13</td>
<td>Palm Beach County Impaired Driving Initiative</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-14</td>
<td>Impaired Driving - A Problem That Affects Us All</td>
<td></td>
</tr>
<tr>
<td>MSHVE-19-06-15</td>
<td>Operation Sober Suwannee</td>
<td></td>
</tr>
</tbody>
</table>

5.3.2.1 Planned Activity: Impaired Driving Program
Planned activity name: Impaired Driving Program
Planned activity number: M5HVE-19-06-16

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), 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]
Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Taylor County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.2.2 Planned Activity: Enhanced Impaired Driving Enforcement

Planned activity name Enhanced Impaired Driving Enforcement

Planned activity number M5HVE-19-06-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Bay County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source</th>
<th>Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.3.2.3 Planned Activity: Bradenton Police Department Operation "Drive Sober"

Planned activity name Bradenton Police Department Operation "Drive Sober"

Planned activity number M5HVE-19-06-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes
Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Bradenton Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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<tbody>
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<td>No records found.</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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<th>Item</th>
<th>Quantity</th>
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</tr>
</tbody>
</table>

5.3.2.4 Planned Activity: Bradford County Impaired Driving Enforcement

Planned activity name
Bradford County Impaired Driving Enforcement

Planned activity number
M5HVE-19-06-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.
Bradford County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
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<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
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</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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</table>

5.3.2.5 Planned Activity: Boynton Beach Impaired Driving Enforcement

Planned activity name
Boynton Beach Impaired Driving Enforcement

Planned activity number
MSHVE-19-06-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Boynton Beach Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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<tr>
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Funding sources

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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.3.2.6 Planned Activity: Cape Coral Impaired Driving Enforcement and Education

Planned activity name: Cape Coral Impaired Driving Enforcement and Education
Planned activity number: M5HVE-19-06-05

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.
Cape Coral Police Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Enter intended subrecipients.
Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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Major purchases and dispositions

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5.3.2.7 Planned Activity: Operation Sober City

Planned activity name: Operation Sober City
Planned activity number: M5HVE-19-06-06

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.
Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Marianna Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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<tbody>
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Funding sources

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Major purchases and dispositions

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</tbody>
</table>

5.3.2.8 Planned Activity: FY 2019 Miami DUI Checkpoint and Saturation Patrol Overtime Project

Planned activity name

FY 2019 Miami DUI Checkpoint and Saturation Patrol Overtime Project

Planned activity number

M5HVE-19-06-07

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

City of Miami Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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Major purchases and dispositions

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5.3.2.9 Planned Activity: Ocala Police Department DUI Suppression and Impaired Driving Program

Planned activity name

Ocala Police Department DUI Suppression and Impaired Driving Program

Planned activity number

M5HVE-19-06-08

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Ocala Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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</tbody>
</table>

5.3.2.10 Planned Activity: Continuation of DUI Enforcement Grant
Planned activity name: Continuation of DUI Enforcement Grant
Planned activity number: MSHVE-19-06-09

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.
Pensacola Police Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intoxilyzer and Printer</td>
<td>1</td>
<td>$7,000.00</td>
<td>$7,000.00</td>
<td>$7,000.00</td>
<td>$7,000.00</td>
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<tr>
<td>In-Car Video System</td>
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<td>$6,000.00</td>
<td>$6,000.00</td>
<td>$6,000.00</td>
<td>$6,000.00</td>
</tr>
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</table>

5.3.2.11 Planned Activity: Fort Myers DUI Impaired Driving Enforcement

Planned activity name Fort Myers DUI Impaired Driving Enforcement

Planned activity number M5HVE-19-06-10

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
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<tbody>
<tr>
<td>No records found.</td>
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</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
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</tr>
</tbody>
</table>

5.3.2.12 Planned Activity: Operation Trident: Outreach, Education and Enforcement Impaired Driving Safety Program

Planned activity name: Operation Trident: Outreach, Education and Enforcement Impaired Driving Safety Program

Planned activity number: MSHVE-19-06-11

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to...
7/12/2018

GMSS

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest.

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Hillsborough County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
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</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
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</tbody>
</table>

5.3.2.13 Planned Activity: Impaired Driving Enforcement and Education Program

Planned activity name

Impaired Driving Enforcement and Education Program

Planned activity number

MSHVE-19-06-12

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Lee County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source</th>
<th>Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
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<tr>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
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</tbody>
</table>

5.3.2.14 Planned Activity: Palm Beach County Impaired Driving Initiative

Planned activity name: Palm Beach County Impaired Driving Initiative
Planned activity number: MSHVE-19-06-13
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Palm Beach County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
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<tbody>
<tr>
<td>2019</td>
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Funding sources

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</tbody>
</table>

5.3.2.15 Planned Activity: Impaired Driving - A Problem That Affects Us All

Planned activity name: Impaired Driving - A Problem That Affects Us All
Planned activity number: M5HVE-19-06-14
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
- Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
- No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
- No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
- No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
- Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
- No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
- Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
- No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Santa Rosa Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.
Countermeasure strategies in planned activities

<table>
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<tr>
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<th>Countermeasure Strategy Name</th>
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Funding sources

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<tr>
<th>Source Fiscal Year</th>
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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</table>

5.3.2.16 Planned Activity: Operation Sober Suwannee

Planned activity name: Operation Sober Suwannee
Planned activity number: M5HVE-19-06-15

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Suwannee County Sheriff’s Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

5.3.3 Countermeasure Strategy: Communication Campaign

Program area: Impaired Driving (Drug and Alcohol)
Countermeasure strategy: Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint
Florida's impaired driving program provides funding for DUI enforcement activities and equipment, awareness and education campaigns, proactive youth-focused DUI education and outreach, and specialized education for law enforcement and prosecution to increase effective DUI adjudication.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY 2019 Impaired Driving education and awareness projects are focused on supported Florida's overall goal of zero fatalities. By increasing awareness of the dangers, costs, and consequences of impaired driving in high-risk populations and locations, based on the FY2019 Highway Safety Matrix, impaired driving fatalities are expected to reduce from the baseline number of fatalities in FY2016. Communication Campaigns have been shown to be an effective measure in impacting impaired driving related fatalities. Section 405(d) funds will be used to implement this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Prevention, Intervention, Communications and Outreach (CTW: Chapter 1, Pages 46-54)
- Underage Drinking and Drinking and Driving (CTW: Chapter 1, Pages 56-65)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL-19-05-01</td>
<td>Florida Impaired Driving Coalition</td>
<td></td>
</tr>
<tr>
<td>M5CS-19-06-01</td>
<td>Traffic Safety Resource Prosecutor Program (TSRP)</td>
<td></td>
</tr>
</tbody>
</table>
5.3.3.1 Planned Activity: Florida Impaired Driving Coalition

Planned activity name: Florida Impaired Driving Coalition
Planned activity number: AL-19-05-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Center for Urban Transportation Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
### Fiscal Year Countermeasure Strategy

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

#### Funding Sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$130,000.00</td>
<td>$32,500.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

#### Major Purchases and Dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td></td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>

No records found.

### 5.3.3.2 Planned Activity: Traffic Safety Resource Prosecutor Program (TSRP)

**Planned activity name**

Traffic Safety Resource Prosecutor Program (TSRP)

**Planned activity number**

M5CS-19-05-01

**Primary countermeasure strategy**

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)(i)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]]

No
Tallahassee Community College, via the Florida Public Safety Institute, 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 assistant will be funded to train prosecutors and law enforcement officers in the areas of DUI investigation and prosecution, case law, trial tactics, and combating 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.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
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<th>Estimated Funding Amount</th>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
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</tr>
</tbody>
</table>

5.3.3.3 Planned Activity: Impaired Driving Campaign Development

Planned activity name

Impaired Driving Campaign Development

Planned activity number

M5PEM-19-16-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies having jurisdiction over communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Center for Urban Transportation Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Paid/Earned Media (FAST)</td>
<td>$50,000.00</td>
<td>$12,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
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<tr>
<td></td>
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</tr>
<tr>
<td>No records found.</td>
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<td></td>
</tr>
</tbody>
</table>

5.3.3.4 Planned Activity: MADD Florida Safe and Aware

Planned activity name
MADD Florida Safe and Aware

Planned activity number
M5X-19-06-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Yes

Enter description of the planned activity.
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.

Enter intended subrecipients.
Mothers Against Drunk Driving (MADD) Florida

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Other Based on Problem ID (FAST)</td>
<td>$297,550.00</td>
<td>$74,387.50</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
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</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Planned Activity: Drug Recognition Expert (DRE) Call-out

Planned activity name: Drug Recognition Expert (DRE) Call-out
Planned activity number: M5X-19-06-02

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Other Based on Problem ID (FAST)</td>
<td>$20,000.00</td>
<td>$5,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.3.3.6 Planned Activity: Value Life

Planned activity name: Value Life

Planned activity number: M5X-19-06-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Florida Sheriff’s 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.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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<th>Estimated Funding Amount</th>
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<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Other Based on Problem ID (FAST)</td>
<td>$25,000.00</td>
<td>$6,250.00</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.3.3.7 Planned Activity: Impaired Driving Media Awareness Survey

Planned activity name: Impaired Driving Media Awareness Survey
Planned activity number: M5X-19-06-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)(1) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs designed to improve the safety of motorcyclists]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to improve the safety of motorcyclists who ride in impaired conditions]
reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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<tbody>
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<td>Communication Campaign</td>
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</table>

Funding sources

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<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Other Based on Problem ID (FAST)</td>
<td>$60,000.00</td>
<td>$15,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
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<td></td>
</tr>
</tbody>
</table>

No records found.

5.4 Program Area: Motorcycle Safety

Program area type  Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

Motorcyclists, including motor scooter riders, represent seven percent of licensed drivers, 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: Eighth Edition, 2015* guide. See the following section(s):

- Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Pages 15-16)
- Communications and Outreach (CTW: Chapter 5, Pages 22-24)
- Motorcycle Rider Licensing and Training (CTW: Chapter 5, Pages 17-21)

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

**Countermeasure Strategies in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Motorcycle Rider Training</td>
</tr>
<tr>
<td>2019</td>
<td>Motorcycle and scooter rider HVE</td>
</tr>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

5.4.1 Countermeasure Strategy: Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?  
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)  
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]  
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]  
No
related serious injuries and crashes or having the highest registered motorcycles. Motorcycle Rider Training has been shown to be an effective measure for reducing the number of motorcycle related fatalities. Section 402 funding will be used to conduct this strategy.

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.

**Insert Table:**

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Evidence of effectiveness**

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Motorcycle Rider Licensing and Training (CTW: Chapter 5, Pages 17-21)

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

5.4.1.1 Planned Activity: Safe Motorcycle and Rider Techniques (SMART)

Planned activity name: Safe Motorcycle and Rider Techniques (SMART)
Planned activity number: MC-19-10-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.22(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.22(f)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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.

Enter intended subrecipients.
Osceola County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
5.4.1.2 Planned Activity: City of Gainesville Motorcycle/Scooter Safety and Education Program

Planned activity name
City of Gainesville Motorcycle/Scooter Safety and Education Program

Planned activity number
MC-19-10-06

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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.

Enter intended subrecipients.
Gainesville Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Motorcycle Rider Training</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Motorcycle Safety (FAST)</td>
<td>$60,000.00</td>
<td>$15,000.00</td>
<td>$60,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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</tr>
</tbody>
</table>

No records found.

5.4.2 Countermeasure Strategy: Motorcycle and scooter rider HVE

Program area
Motorcycle Safety

Countermeasure strategy
Motorcycle and scooter rider HVE

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

High Visibility Enforcement and education has been shown to be an effective measure in impacting other types of driver related fatalities and is expected to have a similar impact when focused on motorcycle and scooter riders.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(6), demonstrating that the State...
Section 402 funding will be used to implement this strategy. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the

Planned activities in countermeasure strategy

focused on motorcycle and scooter riders.

High Visibility Enforcement and education has been shown to be an effective measure in impacting other types of driver related fatalities and is expected to have a similar impact when

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

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.

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Interpretation of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

FY2019 motorcycle HVE projects are focused on supporting Florida's overall goal of zero fatalities. By providing subgrants for overtime enforcement to local law enforcement agencies which have jurisdiction over communities with high numbers of motorcycle related fatalities and serious injuries and non-helmeted fatalities and currently rank in the top 25% of the FY2019 Highway Safety Matrix, the total number of motorcycle related fatalities are expected to reduce from the baseline totals in FY2016. High Visibility Enforcement and education has been shown to be an effective measure in impacting other types of driver related fatalities and is expected to have a similar impact when focused on motorcycle and scooter riders. Section 402 funding will be used to implement this strategy. 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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC-19-10-09</td>
<td>Motorcycle Safety Campaign</td>
<td></td>
</tr>
<tr>
<td>MC-19-10-15</td>
<td>Motorcycle Safety Grant</td>
<td></td>
</tr>
</tbody>
</table>
5.4.2.1 Planned Activity: Motorcycle Safety Campaign

Planned activity name: Motorcycle Safety Campaign
Planned activity number: MC-19-10-09

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(j)(4)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Agency 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 FY2019 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.

Enter intended subrecipients.

Miami Beach Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Motorcycle and scooter rider HVE</td>
</tr>
</tbody>
</table>

Funding sources
5.4.2.2 Planned Activity: Motorcycle Safety Grant

Planned activity name: Motorcycle Safety Grant
Planned activity number: MC-19-10-15

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Agency 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 FY2019 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.

Enter intended subrecipients.
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Motorcycle and scooter rider HVE</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Motorcycle Safety (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.4.3 Countermeasure Strategy: Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The FY2019 motorcycle safety projects are focused on supporting Florida’s overall goal of zero fatalities. By educating the motorist and motorcyclist population on safe driving behaviors and road sharing, as well as fatality prevention practices for first responders treating motorcycle trauma victims, the total number of motorcycle related fatalities and the number of unhelmeted motorcycle related fatalities are expected to reduce from the baseline FY2016 fatality totals. Motorcycle data is evaluated annually to pinpoint the top 10 counties with motorcycle fatalities and serious injuries to ensure that the majority of communications, education, enforcement, and outreach will be targeted at these identified high risk counties. Communications and outreach have been shown to be effective measures for reducing the number of motorcycle related fatalities. Section 402 will be used to conduct this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Pages 15-16)
- Communications and Outreach (CTW: Chapter 5, Pages 22-24)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC-19-10-01</td>
<td>Florida's Comprehensive Motorcycle Safety Program</td>
<td></td>
</tr>
<tr>
<td>MC-19-10-02</td>
<td>Motorcycle Program Evaluation and Data Collection</td>
<td></td>
</tr>
<tr>
<td>MC-19-10-03</td>
<td>Motorcycle Education and Injury Prevention Program in Trauma Centers</td>
<td></td>
</tr>
<tr>
<td>MC-19-10-08</td>
<td>Motorcycle Awareness Survey</td>
<td></td>
</tr>
</tbody>
</table>

5.4.3.1 Planned Activity: Florida's Comprehensive Motorcycle Safety Program
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Center for Urban Transportation Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.4.3.2 Planned Activity: Motorcycle Program Evaluation and Data Collection

Planned activity name Motorcycle Program Evaluation and Data Collection
Planned activity number MC-19-10-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii)(i) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Center for Urban Transportation Research

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.4.3.3 Planned Activity: Motorcycle Education and Injury Prevention Program in Trauma Centers

- **Planned activity name**: Motorcycle Education and Injury Prevention Program in Trauma Centers
- **Planned activity number**: MC-19-10-03
- **Primary countermeasure strategy**

- Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5) No
- Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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] No
- Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)] No
- Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment] No
- Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts] No
- Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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] No
- Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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] No
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

University of Miami

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Motorcycle Safety (FAST)</td>
<td>$230,000.00</td>
<td>$57,500.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.4.3.4 Planned Activity: Motorcycle Awareness Survey

Planned activity name: Motorcycle Awareness Survey

Planned activity number: MC-19-10-08

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No
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.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Motorcycle Safety (FAST)</td>
<td>$60,000.00</td>
<td>$15,000.00</td>
<td>$60,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.5 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes
Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

NHTSA estimates that safety belts saved an estimated 14,996 lives in the United States in 2016. An additional 2,456 lives would have been saved in 2016 if all unrestrained passenger vehicle occupants 5 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 2015, unrestrained occupants represented 44 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 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: Eighth Edition, 2015 guide. See the following section(s):

- Seat Belt Law Enforcement (CTW: Chapter 2, Pages 15-19)
- Child Restraint/Booster Seat Law Enforcement (CTW: Chapter 2, Pages 26-27)
- Other Strategies (CTW: Chapter 2, Pages 32-34)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
<tr>
<td>2019</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

5.5.1 Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement
Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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, will 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
courage fellow students to wear their seat belts during every ride in a motor vehicle. Health agencies also support this effort.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 occupant protection HVE projects are focused on supporting Florida’s overall goal of zero fatalities. By providing subgrants for overtime enforcement to local law enforcement
agencies which have jurisdiction over communities with high numbers of fatalities and serious injuries due to lack of safety belt and child restraint use and currently rank in the top 25% of
the FY2019 Highway Safety Matrix, the total number of safety belt and child restraint related fatalities are expected to reduce from the baseline totals in FY2016. High Visibility
Enforcement has been shown to be an effective measure in impacting safety belt and child restraint related fatalities. All agencies are encouraged to participate in the national Click it or
Ticket enforcement waves in addition to sustained enforcement. Section 405(b) funding will be used to implement this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Seat Belt Law Enforcement (CTW: Chapter 2, Pages 15-19)
- Child Restraint/Booster Seat Law Enforcement (CTW: Chapter 2, Pages 26-27)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2HVE-19-20-05</td>
<td>Occupant Protection and Child Passenger Safety</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-01</td>
<td>Boynton Beach Occupant Protection and Child Passenger Safety Program</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-02</td>
<td>Operation Buckle Up</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-03</td>
<td>Delray Beach Occupant Protection/Child Passenger Safety</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-04</td>
<td>Fort Lauderdale Occupant Protection Campaign</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-05</td>
<td>Occupant Protection and Child Passenger Safety</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-06</td>
<td>Strategic Traffic Enforcement Program (STEP) - Occupant Protection</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-07</td>
<td>Occupant Protection 2019</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-08</td>
<td>Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-09</td>
<td>Occupant Protection Program</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-11</td>
<td>Suwannee County Sheriff's Office Safety Belt Program</td>
<td></td>
</tr>
</tbody>
</table>

5.5.1.1 Planned Activity: Occupant Protection and Child Passenger Safety

Planned activity name: Occupant Protection and Child Passenger Safety

Planned activity number: M2HVE-19-20-05

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Enter intended subrecipients.

Jupiter Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low HVE (FAST)</td>
<td>$15,000.00</td>
<td>$3,750.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.5.1.2 Planned Activity: Boynton Beach Occupant Protection and Child Passenger Safety Program
Planned activity name: Boynton Beach Occupant Protection and Child Passenger Safety Program

Planned activity number: M2HVE-19-20-01

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Enter intended subrecipients.
Boynton Beach Police Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
5.5.1.3 Planned Activity: Operation Buckle Up

**Planned activity name**: Operation Buckle Up  
**Planned activity number**: M2HVE-19-20-02

**Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.**

**Enter description of the planned activity.**

Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

**Enter intended subrecipients.**

Broward County Sheriff's Office
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<th>Source Fiscal Year</th>
<th>Funding Source</th>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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<th>Item</th>
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</tbody>
</table>

5.5.1.4 Planned Activity: Delray Beach Occupant Protection/Child Passenger Safety

Planned activity name

Delray Beach Occupant Protection/Child Passenger Safety

Planned activity number

M2HVE-19-20-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Enter intended subrecipients.

City of Delray Beach Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
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<th>Countermeasure Strategy Name</th>
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<tbody>
<tr>
<td>2019</td>
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</table>

Funding sources

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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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</table>

5.5.1.5 Planned Activity: Fort Lauderdale Occupant Protection Campaign

Planned activity name

Fort Lauderdale Occupant Protection Campaign

Planned activity number

M2HVE-19-20-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

5.5.1.6 Planned Activity: Occupant Protection and Child Passenger Safety

Planning activity name: Occupant Protection and Child Passenger Safety
Planned activity number: M2HVE-19-20-05

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Enter intended subrecipients.

Jupiter Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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<tr>
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Funding sources

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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.5.1.7 Planned Activity: Strategic Traffic Enforcement Program (STEP) - Occupant Protection

Planned activity name
Strategic Traffic Enforcement Program (STEP) - Occupant Protection

Planned activity number
M2HVE-19-20-06

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Enter intended subrecipients.

Lake City Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
Fiscal Year Countermeasure Strategy Name
2019 Short-term, High Visibility Seat Belt Law Enforcement

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<th>Source Fiscal Year</th>
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Major purchases and dispositions
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5.5.1.8 Planned Activity: Occupant Protection 2019

Planned activity name Occupant Protection 2019
Planned activity number M2HVE-19-20-07
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Enter intended subrecipients.

Live Oak Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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Major purchases and dispositions

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5.5.1.9 Planned Activity: Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program

Planned activity name Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program

Planned activity number M2HVE-19-20-08

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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Enter intended subrecipients.

Miami-Dade Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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Major purchases and disposions

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5.5.1.10 Planned Activity: Occupant Protection Program

Planned activity name Occupant Protection Program

Planned activity number M2HVE-19-20-09

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Enter description of the planned activity.

Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Enter intended subrecipients.

Ocala Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.5.1.11 Planned Activity: Suwannee County Sheriff's Office Safety Belt Program
Planned activity name: Suwannee County Sheriff's Office Safety Belt Program
Planned activity number: M2HVE-19-20-11

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Enter intended subrecipients.

Suwannee County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

5.5.1.12 Planned Activity: Occupant Protection and Child Passenger Safety

Planned activity name  Occupant Protection and Child Passenger Safety
Planned activity number  M2HVE-19-20-10
Primary countermeasure strategy  Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
Local law enforcement agency with 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 FY2019 Highway Safety Matrix, 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 2019 Click It or Ticket campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials and equipment.

Enter intended subrecipients.
Orange County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.5.2 Countermeasure Strategy: Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(iii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 males, minorities, and pickup truck drivers).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 Occupant Protection projects are focused on supporting Florida's overall goal of zero fatalities. By increasing communication and outreach regarding safety belt and child safety seat use the number of overall traffic crashes, fatalities and serious injuries are expected to decrease from the baseline totals in FY2016. Communication and outreach have been shown to be effective measures for impacting the community related to community traffic safety issues. Section 402 funding will be used to conduct this countermeasure strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Other Strategies (CTW: Chapter 2, Pages 32-34)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2PEM-19-20-02</td>
<td>Occupant Protection and Child Passenger Safety Campaign Development</td>
<td></td>
</tr>
<tr>
<td>M2X-19-20-02</td>
<td>Statewide Safety Belt and Child Passenger Safety Surveys</td>
<td></td>
</tr>
<tr>
<td>OP-19-02-01</td>
<td>Florida's Occupant Protection Coalition</td>
<td></td>
</tr>
</tbody>
</table>

5.5.2.1 Planned Activity: Occupant Protection and Child Passenger Safety Campaign Development

Planned activity name

Occupant Protection and Child Passenger Safety Campaign Development

Planned activity number

M2PEM-19-20-02

Primary countermeasure strategy
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Center for Urban Transportation Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low Public Education (FAST)</td>
<td>$25,000.00</td>
<td>$6,250.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.5.2.2 Planned Activity: Statewide Safety Belt and Child Passenger Safety Surveys

**Planned activity name**  
Statewide Safety Belt and Child Passenger Safety Surveys

**Planned activity number**  
M2X-19-20-02

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**

[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]

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**

[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, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)**

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)**

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)**

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)**

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Institute of Police Technology and Management

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**
Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405b OP Low</td>
<td>405b OP Low (FAST)</td>
<td>$321,000.00</td>
<td>$80,250.00</td>
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</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.5.2.3 Planned Activity: Florida's Occupant Protection Coalition

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Florida's Occupant Protection Coalition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-19-02-01</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.
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.

Enter intended subrecipients.

University of Florida Transportation Technology Transfer (T2) Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$106,000.00</td>
<td>$26,500.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.5.3 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area

Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy

Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

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 (OPRC) 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). A database of Florida’s child restraint system inspection stations locations and Certified CPS Technician staffing requirement are maintained and updated at the resource center. 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.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

Yes
Evidence of effectiveness

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 (OPRC) 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). A database of Florida's child restraint system inspection stations locations and Certified CPS Technician staffing requirement are maintained and updated at the resource center. High Risk groups are identified within those areas ranking in the top 25% of occupant protection related fatalities. Inspection stations serving "at-risk" populations, are those identified in the cities and counties with the top 25% of occupant protection related fatalities. 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.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 occupant protection projects are focused on supporting Florida's overall goal of zero fatalities, as well as Florida's maintenance of CPS inspection stations, Instructors and Special Needs child restraint program. By funding the OPRC, Florida expects to reduce the overall occupant protection related fatalities compared to the baseline FY2016 numbers. Maintaining a network of CPS inspection stations, manned by certified CPS Technicians that supports over 98% of Florida's population is expected to reduce overall fatalities due to lack of safety belt and appropriate child restraint use. Section 405(b) funds will be used to conduct this activity. FY2018 Funding will be utilized for FY2019 OP projects; therefore, no more than 5% of the FY2018 405(b) allocation will be used for the purchase of child safety seats.

Evidence of effectiveness
Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Other Strategies (CTW: Chapter 2, Pages 32-34)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2X-19-20-01</td>
<td>Florida’s Occupant Protection Resource Center</td>
<td></td>
</tr>
</tbody>
</table>

5.5.3.1 Planned Activity: Florida’s Occupant Protection Resource Center

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(1) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 $83,000 (5% of the FY2018 405(b) allocation) will be spent on the purchase of child safety seats.

Enter intended subrecipients.

University of Florida Transportation Technology Transfer (T2) Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405b OP Low</td>
<td>405b OP Low (FAST)</td>
<td>$433,000.00</td>
<td>$108,250.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.6 Program Area: Pedestrian and Bicycle Safety

Program area type | Other |

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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, 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)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-10) Number of pedestrian fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-11) Number of bicyclists fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and Education</td>
</tr>
</tbody>
</table>

5.6.1 Countermeasure Strategy: Communication, outreach and Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in...
geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcycle safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcycle safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 practices 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 pedestrian and bicycle safety projects are focused on supporting Florida’s overall goal of zero fatalities. By promoting safe pedestrian and bicycling activities for citizens and visitors of all ages, providing educational materials and information across the state, and providing critical safety equipment to bicyclists, the overall fatalities for pedestrians and bicyclists are expected to reduce from the baseline FY2016 fatalities. Education and outreach regarding pedestrian and bicycle safety has been shown to be effective measures for reducing the number pedestrian and bicyclist fatalities. Section 402 funds will be used to conduct this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy
<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PS-19-08-01</td>
<td>Florida's Comprehensive Pedestrian and Bicycle Safety Program</td>
<td></td>
</tr>
<tr>
<td>PS-19-08-02</td>
<td>Pedestrian and Bicycle Program Evaluation and Data Collection</td>
<td></td>
</tr>
<tr>
<td>PS-19-08-03</td>
<td>Florida's Pedestrian and Bicycle Safety Resource Center</td>
<td></td>
</tr>
<tr>
<td>PS-19-08-04</td>
<td>Florida's Pedestrian and Bicycle High Visibility Enforcement Program</td>
<td></td>
</tr>
<tr>
<td>PS-19-08-05</td>
<td>Pedestrian and Bicycle Education and Injury Prevention Program</td>
<td></td>
</tr>
<tr>
<td>PS-19-08-06</td>
<td>WalkWise Statewide Educational Campaigns on Pedestrian Safety</td>
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</tr>
<tr>
<td>PS-19-08-07</td>
<td>National Safe Routes to School Conference</td>
<td></td>
</tr>
<tr>
<td>PS-19-08-08</td>
<td>Pedestrian and Bicycle Safety Grant</td>
<td></td>
</tr>
</tbody>
</table>

5.6.1.1 Planned Activity: Florida's Comprehensive Pedestrian and Bicycle Safety Program

**Planned activity name**: Florida's Comprehensive Pedestrian and Bicycle Safety Program

**Planned activity number**: PS-19-08-01

**Primary countermeasure strategy**

- **Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**
  No

- **Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**
  [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]
  No

- **Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**
  [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, at the level of detail required under § 1300.11(d)]
  No

- **Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)**
  [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
  No

- **Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)**
  [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
  No

- **Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)**
  [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
  No

- **Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**
  [Planned activities, at the level of detail required under § 1300.11(d), 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]
  No

- **Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)**
  [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
  No

**Enter description of the planned activity.**

The University of South Florida’s Center for Urban Transportation Research (CUTR) will develop and implement Florida’s Pedestrian Strategic Safety Plan and oversee Florida’s Pedestrian Safety Coalition. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012. The project will be data-driven, with clear goals for overall injury and fatality reduction, has the active involvement of stakeholders, identifies specific priorities, and is focused on implementing proven countermeasures and best practices.

**Enter intended subrecipients.**

Center for Urban Transportation Research
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and Education</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Pedestrian/Bicycle Safety (FAST)</td>
<td>$500,000.00</td>
<td>$125,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.6.1.2 Planned Activity: Pedestrian and Bicycle Program Evaluation and Data Collection

Planned activity name | Pedestrian and Bicycle Program Evaluation and Data Collection
Planned activity number | PS-19-08-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcyclist and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and Education</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
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<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Pedestrian/Bicycle Safety (FAST)</td>
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<td>$62,500.00</td>
<td>$0.00</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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<tr>
<th>Item</th>
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</tr>
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</table>

5.6.1.3 Planned Activity: Florida's Pedestrian and Bicycle Safety Resource Center

Planned activity name Florida's Pedestrian and Bicycle Safety Resource Center

Planned activity number PS-19-08-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(h)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(f)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

University of Florida Transportation Technology Transfer (T2) Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
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<tr>
<th>Fiscal Year</th>
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<tbody>
<tr>
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</tbody>
</table>

Funding sources

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<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Pedestrian/Bicycle Safety (FAST)</td>
<td>$603,550.00</td>
<td>$150,887.50</td>
<td>$603,550.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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</table>

5.6.1.4 Planned Activity: Florida’s Pedestrian and Bicycle High Visibility Enforcement Program

Planned activity name Florida’s Pedestrian and Bicycle High Visibility Enforcement Program

Planned activity number PS-19-08-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
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<td>Communication, outreach and Education</td>
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</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Pedestrian/Bicycle Safety (FAST)</td>
<td>$150,000.00</td>
<td>$37,500.00</td>
<td>$150,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.6.1.5 Planned Activity: Pedestrian and Bicycle Education and Injury Prevention Program

Planned activity name: Pedestrian and Bicycle Education and Injury Prevention Program
Planned activity number: PS-19-08-05
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

The University of Miami will receive funding to deliver safety information and education in trauma center emergency departments and to admitted patients and their families during the recovery process (with consent). The emergency department component will consist of print materials and PSAs played on continuous loop feed while the in-patient component will provide one on one information about safety that targets preventing future injury. Ryder Trauma Center will finalize and deliver the education and information developed in FY 17/18 and begin training staff in two additional trauma centers on the program during this project period.

Enter intended subrecipients.
University of Miami

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
5.6.1.6 Planned Activity: WalkWise Statewide Educational Campaigns on Pedestrian Safety

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>WalkWise Statewide Educational Campaigns on Pedestrian Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PS-19-08-06</td>
</tr>
</tbody>
</table>

**Primary countermeasure strategy**

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.
The University of South Florida, Center for Urban Transportation Research (CUTR) will conduct an extensive and targeted public education and outreach campaign to increase adults’ knowledge and practice of appropriate pedestrian safety measures. The goal is to increase the knowledge level of pedestrians and drivers in Brevard, Duval, and Palm Beach counties to decrease crashes and increase compliance with existing pedestrian laws.

Enter intended subrecipients.
Center for Urban Transportation Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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<tbody>
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Funding sources

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<tr>
<th>Source Fiscal Year</th>
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<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Pedestrian/Bicycle Safety (FAST)</td>
<td>$75,000.00</td>
<td>$18,750.00</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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</table>

5.6.1.7 Planned Activity: National Safe Routes to School Conference

Planned activity name
National Safe Routes to School Conference

Planned activity number
PS-19-08-07

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 practitioners, partners, and funders from around the state, leading to greater support and stronger ties across the state.

Enter intended subrecipients.

Safe Routes to School National Partnership

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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<thead>
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Major purchases and dispositions

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<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.6.1.8 Planned Activity: Pedestrian and Bicycle Safety Grant

Planned activity name: Pedestrian and Bicycle Safety Grant

Planned activity number: PS-19-06-08

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The New Port Richey Police Department will receive funding to conduct Pedestrian and Bicycle enforcement and education initiatives. Efforts include presentations to promote safe practices at schools, local civic organizations, and community events, as well as participation in enforcement waves.

Enter intended subrecipients.

New Port Richey Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and Education</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Pedestrian/Bicycle Safety (FAST)</td>
<td>$15,000.00</td>
<td>$3,750.00</td>
<td>$15,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7 Program Area: Police Traffic Services

Program area type  Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Law enforcement is a critical partner in the pursuit of highway safety. Police officers, sheriff’s 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.

The Florida Law Enforcement Liaison (LEL) program is also used to understand and address law enforcement needs statewide. 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 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
- 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: Eighth Edition, 2015 guide. See the following section(s):

- Deterrence: Enforcement (CTW: Chapter 1, Pages 21-28)
- Deterrence: Prosecution and Adjudication (CTW: Chapter 1, Pages 29-35)
- Communications and Outreach (CTW, Chapter 4: Pages 21-22)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.
Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period</th>
<th>Target End Year</th>
<th>Target Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>F-6) Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge</td>
<td>Annual</td>
<td>2019</td>
<td>100.0</td>
</tr>
<tr>
<td>2019</td>
<td>F-7) Number of persons who received traffic safety professional's training</td>
<td>Annual</td>
<td>2019</td>
<td>500.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
<tr>
<td>2019</td>
<td>Law Enforcement Liaison Program</td>
</tr>
</tbody>
</table>

5.7.1 Countermeasure Strategy: Public Traffic Safety Professionals Training

Program area Police Traffic Services

Countermeasure strategy Public Traffic Safety Professionals Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No
Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 Police Traffic Services funding will be provided to training ins tu ons and state agencies for comprehensive traffic safety and traffic enforcement-related classes for professionals employed by Florida traffic safety-related ins tu ons. These include, but are not limited to, law enforcement agencies, law enforcement academy instructors, civilian crash inves gators, and expert witnesses employed by law enforcement agencies, inves gators from the Florida State A orney’s offices, Medical Examiner’s Office employees, and prosecutors across the state. Training has been shown to be an effec ve measure for impac ng successful and consistent enforcement of traffic safety laws and these projects are expected to improve those efforts statewide. Sec on 402, 405(d) and 405(h) will be used to implement this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Deterrence: Enforcement (CTW: Chapter 1, Pages 21-28)
- Deterrence: Prosecution and Adjudication (CTW: Chapter 1, Pages 29-35)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHTR-19-06-01</td>
<td>Florida Laws: Pedestrian and Bicycle Enforcement Training Program</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-01</td>
<td>Standardized Field Sobriety Testing Training</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-02</td>
<td>DUI Instructor Training</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-03</td>
<td>Spanish Language Training</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-04</td>
<td>Drug Evaluation and Classification Program</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-05</td>
<td>Drug Recognition Expert Training Grant</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-06</td>
<td>Drug Recognition Expert Instructor</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-07</td>
<td>DWI Detection and Standardized Field Sobriety Testing</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-08</td>
<td>Advanced Roadside Impaired Driving Enforcement (ARIDE)</td>
<td></td>
</tr>
<tr>
<td>MSTR-19-12-09</td>
<td>DWI Detection and Standardized Field Sobriety Testing Instructor Update</td>
<td></td>
</tr>
</tbody>
</table>
5.7.1.1 Planned Activity: Florida Laws: Pedestrian and Bicycle Enforcement Training Program

Planned activity name: Florida Laws: Pedestrian and Bicycle Enforcement Training Program
Planned activity number: FHTR-19-06-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405h Nonmotorized Safety</td>
<td>405h Training</td>
<td>$360,000.00</td>
<td>$90,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>
| No records found.

5.7.1.2 Planned Activity: Standardized Field Sobriety Testing Training

Planned activity name: Standardized Field Sobriety Testing Training

Planned activity number: M5TR-19-12-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid 405d Mid Training (FAST)</td>
<td>$99,750.00</td>
<td>$24,937.50</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7.1.3 Planned Activity: DUI Instructor Training

Planned activity name | DUI Instructor Training
Planned activity number | M5TR-19-12-02
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
7/12/2018

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Training (FAST)</td>
<td>$26,250.00</td>
<td>$6,562.50</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and disposions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

5.7.1.4 Planned Activity: Spanish Language Training

Planned activity name: Spanish Language Training
Planned activity number: M5TR-19-12-03

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.
Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Training (FAST)</td>
<td>$37,800.00</td>
<td>$9,450.00</td>
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</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.7.1.5 Planned Activity: Drug Evaluation and Classification Program

Planned activity name: Drug Evaluation and Classification Program

Planned activity number: M5TR-19-12-04

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Training (FAST)</td>
<td>$346,000.00</td>
<td>$86,500.00</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7.1.6 Planned Activity: Drug Recognition Expert Training Grant

Planned activity name  Drug Recognition Expert Training Grant
Planned activity number  M5TR-19-12-05
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.
Institute of Police Technology and Management on behalf of the Department of Highway Safety and Motor Vehicles

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source</th>
<th>Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017</td>
<td>FAST Act 405d Impaired Driving</td>
<td>Mid 405d Mid Training (FAST)</td>
<td>$50,000.00</td>
<td>$12,500.00</td>
<td></td>
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</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.7.1.7 Planned Activity: Drug Recognition Expert Instructor

Planned activity name Drug Recognition Expert Instructor
Planned activity number MSTR-19-12-06
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid 405d Mid Training (FAST)</td>
<td>$16,500.00</td>
<td>$4,125.00</td>
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</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
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<tr>
<td>No records found.</td>
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<td></td>
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</tr>
</tbody>
</table>

5.7.1.8 Planned Activity: DWI Detection and Standardized Field Sobriety Testing

Planned activity name: DWI Detection and Standardized Field Sobriety Testing

Planned activity number: M5TR-19-12-07
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid Training</td>
<td>405d Mid Training (FAST)</td>
<td>$100,000.00</td>
<td>$25,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and disposiions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

5.7.1.9 Planned Activity: Advanced Roadside Impaired Driving Enforcement (ARIDE)

Planned activity name  
Advanced Roadside Impaired Driving Enforcement (ARIDE)

Planned activity number  
M5TR-19-12-08

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name
2019 Public Traffic Safety Professionals Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Training (FAST)</td>
<td>$100,000.00</td>
<td>$25,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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<tr>
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<th>NHTSA Share per unit</th>
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<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7.1.10 Planned Activity: DWI Detection and Standardized Field Sobriety Testing Instructor Update

Planned activity name: DWI Detection and Standardized Field Sobriety Testing Instructor Update

Planned activity number: M5TR-19-12-09

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

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Countermeasure strategies in planned activities

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<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Training (FAST)</td>
<td>$5,000.00</td>
<td>$1,250.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.7.1.11 Planned Activity: DWI Detection and Standardized Field Sobriety Testing Refresher

Planned activity name: DWI Detection and Standardized Field Sobriety Testing Refresher

Planned activity number: M5TR-19-12-10

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney's offices, Medical Examiner's Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Training (FAST)</td>
<td>$20,000.00</td>
<td>$5,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

No records found.

5.7.1.12 Planned Activity: Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)

Planned activity name       Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)
Planned activity number     M5TR-19-12-11
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Training (FAST)</td>
<td>$39,000.00</td>
<td>$9,750.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7.1.13 Planned Activity: Medical Foundations of Visual Systems Testing
Planned activity name: Medical Foundations of Visual Systems Testing
Planned activity number: M5TR-19-12-12

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
</table>
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share Per Unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

5.7.1.14 Planned Activity: Advanced Marijuana Impaired Driving Detection for Law Enforcement

Planned activity name Advanced Marijuana Impaired Driving Detection for Law Enforcement

Planned activity number M5TR-19-12-13

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(j)(4)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.
Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Training (FAST)</td>
<td>$19,500.00</td>
<td>$4,875.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item | Quantity | Price Per Unit | Total Cost | NHTSA Share per unit | NHTSA Share Total Cost |
--- | -------- |-------------- |------------ |----------------------|------------------------|

No records found.

5.7.1.15 Planned Activity: Legal Training for Hearing Officers

Planned activity name: Legal Training for Hearing Officers
Planned activity number: M5TR-19-12-14
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No
Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Department of Highway Safety and Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid 405d Mid Training (FAST)</td>
<td>405d Mid Training (FAST)</td>
<td>$110,000.00</td>
<td>$27,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7.1.16 Planned Activity: Public Traffic Safety Professionals Training Support Staff

Planned activity name: Public Traffic Safety Professionals Training Support Staff

Planned activity number: PT-19-12-03

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Public Traffic Safety Professionals Training</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
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<tbody>
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<td>2017</td>
<td>FAST Act NHTSA 402 Police Traffic Services (FAST)</td>
<td>$36,000.00</td>
<td>$9,000.00</td>
<td>$0.00</td>
<td>$0.00</td>
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</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
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</table>

No records found.

5.7.1.17 Planned Activity: Speed Measurement Training

Planned activity name Speed Measurement Training

Planned activity number PT-19-12-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
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<tbody>
<tr>
<td>No records found.</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
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<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$15,000.00</td>
<td>$3,750.00</td>
<td>$15,000.00</td>
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</table>

Major purchases and disposions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
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<tbody>
<tr>
<td>No records found.</td>
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</table>
5.7.1.18 Planned Activity: Speed Measurement Instructor Training

Planned activity name: Speed Measurement Instructor Training
Planned activity number: PT-19-12-05

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

2017  |  FAST Act NHTSA 402 | Police Traffic Services (FAST) | $15,000.00 | $3,750.00 | $15,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
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<td></td>
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</tbody>
</table>

No records found.

5.7.1.19 Planned Activity: Crash Scene Mapping with Speed Lasers Training

**Planned activity name**  
Crash Scene Mapping with Speed Lasers Training

**Planned activity number**  
PT-19-12-06

**Primary countermeasure strategy**

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

**Enter intended subrecipients.**

Florida Public Safety Institute
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402 Police Traffic Services (FAST)</td>
<td>$15,750.00</td>
<td>$3,937.50</td>
<td>$15,750.00</td>
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</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
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<tbody>
<tr>
<td>No records found.</td>
<td></td>
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</tbody>
</table>

5.7.1.20 Planned Activity: Basic Traffic Homicide Investigation Training

Planned activity name: Basic Traffic Homicide Investigation Training
Planned activity number: PT-19-12-07

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
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</thead>
<tbody>
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<td>2017</td>
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<td>Police Traffic Services (FAST)</td>
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<td>$17,062.50</td>
<td>$68,250.00</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
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<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</tbody>
</table>

5.7.1.21 Planned Activity: Advanced Traffic Homicide Investigation Training

Planned activity name

Advanced Traffic Homicide Investigation Training

Planned activity number

PT-19-12-08

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
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<td>Public Traffic Safety Professionals Training</td>
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</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
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</table>

No records found.

5.7.1.22 Planned Activity: Traffic Crash Reconstruction Training

Planned activity name

Traffic Crash Reconstruction Training

Planned activity number

PT-19-12-09

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
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<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
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</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
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<th>Source Fiscal Year</th>
<th>Funding Source</th>
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<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
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<tr>
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<td>Police Traffic Services</td>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.7.1.23 Planned Activity: Crash Data Retrieval (CDR) Tool Technician

Plan activity name: Crash Data Retrieval (CDR) Tool Technician
Planned activity number: PT-19-12-10

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.
Institute of Police Technology and Management

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year | Countermeasure Strategy Name
--- | ---
2019 | Public Traffic Safety Professionals Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
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<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$14,750.00</td>
<td>$3,687.50</td>
<td>$14,750.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

No records found.

5.7.1.24 Planned Activity: Data Driven Approaches to Crime and Traffic Safety (DDACTS)

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Data Driven Approaches to Crime and Traffic Safety (DDACTS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PT-19-12-11</td>
</tr>
</tbody>
</table>

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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; investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.
Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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<th>Estimated Funding Amount</th>
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<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$44,625.00</td>
<td>$11,156.25</td>
<td>$44,625.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7.1.25 Planned Activity: Event Data Recorder Use in Traffic Crash Reconstruction - Level I

Planned activity name: Event Data Recorder Use in Traffic Crash Reconstruction - Level I

Planned activity number: PT-19-12-12

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$35,000.00</td>
<td>$8,750.00</td>
<td>$35,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tr>
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</tbody>
</table>

No records found.

5.7.1.26 Planned Activity: Human Factors in Traffic Crash Reconstruction

Planned activity name

Human Factors in Traffic Crash Reconstruction

Planned activity number

PT-19-12-13

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
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<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$35,000.00</td>
<td>$8,750.00</td>
<td>$35,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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</thead>
<tbody>
<tr>
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<td></td>
<td></td>
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</tr>
</tbody>
</table>

5.7.1.27 Planned Activity: Investigation of Motorcycle Crashes - Level I

Planned activity name: Investigation of Motorcycle Crashes - Level I

Planned activity number: PT-19-12-14
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Enter intended subrecipients.
Institute of Police Technology and Management

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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<tbody>
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<td>Public Traffic Safety Professionals Training</td>
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</table>

Funding sources
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<tr>
<th>Source Fiscal Year</th>
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</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$39,750.00</td>
<td>$9,937.50</td>
<td>$39,750.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

5.7.1.28 Planned Activity: Pedestrian/Bicycle Crash Investigation - Level I

**Planned activity name**

Pedestrian/Bicycle Crash Investigation - Level I

**Planned activity number**

PT-19-12-15

**Primary countermeasure strategy**

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

**Enter intended subrecipients.**

Institute of Police Technology and Management

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**
Fiscal Year | Countermeasure Strategy Name
---|---
2019 | Public Traffic Safety Professionals Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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**Major purchases and dispositions**

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<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7.1.29 Planned Activity: Police Motorcycle Instructor Course

**Planned activity name**

Police Motorcycle Instructor Course

**Planned activity number**

PT-19-12-16

**Primary countermeasure strategy**

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.
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Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Public Traffic Safety Professionals Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$50,000.00</td>
<td>$12,500.00</td>
<td>$50,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7.2 Countermeasure Strategy: Law Enforcement Liaison Program

Program area  
Police Traffic Services

Countermeasure strategy  
Law Enforcement Liaison Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?  
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)  
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]  
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]  
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]  
No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 through the following methods:

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 LEL program projects are designed to support law enforcement activities statewide, encourage participation in NHTSA’s traffic safety national enforcement waves and the Florida Law Enforcement Liaison Traffic Safety Challenge. Support and recognition is expected to increase effective traffic safety enforcement statewide. Section 402, 405(b), and 405(d) will be used to implement this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Communications and Outreach (CTW, Chapter 4: Pages 21-22)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M5X-19-06-05</td>
<td>Florida Law Enforcement Liaison Impaired Driving Awareness Program</td>
<td></td>
</tr>
<tr>
<td>PT-19-12-01</td>
<td>Florida Law Enforcement Liaison Program</td>
<td></td>
</tr>
<tr>
<td>PT-19-12-02</td>
<td>Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event</td>
<td></td>
</tr>
</tbody>
</table>

5.7.2.1 Planned Activity: Florida Law Enforcement Liaison Impaired Driving Awareness Program

Planned activity name: Florida Law Enforcement Liaison Impaired Driving Awareness Program

Planned activity number: M5X-19-06-05

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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 multi-faceted approach to addressing impaired driving in their respective communities and participate in the 2 NHTSA national enforcement waves.

Enter intended subrecipients.
Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Law Enforcement Liaison Program</td>
</tr>
</tbody>
</table>

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405b OP Low (FAST)</td>
<td>$150,000.00</td>
<td>$37,500.00</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405b OP Low (FAST)</td>
<td>$150,000.00</td>
<td>$37,500.00</td>
<td></td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.7.2.2 Planned Activity: Florida Law Enforcement Liaison Program

**Planned activity name**: Florida Law Enforcement Liaison Program

**Planned activity number**: PT-19-12-01

**Primary countermeasure strategy**

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. IPTM has set a goal of maintaining a minimum of 65 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.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Law Enforcement Liaison Program</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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<th>Estimated Funding Amount</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$950,000.00</td>
<td>$237,500.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

5.7.2.3 Planned Activity: Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event

Planned activity name

Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event

Planned activity number

PT-19-12-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Enter description of the planned activity.

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.

Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year| Countermeasure Strategy Name
---|---
2019| Law Enforcement Liaison Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
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Major purchases and dispositions

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<tr>
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<th>NHTSA Share per unit</th>
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</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.8 Program Area: Speed Management
Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 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 FY2019 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: Eighth Edition, 2015 guide*. See the following section(s):

- Enforcement: High Visibility Enforcement (CTW: Chapter 3, Pages 24-27)

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

**Countermeasure Strategies in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

5.8.1 Countermeasure Strategy: Sustained Enforcement
Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

To combat speed and aggressive related fatalities and serious injur es, local law enforcement must conduct sustained highly visible enforcement of speed limits and educate their communities about the sa fe ty implications of excessive speed and aggressive driving.
Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 speed management sustained HVE projects are focused on supporting Florida's overall goal of zero fatalities. By providing subgrants for overtime enforcement to local law enforcement agencies which have jurisdiction over communities with high numbers of fatalities and serious injuries due to speed and aggressive driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix, the total number of speed and aggressive fatalities are expected to reduce from the baseline totals in FY2016. Sustained HVE enforcement has been shown to be an effective measure in impacting speed and aggressive driving fatalities. Section 402 funding will be used to implement this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Enforcement: High Visibility Enforcement (CTW: Chapter 3, Pages 24-27)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC-19-13-13</td>
<td>2019 Speed and Aggressive Driving Grant</td>
<td></td>
</tr>
</tbody>
</table>

5.8.1.1 Planned Activity: 2019 Speed and Aggressive Driving Grant

Planned activity name 2019 Speed and Aggressive Driving Grant
Planned activity number SC-19-13-13

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23](j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law enforcement agencies 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 FY2019 Highway Safety Matrix, 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.

Enter intended subrecipients.

Madison County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Sustained Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Speed Management (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.9 Program Area: Teen Traffic Safety Program

Program area type  Teen Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 FY2019 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 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: Eighth Edition, 2015 guide. See the following section(s):

- Parents (CTW, Chapter 6: Pages 23-26)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication and Education</td>
</tr>
</tbody>
</table>

5.9.1 Countermeasure Strategy: Communication and Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]
No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to identify at-risk populations:

(i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The FY2019 teen driving projects address teen driving issues from several angles, and include both statewide projects and local efforts to address problems in specific geographic areas which is expected to reduce teen driving fatalities from the baseline FY2016 totals. Communication and Outreach have been shown to be effective measures in impacting other traffic safety issues. Specifically, parent education about teen traffic safety laws. Florida's multi-angle approach is to educate teens, and empower them to educate peers, parents and the public. Section 402 funds will be used to fund this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

* Parents (CTW, Chapter 6: Pages 23-26)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy
The Tallahassee Community College - Florida Public Safety Institute will continue to provide coordination for the alcohol prevention activities of the Students Against Destructive Decisions (SADD) program. Funds will support the salaries of the program's coordinator and program assistant, the maintenance of web-based and traditional educational programming, the purchase and distribution of public information and education items, and training for student leaders. SADD is a long-standing, student-led education and outreach program that provides effective peer-to-peer education to help teens make good traffic safety decisions to ensure their safety.
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication and Education</td>
</tr>
</tbody>
</table>

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Teen Safety Program (FAST)</td>
<td>$274,500.00</td>
<td>$68,625.00</td>
<td>$274,500.00</td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

---

5.9.1.2 Planned Activity: Florida Teen Safe Driving Coalition - FTSDC

- **Planned activity name**: Florida Teen Safe Driving Coalition - FTSDC
- **Planned activity number**: TSP-19-04-02

**Primary countermeasure strategy**

- Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
  - No

- Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
  - [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]
  - No

- Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
  - [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, at the level of detail required under § 1300.11(d)]
  - No

- Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
  - [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
  - No

- Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
  - [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
  - No

- Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
  - [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
  - No

- Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
  - [Planned activities, at the level of detail required under § 1300.11(d), 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]
  - No
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Tallahassee Community College - Florida Public Safety Institute will continue to provide coordination for the Florida Teen Safe Driving Coalition (FTSDC). Funds will support the statewide coalition’s quarterly meetings, during which time members with specific knowledge, expertise and commitment to teen traffic safety, develop and support strategically developed initiatives driven by data and community need. The FTSDC members also plan and facilitate a yearly teen leadership academy, during which teens are educated on teen traffic safety issues and are trained in project planning and implementation. FTSDC members act as mentors throughout the fiscal year to provide teens with technical assistance as they are implementing teen traffic safety projects in their local communities, which is required for attendance to the leadership academy.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication and Education</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Teen Safety Program (FAST)</td>
<td>$100,500.00</td>
<td>$25,125.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.9.1.3 Planned Activity: Florida Sheriffs Association Teen Driver Challenge

Planned activity name Florida Sheriffs Association Teen Driver Challenge

Planned activity number TSP-19-04-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
The Florida Sheriffs Association will receive funding to enhance the statewide Teen Driver Challenge (TDC) program that provides teens with knowledge and hands-on experience in collision avoidance and safe driving techniques. The program will be expanded to include five additional counties based on areas with the greatest need, increasing the statewide program to a total of 42 counties covered. A web portal is available to enable parents to easily register teens. The website is also used by instructors to collect and exchange course data.

Enter intended subrecipients.
Florida Sheriffs Association

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication and Education</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Teen Safety Program (FAST)</td>
<td>$35,000.00</td>
<td>$8,750.00</td>
<td>$35,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.9.1.4 Planned Activity: Teen Driver Safety

Planned activity name: Teen Driver Safety

Planned activity number: TSP-19-04-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Florida Department of Highway Safety and Motor Vehicles will 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.

Enter intended subrecipients.

Department of Highway Safety and Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication and Education</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Teen Safety Program (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.9.1.5 Planned Activity: Engaging Older Teen Drivers - Expansion

Planned activity name: Engaging Older Teen Drivers - Expansion
Planned activity number: TSP-19-04-05

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

The Florida Department of Highway Safety and Motor Vehicles will continue this pilot program to engage older teen drivers at post-secondary institutions through hands-on activities and outreach that address the dangers of distracted driving. During this third grant year, outreach activities will be expanded to include community-based safety and health fairs, student orientations and other on-campus events that target older teens, 18 to 20 years of age, in Leon, Gadsden, Bay, Madison and expanding to include Hillsborough and Orange counties.

Enter intended subrecipients.

Department of Highway Safety and Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication and Education</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Teen Safety Program (FAST)</td>
<td>$32,500.00</td>
<td>$8,125.00</td>
<td>$32,500.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distracted Driving Simulator</td>
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<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
<td>$12,000.00</td>
</tr>
</tbody>
</table>

5.9.1.6 Planned Activity: Life Changing Experience Community Education Project

Planned activity name: Life Changing Experience Community Education Project

Planned activity number: TSP-19-04-06

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)

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

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)

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, at the level of detail required under § 1300.11(d)

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)

Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)

Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)

Planned activities, at the level of detail required under § 1300.11(d), 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

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)

Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)

No

Enter description of the planned activity.

The Children and Parent Resource Group, Inc. will begin a pilot project in two Northwest Florida Counties, Okaloosa and Santa Rosa, that 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 affect change
by improving a teen's understanding of impairment, along with the dire consequences of speeding, drinking and driving, driving while texting, driving without a safety belt, and other destructive decisions. The participating students will also receive a phone app, Revolving Door, which continues to provide insight and education for long-lasting influence.

Enter intended subrecipients.
Children and Parent Resource Group, Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication and Education</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Teen Safety Program (FAST)</td>
<td>$40,000.00</td>
<td>$10,000.00</td>
<td>$40,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.10 Program Area: Roadway Safety/Traffic Engineering

Program area type  Roadway Safety/Traffic Engineering

Will countermeasure strategies and planned activities be described in this plan to address the program area?
Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?
No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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, changes in the penalties and fines to contractors for getting out of the roadway late, using of crash cushions, and correcting pavement marking errors
- Work with law enforcement, contractors, and FDOT personnel to reduce speeding 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: Eighth Edition, 2015 guide. See the following section(s):

- Communications and Outreach (CTW, Chapter 2: Pages 20-21; Chapter 4, Pages 19-22; Chapter 8: Pages 8-27)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>F-9) Number of fatalities in work zones</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and enforcement</td>
</tr>
</tbody>
</table>

5.10.1 Countermeasure Strategy: Communication, outreach and enforcement

Program area Roadway Safety/Traffic Engineering

Countermeasure strategy Communication, outreach and enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

Comprehensive education and enforcement have been shown to be effective measures for reducing fatalities in other program areas. Florida believes that this strategy will have similar success with this focused program area. Section 402 funds will be used to conduct this strategy.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),...
demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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. This program aims to work with law enforcement, contractors, and FDOT personnel to reduce speeding in and around work zones through a comprehensive approach of enforcement with a combined communication and outreach to educate road users about work zone safety and provide timely and accurate information regarding active work zones.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 work zone safety projects are focused on supporting Florida's overall goal of zero fatalities. By implementing projects to increase outreach and awareness of work zone safety and applying focused work zone safety enforcement in high risk work zone areas, overall fatalities in work zones are expected to be reduced compared to the baseline FY2016 totals. Comprehensive education and enforcement have been shown to be effective measures for reducing fatalities in other program areas. Florida believes that this strategy will have similar success with this focused program area. Section 402 funds will be used to conduct this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Comprehensive education and enforcement have been shown to be effective measures for reducing fatalities in other program areas. Florida believes that this strategy will have similar success with this focused program area. Section 402 funds will be used to conduct this strategy.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>RS-19-30-01</td>
<td>Work Zone Safety Campaign</td>
<td></td>
</tr>
</tbody>
</table>

5.10.1.1 Planned Activity: Work Zone Safety Campaign

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Planned activity number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work Zone Safety Campaign</td>
<td>RS-19-30-01</td>
</tr>
</tbody>
</table>
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
The FDOT will work to create a comprehensive work zone safety campaign that includes ads that can be used in places such as: television, radio, magazine, events, internet, billboards, posters, brochures, tear sheets, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive safely in work zones.

Enter intended subrecipients.
FDOT State Safety Office

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and enforcement</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Roadway Safety (FAST)</td>
<td>$140,000.00</td>
<td>$35,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.11 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 motorcyclists 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: Eighth Edition, 2015* guide. See the following section(s):

- **Communications and Outreach** (CTW: Chapter 2: Pages 20-23s; Chapter 5: Pages 15, 22-24)
- **Impaired Pedestrians: Communications and Outreach** (CTW: Chapter 8: Page 27)

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**
<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period/Performance Target</th>
<th>Target End Year</th>
<th>Target Value/Performance Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>(C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>(C-6) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>(C-7) Number of motorcyclist fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>(C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>(C-10) Number of pedestrian fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>(C-11) Number of bicyclists fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>(F-3) Number of distracted driving fatalities</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

5.11.1 Countermeasure Strategy: Mass Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Media Outreach for 405(f) Motorcycle Awareness and training are focused in those counties representing the majority of registered motorcyclists and those counties with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle. FY2017 data was used to identify registered motorcycles and number of motorcycle crashes involving a motorcycle and another vehicle.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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. Section 402, 405(b), 405(d), 405(f) and 405(h) funds will be used to implement this strategy.

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 not to drive distracted
- **Ride Smart** — encourages motorcyclists not to 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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Communications and Outreach (CTW: Chapter 2: Pages 20-23s; Chapter 5: Pages 15, 22-24)
- Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8: Page 27)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy
<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM-19-07-01</td>
<td>Distracted Driving Media Campaign</td>
<td></td>
</tr>
<tr>
<td>M5PEM-19-16-03</td>
<td>Impaired Driving Statewide Media Campaign</td>
<td></td>
</tr>
<tr>
<td>M5PEM-19-16-04</td>
<td>Impaired Driving Professional Sports Marketing</td>
<td></td>
</tr>
<tr>
<td>M5PEM-19-16-05</td>
<td>Impaired Driving Major College Sports Marketing</td>
<td></td>
</tr>
<tr>
<td>M5PEM-19-16-06</td>
<td>Impaired Driving Sports Campaign</td>
<td></td>
</tr>
<tr>
<td>M5PEM-19-16-02</td>
<td>Impaired Motorcyclist PSA Campaign</td>
<td></td>
</tr>
<tr>
<td>M9MA-19-11-01</td>
<td>Share the Road PSA Campaign</td>
<td></td>
</tr>
<tr>
<td>PM-19-07-02</td>
<td>Motorcycle Safety Paid Media Campaign</td>
<td></td>
</tr>
<tr>
<td>M2PEM-19-20-01</td>
<td>Florida Click It or Ticket Media Campaign</td>
<td></td>
</tr>
<tr>
<td>FHPE-19-07-01</td>
<td>Pedestrian and Bicycle Safety Public Education Program – Transit Advertising</td>
<td></td>
</tr>
<tr>
<td>FHPE-19-07-02</td>
<td>Pedestrian and Bicycle Safety Public Education Program – Billboard Advertising</td>
<td></td>
</tr>
</tbody>
</table>

5.11.1.1 Planned Activity: Distracted Driving Media Campaign

Planned activity name: Distracted Driving Media Campaign
Planned activity number: PM-19-07-01

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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.

Enter intended subrecipients.
FDOT State Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Paid Advertising (FAST)</td>
<td>$400,000.00</td>
<td>$100,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.11.1.2 Planned Activity: Impaired Driving Statewide Media Campaign

Planned activity name
Impaired Driving Statewide Media Campaign

Planned activity number
M5PEM-19-16-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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] No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)] No

Enter description of the planned activity.
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.

Enter intended subrecipients.
FDOT State Safety Office

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Paid/Earned Media (FAST)</td>
<td>$650,000.00</td>
<td>$162,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.11.1.3 Planned Activity: Impaired Driving Professional Sports Marketing

Planned activity name
Impaired Driving Professional Sports Marketing

Planned activity number
M5PEM-19-16-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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] No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)] No
No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No
Enter description of the planned activity.
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 2019 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.

Enter intended subrecipients.
Florida Public Safety Institute

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
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<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Paid/Earned Media (FAST)</td>
<td>$2,000,000.00</td>
<td>$500,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.11.1.4 Planned Activity: Impaired Driving Major College Sports Marketing

Planned activity name: Impaired Driving Major College Sports Marketing
Planned activity number: M5PEM-19-16-05

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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.

Enter intended subrecipients.
Florida Public Safety Institute

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 5.11.1.5 Planned Activity: Impaired Driving Sports Campaign

**Planned activity name**  
Impaired Driving Sports Campaign

**Planned activity number**  
M5PEM-19-16-06

**Primary countermeasure strategy**

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)  
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)  
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.22(d)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)  
[Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)  
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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.

**Enter intended subrecipients.**

Florida Public Safety Institute

Countermeasure strategies

---

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Paid/Earned Media (FAST)</td>
<td>$216,000.00</td>
<td>$54,000.00</td>
<td></td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.11.1.6 Planned Activity: Impaired Motorcyclist PSA Campaign

Planned activity name: Impaired Motorcyclist PSA Campaign

Planned activity number: M5PEM-19-16-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Center for Urban Transportation Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Paid/Earned Media (FAST)</td>
<td>$300,000.00</td>
<td>$75,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.11.1.7 Planned Activity: Share the Road PSA Campaign

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Share the Road PSA Campaign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M9MA-19-11-01</td>
</tr>
</tbody>
</table>

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Enter description of the planned activity.

The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the Share the Road campaign. 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.

Enter intended subrecipients.

Center for Urban Transportation Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405f Motorcycle Programs</td>
<td>405f Motorcyclist Awareness (FAST)</td>
<td>$220,000.00</td>
<td>$55,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 5.11.1.8 Planned Activity: Motorcycle Safety Paid Media Campaign

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Motorcycle Safety Paid Media Campaign</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PM-19-07-02</td>
</tr>
</tbody>
</table>

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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.

Enter intended subrecipients.
Center for Urban Transportation Research

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Paid Advertising (FAST)</td>
<td>$175,000.00</td>
<td>$43,750.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
5.11.1.9 Planned Activity: Florida Click It or Ticket Media Campaign

Planned activity name: Florida Click It or Ticket Media Campaign
Planned activity number: M2PEM-19-20-01

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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.

Enter intended subrecipients.

FDOT State Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low Public Education (FAST)</td>
<td>$900,000.00</td>
<td>$225,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.11.1.10 Planned Activity: Pedestrian and Bicycle Safety Public Education Program – Transit Advertising

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Pedestrian and Bicycle Safety Public Education Program – Transit Advertising</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>FHPE-19-07-01</td>
</tr>
</tbody>
</table>

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 GIS data that supports the areas with the greatest need for improvement.
Enter intended subrecipients.

Institute of Police Technology and Management

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405h Nonmotorized Safety</td>
<td>405h Public Education</td>
<td>$200,000.00</td>
<td>$50,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.11.1.11 Planned Activity: Pedestrian and Bicycle Safety Public Education Program – Billboard Advertising

Planned activity name: Pedestrian and Bicycle Safety Public Education Program – Billboard Advertising

Planned activity number: FHPE-19-07-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No
Enter description of the planned activity.

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 GIS data that supports the areas with the greatest need for improvement.

Enter intended subrecipients.

Institute of Police Technology and Management

Enter description of the planned activity.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year | Countermeasure Strategy Name
--- | ---
2019 | Mass Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405h Nonmotorized Safety</td>
<td>405h Public Education</td>
<td>$200,000.00</td>
<td>$50,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
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<th>Quantity</th>
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<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.12 Program Area: Aging Road Users

Program area type  Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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. FY2019 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: Eighth Edition, 2015* guide. See the following section(s):

- Communications and Outreach (CTW, Chapter 7: Pages 7-12)

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period Performance Target</th>
<th>Target End Year</th>
<th>Target Value Performance Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>F-1) Number of Florida resident drivers age 65 or older involved in fatal crashes</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

**Countermeasure Strategies in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
<th>Program area</th>
<th>Countermeasure strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and alternatives</td>
<td>Other</td>
<td>Communication, outreach and alternatives</td>
</tr>
</tbody>
</table>

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 by:

- Promoting and educating drivers on comprehensive driving evaluations and safety strategies to prevent crashes
- Expanding transportation choices and promote community design features to meet the mobility needs of an aging population
- Developing and distributing resources and tools to support safe driving skills and encourage early planning to safely transition from driving

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 Aging Road User projects are focused on supporting Florida’s overall goal of ZERO fatalities; therefore, the expectation is to decrease the number of fatalities for Florida resident drivers of the age of 65 from the baseline number of fatalities in FY2016. Communication, outreach and awareness of transportation alternatives have been shown to be effective measures for reducing the number of aging road user fatalities. Section 402 funding will be used to conduct this countermeasure strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

- Communications and Outreach (CTW, Chapter 7: Pages 7-12)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy
Planned Activity: Safe Mobility for Life Coalition

Planned activity unique identifier: CP-19-04-10
Planned Activity Name: Safe Mobility for Life Coalition
Primary Countermeasure:

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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.

Enter intended subrecipients.
Pepper Institute on Aging and Public Policy

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.
Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and alternatives</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$264,000.00</td>
<td>$66,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.12.1.2 Planned Activity: Aging Road Usser Information Systems 2018-2019

Planned activity name: Aging Road Usser Information Systems 2018-2019
Planned activity number: CP-19-04-11

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No
Enter description of the planned activity.

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.

Enter intended subrecipients.

Institute for Mobility, Activity, and Participation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

| Fiscal Year | Counte

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$174,000.00</td>
<td>$43,500.00</td>
<td>$174,000.00</td>
</tr>
</tbody>
</table>

Major purchases and disposions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

5.12.1.3 Planned Activity: 65+ Grand Drivers

Planned activity name 65+ Grand Drivers

Planned activity number CP-19-04-12

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
The Broward County Sheriff's Office will implement a driving safety education program to reduce fatalities and serious injuries of aging road users in Broward County. This program will 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.

Enter intended subrecipients.
Broward County Sheriff's Office

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and alternatives</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$21,000.00</td>
<td>$5,250.00</td>
<td>$21,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.12.1.4 Planned Activity: Ocala Police Department Aging Driver Program

Planned activity name                           Ocala Police Department Aging Driver Program
Planned activity number                        CP-19-04-13
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) (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, at the level of detail required under § 1300.11(d))

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) (Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment)

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) (Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts)

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) (Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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)

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) (Planned activities, at the level of detail required under § 1300.11(d), 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)

No

Enter description of the planned activity.
The Ocala Police Department will implement an aging driver education program, emphasizing the importance of keeping older drivers mobile and safe and on reducing crashes that result in injuries and fatalities. Educational presentations will include information on safety belt use, pedal application error, and alternative transportation options. This program will help to encourage positive perceptions and attitudes of older drivers and produce positive social norms about driving.

Enter intended subrecipients.
Ocala Police Department

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Communication, outreach and alternatives</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Community Traffic Safety Project (FAST)</td>
<td>$4,000.00</td>
<td>$1,000.00</td>
<td>$4,000.00</td>
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</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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<thead>
<tr>
<th>Item</th>
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<th>NHTSA Share per unit</th>
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</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Planned activity name: Elder Road User Program - CarFit

Planned activity number: CP-19-04-09

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety inspection stations? § 1300.21(d)(4)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)
[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)
[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
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Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
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Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)
[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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

Enter intended subrecipients.

Area Agency on Aging of Central Florida, Inc. dba Senior Resource Alliance

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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<tbody>
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**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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<td></td>
</tr>
</tbody>
</table>

5.13 Program Area: Traffic Records

**Program area type** Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

**Problem identification**

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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 inform 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: Eighth Edition, 2015* 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.

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Data Systems Improvements</td>
</tr>
</tbody>
</table>

5.13.1 Countermeasure Strategy: Traffic Data Systems Improvements

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and 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]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(i)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]
No
No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 inform 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

FY2019 Traffic Records projects support 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 inform roadway safety decisions that will save lives and prevent injuries. Section 402 and 405(c) funds will be used to implement this strategy.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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):

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M3DA-19-18-01</td>
<td>Traffic and Criminal Software (TraCS) Support and Enhancement</td>
<td></td>
</tr>
<tr>
<td>M3DA-19-18-02</td>
<td>Crash and Uniform Traffic Citation (UTC) Data Improvement</td>
<td></td>
</tr>
<tr>
<td>M3DA-19-18-03</td>
<td>Field Data Collection for National EMS Information System (NEMSIS) Compliance</td>
<td></td>
</tr>
<tr>
<td>M3DA-19-18-04</td>
<td>Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics</td>
<td></td>
</tr>
<tr>
<td>M3DA-19-18-05</td>
<td>Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes</td>
<td></td>
</tr>
<tr>
<td>TR-19-09-01</td>
<td>Traffic Records Coordinating Committee Support</td>
<td></td>
</tr>
<tr>
<td>TR-19-09-02</td>
<td>Electronic License and Vehicle Information Systems (ELVIS) Support and Enhancement</td>
<td></td>
</tr>
</tbody>
</table>

5.13.1.1 Planned Activity: Traffic and Criminal Software (TraCS) Support and Enhancement

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Traffic and Criminal Software (TraCS) Support and Enhancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M3DA-19-18-01</td>
</tr>
</tbody>
</table>

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Florida State University (FSU) College of Engineering will maintain and upgrade the Traffic and Criminal Software (TraCS) National Model software and provide training and support to law enforcement agencies. Programmers will update software to support the completion of both electronic crash and citation forms approved by the Department of Highway Safety and Motor Vehicles (DHSMV). Resources will be allocated to a full-time Systems Architect, two Developers, Systems Administrator, and 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.

Enter intended subrecipients.

Florida State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
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</thead>
<tbody>
<tr>
<td>2019</td>
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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<tr>
<td>2018</td>
<td>FAST Act 405c Data Program</td>
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Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.
5.13.1.2 Planned Activity: Crash and Uniform Traffic Citation (UTC) Data Improvement

Planed activity name: Crash and Uniform Traffic Citation (UTC) Data Improvement

Planned activity number: M3DA-19-18-02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), 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]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

The Crash and Uniform Traffic Citation (UTC) staff at the Florida Department of Highway Safety and Motor Vehicles (DHSMV) will be tasked with improving Florida’s 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 law enforcement agencies 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.

Enter intended subrecipients.

Department of Highway Safety and Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Data Systems Improvements</td>
</tr>
</tbody>
</table>
Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$118,114.00</td>
<td>$29,528.50</td>
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</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.13.1.3 Planned Activity: Field Data Collection for National EMS Information System (NEMSIS) Compliance

Planned activity name: Field Data Collection for National EMS Information System (NEMSIS) Compliance

Planned activity number: M3DA-19-18-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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...

Enter intended subrecipients.
Florida Department of Health, DEPCS, Bureau of Emergency Medical Oversight

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Data Systems Improvements</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$366,555.00</td>
<td>$91,638.75</td>
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</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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<tr>
<td></td>
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<tr>
<td>No records found.</td>
<td></td>
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</tr>
</tbody>
</table>

5.13.1.4 Planned Activity: Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics

Planned activity name  Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
Planned activity number  M3DA-19-18-04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(ci)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(fi)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
Enter description of the planned activity.

This project with the University of Florida (UF) Signal Four Analytics (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. Project funding will be provided for personnel to conduct these improvements, travel and equipment expenses.

Enter intended subrecipients.

University of Florida

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Data Systems Improvements</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$329,933.00</td>
<td>$82,483.25</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</tbody>
</table>

5.13.1.5 Planned Activity: Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes

Planned activity name

Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes

Planned activity number

M3DA-19-18-05

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(bj)) for child restraint inspection stations? § 1300.21(d)(3)

[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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(bj)) for child passenger safety technicians? § 1300.21(d)(4)

[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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.25(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 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 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.

Enter intended subrecipients.

University of Florida

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Data Systems Improvements</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$167,241.00</td>
<td>$41,810.25</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

No records found.
5.13.1.6 Planned Activity: Traffic Records Coordinating Committee Support

Planned activity name: Traffic Records Coordinating Committee Support

Planned activity number: TR-19-09-01

Primary countermeasure strategy:

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), 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]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
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.

Enter intended subrecipients.
Florida Public Safety Institute

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Data Systems Improvements</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
5.13.1.7 Planned Activity: Electronic License and Vehicle Information Systems (ELVIS) Support and Enhancement

Enter description of the planned activity.

The Florida State University will maintain and upgrade an import data tool to provide access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data that will be provided without charge to local law enforcement agencies. The 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 TraCS. The proposed Electronic License and Vehicle Information System (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.

Enter intended subrecipients.

Florida State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
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<tbody>
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<td>Traffic Data Systems Improvements</td>
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</table>

Funding sources

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<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
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</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Traffic Records (FAST)</td>
<td>$511,584.00</td>
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</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
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<td></td>
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<td></td>
<td></td>
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</tbody>
</table>

5.14 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application 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, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The goal of the Planning and Administration 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. 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, two Traffic Safety Financial Analysts and one Traffic Safety Fiscal Assistant.

Planned Activities in the Planning & Administration

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA-19-01-01</td>
<td>Operation of the Highway Traffic Safety Grant Section</td>
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</tr>
<tr>
<td>PA-19-01-02</td>
<td>Highway Safety Travel and Training</td>
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</tr>
<tr>
<td>PA-19-01-03</td>
<td>Traffic Safety Fiscal Assistant</td>
<td></td>
</tr>
</tbody>
</table>

5.14.1 Planned Activity: Operation of the Highway Traffic Safety Grant Section
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)  
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[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]  
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)  
[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, at the level of detail required under § 1300.11(d)]  
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]  
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]  
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]  
No

Enter description of the planned activity.

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.

Enter intended subrecipients.

FDOT State Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

5.14.2 Planned Activity: Highway Safety Travel and Training

Planned activity name: Highway Safety Travel and Training
Planned activity number: PA-19-01-02
Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(f)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

FDOT will receive reimbursement for a motor pool vehicle and 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. The motor pool vehicle will only be used by FDOT representatives for traffic safety education and enforcement activities. 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.

Enter intended subrecipients.

FDOT State Safety Office
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402 Planning and Administration (FAST)</td>
<td>$70,000.00</td>
<td>$17,500.00</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and disposions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle</td>
<td>1</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
</tr>
</tbody>
</table>

5.14.3 Planned Activity: Traffic Safety Fiscal Assistant

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Traffic Safety Fiscal Assistant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>PA-19-01-03</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td></td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5) 
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [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]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [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, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), 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]
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Florida Public Safety Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
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<tbody>
<tr>
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Funding sources

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<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act NHTSA 402</td>
<td>Planning and Administration (FAST)</td>
<td>$50,000.00</td>
<td>$12,500.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

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</tr>
</tbody>
</table>

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP-19-04-10</td>
<td>Safe Mobility for Life Coalition</td>
<td></td>
</tr>
<tr>
<td>CP-19-04-11</td>
<td>Aging Road User Information Systems 2018-2019</td>
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<tr>
<td>CP-19-04-12</td>
<td>65+ Grand Drivers</td>
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<tr>
<td>CP-19-04-13</td>
<td>Ocala Police Department Aging Driver Program</td>
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<tr>
<td>CP-19-04-01</td>
<td>Public Information and Education Program - District 1</td>
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</tr>
<tr>
<td>CP-19-04-02</td>
<td>Public Information and Education Program - District 2</td>
<td></td>
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<tr>
<td>CP-19-04-03</td>
<td>Public Information and Education Program - District 3</td>
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<td>CP-19-04-04</td>
<td>Public Information and Education Program - District 4</td>
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<tr>
<td>CP-19-04-05</td>
<td>Public Information and Education Program - District 5</td>
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</tr>
<tr>
<td>Code</td>
<td>Description</td>
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<tr>
<td>--------</td>
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<tr>
<td>CP-19-04-06</td>
<td>Public Information and Education Program - District 6</td>
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<tr>
<td>CP-19-04-07</td>
<td>Public Information and Education Program - District 7</td>
<td></td>
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<tr>
<td>CP-19-04-08</td>
<td>Community Traffic Safety Support</td>
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<tr>
<td>DD-19-04-01</td>
<td>Teen Distracted Driving Education Program</td>
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<tr>
<td>DD-19-04-02</td>
<td>Distracted Driving</td>
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<tr>
<td>DD-19-04-03</td>
<td>Calhoun Sheriff's Office Distracted Driving Program</td>
<td></td>
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<tr>
<td>DD-19-04-04</td>
<td>Citrus County Sheriff's Office - Just Drive Citrus</td>
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<tr>
<td>DD-19-04-06</td>
<td>Margate Police Department Distracted Driving Initiative</td>
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<tr>
<td>AL-19-05-01</td>
<td>Florida Impaired Driving Coalition</td>
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<tr>
<td>M5CS-19-06-01</td>
<td>Traffic Safety Resource Prosecutor Program (TSRP)</td>
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<tr>
<td>M5HVE-19-06-16</td>
<td>Impaired Driving Program</td>
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<tr>
<td>M5PEM-19-16-01</td>
<td>Impaired Driving Campaign Development</td>
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<tr>
<td>M5X-19-06-01</td>
<td>MADD Florida Safe and Aware</td>
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<tr>
<td>M5X-19-06-02</td>
<td>Drug Recognition Expert (DRE) Call-out</td>
<td></td>
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<tr>
<td>M5X-19-06-03</td>
<td>Value Life</td>
<td></td>
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<tr>
<td>M5X-19-06-04</td>
<td>Impaired Driving Media Awareness Survey</td>
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<tr>
<td>MC-19-10-01</td>
<td>Florida's Comprehensive Motorcycle Safety Program</td>
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<tr>
<td>MC-19-10-02</td>
<td>Motorcycle Program Evaluation and Data Collection</td>
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<tr>
<td>MC-19-10-03</td>
<td>Motorcycle Education and Injury Prevention Program in Trauma Centers</td>
<td></td>
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<tr>
<td>MC-19-10-04</td>
<td>Safe Motorcycle and Rider Techniques (SMART)</td>
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<tr>
<td>MC-19-10-06</td>
<td>City of Gainesville Motorcycle/Scooter Safety and Education Program</td>
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<tr>
<td>MC-19-10-08</td>
<td>Motorcycle Awareness Survey</td>
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<td>MC-19-10-09</td>
<td>Motorcycle Safety Campaign</td>
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<td>MC-19-10-15</td>
<td>Motorcycle Safety Grant</td>
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<tr>
<td>M2HVE-19-20-05</td>
<td>Occupant Protection and Child Passenger Safety</td>
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<tr>
<td>M2PEM-19-20-02</td>
<td>Occupant Protection and Child Passenger Safety Campaign Development</td>
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<tr>
<td>M2X-19-20-01</td>
<td>Florida's Occupant Protection Resource Center</td>
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<tr>
<td>M2X-19-20-02</td>
<td>Statewide Safety Belt and Child Passenger Safety Surveys</td>
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<td>OP-19-02-01</td>
<td>Florida's Occupant Protection Coalition</td>
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<tr>
<td>PM-19-07-01</td>
<td>Distracted Driving Media Campaign</td>
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<tr>
<td>M5PEM-19-16-03</td>
<td>Impaired Driving Statewide Media Campaign</td>
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<tr>
<td>M5PEM-19-16-04</td>
<td>Impaired Driving Professional Sports Marketing</td>
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<td>M5PEM-19-16-05</td>
<td>Impaired Driving Major College Sports Marketing</td>
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<td>M5PEM-19-16-06</td>
<td>Impaired Driving Sports Campaign</td>
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<tr>
<td>M5PEM-19-16-02</td>
<td>Impaired Motorcyclist PSA Campaign</td>
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<tr>
<td>M9MA-19-11-01</td>
<td>Share the Road PSA Campaign</td>
<td></td>
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<tr>
<td>PM-19-07-02</td>
<td>Motorcycle Safety Paid Media Campaign</td>
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<tr>
<td>M2PEM-19-20-01</td>
<td>Florida Click It or Ticket Media Campaign</td>
<td></td>
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<tr>
<td>FHPE-19-07-01</td>
<td>Pedestrian and Bicycle Safety Public Education Program – Transit Advertising</td>
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<td>FHPE-19-07-02</td>
<td>Pedestrian and Bicycle Safety Public Education Program – Billboard Advertising</td>
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<tr>
<td>PS-19-08-01</td>
<td>Florida's Comprehensive Pedestrian and Bicycle Safety Program</td>
<td></td>
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<tr>
<td>PS-19-08-02</td>
<td>Pedestrian and Bicycle Program Evaluation and Data Collection</td>
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<tr>
<td>PS-19-08-03</td>
<td>Florida's Pedestrian and Bicycle Safety Resource Center</td>
<td></td>
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<tr>
<td>PS-19-08-04</td>
<td>Florida's Pedestrian and Bicycle High Visibility Enforcement Program</td>
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<tr>
<td>PS-19-08-05</td>
<td>Pedestrian and Bicycle Education and Injury Prevention Program</td>
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<tr>
<td>PS-19-08-06</td>
<td>WalkWise Statewide Educational Campaigns on Pedestrian Safety</td>
<td></td>
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<td>Code</td>
<td>Description</td>
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<tr>
<td>PS-19-08-07</td>
<td>National Safe Routes to School Conference</td>
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<tr>
<td>PS-19-08-08</td>
<td>Pedestrian and Bicycle Safety Grant</td>
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<tr>
<td>PA-19-01-01</td>
<td>Operation of the Highway Traffic Safety Grant Section</td>
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<tr>
<td>PA-19-01-02</td>
<td>Highway Safety Travel and Training</td>
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<td>PA-19-01-03</td>
<td>Traffic Safety Fiscal Assistant</td>
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<td>MSX-19-06-05</td>
<td>Florida Law Enforcement Liaison Impaired Driving Awareness Program</td>
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<td>PT-19-12-01</td>
<td>Florida Law Enforcement Liaison Program</td>
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<tr>
<td>PT-19-12-02</td>
<td>Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event</td>
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<tr>
<td>FHT-19-06-01</td>
<td>Florida Laws: Pedestrian and Bicycle Enforcement Training Program</td>
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<tr>
<td>MSBAC-19-12-01</td>
<td>Improving the Effectiveness of Expert Witness Testimony with Training Upgrading Alcohol Reference Devices</td>
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<tr>
<td>MSTR-19-12-01</td>
<td>Standardized Field Sobriety Testing Training</td>
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<tr>
<td>MSTR-19-12-02</td>
<td>DUI Instructor Training</td>
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<tr>
<td>MSTR-19-12-03</td>
<td>Spanish Language Training</td>
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<td>MSTR-19-12-04</td>
<td>Drug Evaluation and Classification Program</td>
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<tr>
<td>MSTR-19-12-05</td>
<td>Drug Recognition Expert Training Grant</td>
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<td>MSTR-19-12-06</td>
<td>Drug Recognition Expert Instructor</td>
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<tr>
<td>MSTR-19-12-07</td>
<td>DWI Detection and Standardized Field Sobriety Testing</td>
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<tr>
<td>MSTR-19-12-08</td>
<td>Advanced Roadside Impaired Driving Enforcement (ARIDE)</td>
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<tr>
<td>MSTR-19-12-09</td>
<td>DWI Detection and Standardized Field Sobriety Testing Instructor Update</td>
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<tr>
<td>MSTR-19-12-10</td>
<td>DWI Detection and Standardized Field Sobriety Testing Refresher</td>
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<td>MSTR-19-12-11</td>
<td>Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)</td>
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<td>MSTR-19-12-12</td>
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<td>Legal Training for Hearing Officers</td>
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<td>Preventing Street Racing Through Legal Alternatives</td>
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<td>Broward Aggressive-Speed Enforcement (BASE)</td>
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<td>Just Drive Citrus, Speed and Aggressive Driving Campaign</td>
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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 and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, fatality, and serious injury areas, the FDOT State Safety Office may directly solicit concept papers from agencies within targeted high-risk areas. 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 enforcement agency and county. These tools also break down data on crash hot spots by program area to direct enforcement to high crash locations.

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, 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 3 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.

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

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 3 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.

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Enter explanation of the deployment of resources based on the analysis performed.

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 3 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.

Enter explanation of the deployment of resources based on the analysis performed.

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 (2012-2016), 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.

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Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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.

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7/12/2018

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.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

*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.

<table>
<thead>
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<th>Countermeasure Strategy Name</th>
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<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
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<tr>
<td>Mass Media Campaign</td>
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<td>High Visibility Enforcement</td>
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HVE activities

Select specific HVE planned activities that demonstrate the State’s support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

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<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
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<tr>
<td>SC-19-13-04</td>
<td>Broward Aggressive-Speed Enforcement (BASE)</td>
<td></td>
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<tr>
<td>SC-19-13-05</td>
<td>Just Drive Citrus, Speed and Aggressive Driving Campaign</td>
<td></td>
</tr>
<tr>
<td>SC-19-13-06</td>
<td>Delray Beach Police Speed and Aggressive Driving Enforcement Program</td>
<td></td>
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<tr>
<td>SC-19-13-07</td>
<td>Speed and Aggressive Driving Grant</td>
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<td>SC-19-13-08</td>
<td>Fort Myers Aggressive Driving Enforcement Program</td>
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<tr>
<td>SC-19-13-09</td>
<td>Speed and Aggressive Driving Grant</td>
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<tr>
<td>SC-19-13-10</td>
<td>Strategic Traffic Enforcement Program (STEP) - Speed and Aggressive Driving</td>
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<tr>
<td>SC-19-13-11</td>
<td>Speed and Aggressive Driving Enforcement and Education Program</td>
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<tr>
<td>SC-19-13-12</td>
<td>Speed and Aggressive Driving 2019</td>
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</tr>
<tr>
<td>SC-19-13-14</td>
<td>Speed and Aggressive Driving Grant</td>
<td></td>
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<tr>
<td>SC-19-13-15</td>
<td>Speed and Aggressive Driving Grant</td>
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</tr>
<tr>
<td>SC-19-13-16</td>
<td>Combatting Speed and Aggressive Driving</td>
<td></td>
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<tr>
<td>SC-19-13-17</td>
<td>Speed and Aggressive Driving</td>
<td></td>
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<tr>
<td>SC-19-13-18</td>
<td>Orlando Police Department Speeding and Aggressive Driving Enforcement Team</td>
<td></td>
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<tr>
<td>SC-19-13-19</td>
<td>Palm Beach County Speed and Aggressive Driving Campaign</td>
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<tr>
<td>SC-19-13-20</td>
<td>Outreach Program to fight against Speed and Aggressive Driving</td>
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<tr>
<td>SC-19-13-21</td>
<td>Commitment to Traffic Safety Through Speed Reduction</td>
<td></td>
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<tr>
<td>SC-19-13-22</td>
<td>Traffic Safety Initiative</td>
<td></td>
</tr>
<tr>
<td>SC-19-13-23</td>
<td>Suwannee County Sheriff's Office Speed and Aggressive Driving</td>
<td></td>
</tr>
<tr>
<td>SC-19-13-25</td>
<td>Speeding and Aggressive Driving</td>
<td></td>
</tr>
<tr>
<td>RS-19-30-02</td>
<td>Operation I-Spy</td>
<td></td>
</tr>
<tr>
<td>M2HVE-19-20-10</td>
<td>Occupant Protection and Child Passenger Safety</td>
<td></td>
</tr>
</tbody>
</table>

### 8 405(b) Occupant Protection Grant

**Occupant protection information**

| 405(b) qualification status | 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.
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).

Agencies planning to participate in CIOT

<table>
<thead>
<tr>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLORIDA HIGHWAY PATROL</td>
</tr>
<tr>
<td>Florida Polytechnic University</td>
</tr>
<tr>
<td>Golden beach police department</td>
</tr>
<tr>
<td>Green Cove Springs Police Department</td>
</tr>
<tr>
<td>Gulf Breeze Police Department</td>
</tr>
<tr>
<td>Gulf Stream Police</td>
</tr>
<tr>
<td>Indian River County Sheriff's Office</td>
</tr>
<tr>
<td>Indian River Shores Public Safety</td>
</tr>
<tr>
<td>Jacksonville Beach Police Department</td>
</tr>
<tr>
<td>Jacksonville Sheriff's Office</td>
</tr>
<tr>
<td>Lady Lake Police Department</td>
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<tr>
<td>Lake City Police Department</td>
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<tr>
<td>Quincy Police Department</td>
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<tr>
<td>Sarasota County SO</td>
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<tr>
<td>Sarasota Police Department</td>
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<tr>
<td>Satellite Beach Police Department</td>
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<tr>
<td>South Palm Beach Police</td>
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<tr>
<td>St Augustine Police Department</td>
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<tr>
<td>St Augustine Beach Police Department</td>
</tr>
<tr>
<td>St. Johns County Sheriff's Office</td>
</tr>
<tr>
<td>Tampa Police Dept</td>
</tr>
<tr>
<td>Tarpon Springs Police Department</td>
</tr>
<tr>
<td>Troop A FHP</td>
</tr>
<tr>
<td>Troop B FHP</td>
</tr>
<tr>
<td>Umatilla Police Department</td>
</tr>
<tr>
<td>University of South Florida Police Department</td>
</tr>
<tr>
<td>Wauchula Police Department</td>
</tr>
<tr>
<td>West Palm Beach Police Department</td>
</tr>
<tr>
<td>Winter Garden Police Department</td>
</tr>
<tr>
<td>Alachua County Sheriffs Office</td>
</tr>
<tr>
<td>Apopka Police Department</td>
</tr>
<tr>
<td>Atlantic Beach Police Department</td>
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<tr>
<td>Atlantis Police Department</td>
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<tr>
<td>Auburndale Police Department</td>
</tr>
<tr>
<td>Bay Harbor Islands Police department</td>
</tr>
<tr>
<td>Belle Isle Police Department</td>
</tr>
<tr>
<td>Boca Raton Police Services Department</td>
</tr>
<tr>
<td>Bonifay Police Department</td>
</tr>
<tr>
<td>Brevard County Sheriff's Office Cape Canaveral</td>
</tr>
</tbody>
</table>
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
Ft Lauderdale PD
Glades County Sheriff's Office
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
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
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
Sebring Police Department
SEWALL'S POINT POLICE DEPARTMENT
Shalimar Police Department
STUART POLICE DEPT
SUMTER COUNTY SHERIFF'S OFFICE
Sunny Isles Beach PD
Suwannee County Sheriff's Office
Tavares Police Department
Taylor County Sheriff's Office
Temple Terrace PD
Town of Surfside Police Department
Treasure Island Police Department
Enter description of the State’s planned participation in the Click-it-or-Ticket national mobilization.

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 3 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.

Those agencies receiving subgrants for occupant protection HVE will participate in the Click it or Ticket national mobilizations, regardless of their participation in the LEL Challenge.

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.

<table>
<thead>
<tr>
<th>Countermeasure Strategy Name</th>
<th>Child Restraint System Inspection Station(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2X-19-20-01</td>
<td>Florida’s Occupant Protection Resource Center</td>
<td></td>
</tr>
<tr>
<td>M2X-19-20-03</td>
<td>Florida Law Enforcement Liaison Occupant Protection Awareness Program</td>
<td></td>
</tr>
</tbody>
</table>

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

Planned inspection stations and/or events: 203

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

Populations served - urban 166
Populations served - rural 37
Populations served - at risk 105

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.
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.

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.

Estimated total number of classes 50
Estimated total 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.

9 405(c) - State Traffic Safety Information System Improvement 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.

Meeting Date
8/11/2017
12/8/2017
4/13/2018

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

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.
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.
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.

The attached “FL TR Assessment Priorities_FY19” lists all of the recommendations included in the January 2016 Traffic Records assessment, as well as the State’s chosen action towards each. The list of recommendations is not included in the Strategic Plan, but managed within this external document.

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.

<table>
<thead>
<tr>
<th>Project</th>
<th>TSIS Goals Impacted</th>
<th>Core Data Systems Impacted</th>
<th>Performance Area Impacted</th>
<th>FY19 Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field Data collection for NEMSIS Compliance</td>
<td>Goal 1: Coordination Goal 2: Data Quality (Obj. 2.1, 2.2, 2.3, 2.4); Goal 3: Integration; Goal 4: Accessibility</td>
<td>EMS/ Injury Surveillance System, Crash, Roadway, Vehicle</td>
<td>Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity</td>
<td>$366,555</td>
</tr>
<tr>
<td>Crash and UTC Data Improvement</td>
<td>Goal 1: Coordination Goal 2: Data Quality (Obj. 2.1, 2.2, 2.3, 2.4); Goal 4: Accessibility; Goal 5: Utilization</td>
<td>Crash, Citation / Adjudication</td>
<td>Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity</td>
<td>$118,114</td>
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<tr>
<td>Unified and Sustainable Solution to Improve Geo-Locality Accuracy and Timeliness of Crashes</td>
<td>Goal 2: Data Quality (Obj. 2.1, 2.2, 2.3, 2.4); Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization</td>
<td>Crash, Citation / Adjudication</td>
<td>Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity</td>
<td>$167,241</td>
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<tr>
<td>TraCS Support &amp; Enhancement</td>
<td>Goal 1: Coordination Goal 2: Data Quality (Obj. 2.1, 2.2, 2.3, 2.4); Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization</td>
<td>Crash, Citation / Adjudication, Driver, Roadway, Vehicle</td>
<td>Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity</td>
<td>$900,400</td>
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<tr>
<td>Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics</td>
<td>Goal 2: Data Quality (Obj. 2.1, 2.2, 2.3, 2.4); Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization</td>
<td>Crash, Citation / Adjudication, Roadway, Vehicle</td>
<td>Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity</td>
<td>$329,933</td>
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<tr>
<td>Seco 402</td>
<td>Goal 2: Data Quality (Obj. 2.1, 2.2, 2.3, 2.4); Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization</td>
<td>Crash, Citation/ Adjudication, Driver, Vehicle</td>
<td>Accessibility, Accuracy, Completeness, Integration, Uniformity</td>
<td>$511,583</td>
</tr>
</tbody>
</table>

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.*

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>M3DA-19-18-01</td>
<td>Traffic and Criminal Software (TraCS) Support and Enhancement</td>
<td></td>
</tr>
<tr>
<td>M3DA-19-18-02</td>
<td>Crash and Uniform Traffic Citation (UTC) Data Improvement</td>
<td></td>
</tr>
<tr>
<td>M3DA-19-18-03</td>
<td>Field Data Collection for National EMS Information System (NEMSIS) Compliance</td>
<td></td>
</tr>
<tr>
<td>M3DA-19-18-04</td>
<td>Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics</td>
<td></td>
</tr>
<tr>
<td>M3DA-19-18-05</td>
<td>Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes</td>
<td></td>
</tr>
<tr>
<td>TR-19-09-02</td>
<td>Electronic License and Vehicle Information Systems (ELVIS) Support and Enhancement</td>
<td></td>
</tr>
</tbody>
</table>

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.
The attached "FL TR Assessment Priorities_FY19" lists all of the recommendations included in the January 2016 Traffic Records assessment, as well as the State's chosen action towards each. The list of recommendations is not included in the Strategic Plan, but managed within this external document.

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 attributes 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.

1. **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 2018, the Florida TRCC submitted two performance measures which demonstrate significant, system-wide performance; both improvements were to the Crash 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. Timeliness of crash reporting data (i.e., the percentage of crash reports entered into the Florida DHSMV Crash Master Database within 10 days after the crash date) – Crash/Timeliness

**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, 2016 to March 31, 2017, a total of 661,245 electronic crash reports were submitted into the database of which 56,763 crash reports were accurately located using the Geo-
Location tool. The average percent of accurately located electronic crash reports was 8.58%. During the current 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%. The percentage of accurately located electronic crash reports entered into the database increased 1.97% (from 8.58% to 10.55%) when compared to the previous year.

An increase of accurately located electronic crash reports is expected by December 2018 as Traffic and Criminal Software (TraCS) makes this tool mandatory in FY18 for 160 plus law enforcement agencies who use their software.

Table 4.2  Results for Accuracy of Electronic Crash Reporting

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Performance Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 1, 2016 – March 31, 2017 (Baseline)</td>
<td>A total of 661,245 crash reports were submitted electronically into the Crash Master Database at a 8.58% average percentage of accurately Geo-Located crash reports</td>
</tr>
<tr>
<td>April 1, 2017 – March 31, 2018 (Current Value)</td>
<td>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</td>
</tr>
</tbody>
</table>

Performance Measure #2: Timeliness of Electronic Crash Reporting Processing into the DHSMV Crash Master Database Performance Measure Description

This performance measure evaluates the timeliness of crash report data submission as demonstrated through an increase in the percentage of crash reports entered into the Florida DHSMV Crash Master Database within 10 days of the crash date.

Measurement Technique

The following measurement was analyzed for this performance measure:

- The percentage of crash reports entered into the Florida DHSMV Crash Master database within 10 days after the crash date.

To normalize the timeliness of crash data submission, the percent of crash reports submitted into the Florida DHSMV Crash Master Database within 10 days of the crash date 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 timeliness of crash reports accessible by users - as demonstrated through an increase in the percentage of crash reports entered into the Florida DHSMV Crash Master Database within 10 days of the crash date.

Baseline and current values are summarized in Table 4.3. For the baseline period from April 1, 2016 to March 31, 2017, a total of 686,253 crash reports were submitted into the database of which 509,951 crash reports were submitted within 10 days of the crash date. The percent of crash reports entered into the database within 10 days of the crash date was 74.31%. For the current period from April 1, 2017 to March 31, 2018, a total of 684,374 crash reports were submitted into the database of which 550,523 crash reports were submitted within 10 days of the crash date. The percent of crash reports entered into the database within 10 days of the crash date was 80.44%. The percent of crash reports submitted within 10 days of the crash date increased 6.13% (from 74.31% to 80.44%) when compared to the previous year.

Table 4.3  Results for Timeliness of Crash Data
Time Period | Performance Results
---|---
April 1, 2016 – March 31, 2017 (Baseline) | A total of 686,253 crash reports were submitted into the Crash Master Database of which 74.31% were submitted within 10 days of the crash date.

April 1, 2017 – March 31, 2018 (Current Value) | A total of 684,374 crash reports were submitted into the Crash Master Database of which 80.44% were submitted within 10 days of the crash date.

Florida submitted an interim report of progress to NHTSA Region 4 Team on April 26, 2018 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).

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.

Documents Uploaded
- FY19 Florida TR Strategic Plan.rtf
- FL TR Assessment Priorities_FY19 05222018.xlsx
- FL_Quantitative_Progress_FY2019 V2 Final.docx

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.

10 405(d) Impaired Driving Countermeasure Grant
Impaired driving assurances
Impaired driving qualification - 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.
Appendix A

State of Florida
Impaired Driving Coalition (FIDC)
Charter

Mission

The mission of the Florida Impaired Driving Coalition (FIDC) is to identify and prioritize the state’s most pressing impaired driving issues and develop and approve a strategic plan to maximize the state’s ability to reduce impaired driving crashes, serious injuries, and fatalities. The cast network of partners work to reduce the occurrence of Driving Under the Influence (DUI) by working collaboratively to remove strategies that have helped effectively in reversing 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 cannot resign fulfill these 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. Combined membership on the coalition will be based on attendance at a majority of the meetings.

Membership of the FIDC

- The membership of the FIDC should include representatives from relevant Florida state departments and agencies, law enforcement, industry, 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 be used to approve membership but to re-determine the reappointment 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 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 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.

- At the fully designated representatives of our respective agencies, we the undersigned, hereby approve the Charter for the Florida Impaired Driving Coalition on the 50th day of March 2017.
Input the date that the Statewide impaired driving plan was approved by the State’s task force.

Date impaired 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.

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Department/Agency/Organization</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ann Marie Johnson</td>
<td>Attorney</td>
<td>Relocating to new job</td>
<td><a href="mailto:annmariejohnsonamj@gmail.com">annmariejohnsonamj@gmail.com</a></td>
</tr>
<tr>
<td>Chief Art Bodenheimer</td>
<td>Police Chief</td>
<td>Lake Alfred Police Department</td>
<td><a href="mailto:Abodenheimer@mylakealfred.com">Abodenheimer@mylakealfred.com</a></td>
</tr>
<tr>
<td>Dr. Brett Kirkland</td>
<td>Program Manager, Alcohol Testing Program</td>
<td>Florida Dept. of Law Enforcement, Alcohol Testing Program</td>
<td><a href="mailto:BrettKirkland@fl.de.state.fl.us">BrettKirkland@fl.de.state.fl.us</a></td>
</tr>
<tr>
<td>Chief Brett Railey</td>
<td>Retired Police Chief, Member IACP Highway Safety Committee</td>
<td>Florida Police Chiefs Association</td>
<td><a href="mailto:BrettRaileyRetired@gmail.com">BrettRaileyRetired@gmail.com</a></td>
</tr>
<tr>
<td>Lt. Channing Taylor</td>
<td>District Lieutenant, Troop Watch Commander, DRE Agency Coordinator</td>
<td>Florida Highway Patrol</td>
<td><a href="mailto:ChanningTaylor@flhsmv.gov">ChanningTaylor@flhsmv.gov</a></td>
</tr>
<tr>
<td>Chris Craig</td>
<td>Traffic Safety Administrator</td>
<td>Florida Dept. of Transportation, State Safety Office</td>
<td><a href="mailto:Chris.Craig@dot.state.fl.us">Chris.Craig@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Chris Earl</td>
<td>EMSTARS Project Manager</td>
<td>Florida Safety Council</td>
<td><a href="mailto:pear@floridasafety.org">pear@floridasafety.org</a></td>
</tr>
<tr>
<td>Darrell Edmonds</td>
<td>DRE Coordinator</td>
<td>University of North Florida, Institute of Police Technology and Management</td>
<td><a href="mailto:darrell.edmonds@unf.edu">darrell.edmonds@unf.edu</a></td>
</tr>
<tr>
<td>Frank Franco</td>
<td>Assistant Chief, Division of Alcoholic Beverages &amp; Tobacco</td>
<td>Florida Dept. of Business and Professional Regulation</td>
<td><a href="mailto:Frank.Franco@myfloridalicense.com">Frank.Franco@myfloridalicense.com</a></td>
</tr>
<tr>
<td>Garrett Berman</td>
<td>Assistant State Attorney</td>
<td>State Attorney’s Office 17th Judicial Circuit</td>
<td><a href="mailto:gberman@saoc17.state.fl.us">gberman@saoc17.state.fl.us</a></td>
</tr>
<tr>
<td>Helen Justice</td>
<td>Executive Director</td>
<td>DUI Counterattack, Hillsborough, Inc.</td>
<td><a href="mailto:hbjjustice@aol.com">hbjjustice@aol.com</a></td>
</tr>
<tr>
<td>Juan Cardona</td>
<td>Law Enforcement Liaison</td>
<td>University of North Florida, Institute of Police Technology and Management</td>
<td><a href="mailto:dc2@floridael.info">dc2@floridael.info</a></td>
</tr>
<tr>
<td>Senior Judge Karl Grube</td>
<td>Senior Judge-Retired</td>
<td>Trial Court Judge</td>
<td><a href="mailto:kgrube@judi.org">kgrube@judi.org</a></td>
</tr>
<tr>
<td>Kathy Jimenez-Morales</td>
<td>Chief Counsel, Driver License</td>
<td>Florida Dept. of Highway Safety and Motor Vehicles</td>
<td><a href="mailto:kathyjimenez@flhsmv.gov">kathyjimenez@flhsmv.gov</a></td>
</tr>
<tr>
<td>Kevin Milan</td>
<td>Detective</td>
<td>Miami Beach Police Department</td>
<td><a href="mailto:kevinmilian@miamibeachfl.gov">kevinmilian@miamibeachfl.gov</a></td>
</tr>
<tr>
<td>Kyle Clark</td>
<td>Project Manager – DECP Eastern Region</td>
<td>International Association of Chiefs of Police</td>
<td><a href="mailto:clarkkk@theiacp.org">clarkkk@theiacp.org</a></td>
</tr>
<tr>
<td>Larry Coggins</td>
<td>West Central Florida Executive Director</td>
<td>Mothers Against Drunk Driving (MADD)</td>
<td><a href="mailto:Larry.Coggins@madd.org">Larry.Coggins@madd.org</a></td>
</tr>
<tr>
<td>Dr. Lisa Reidy</td>
<td>Director of Toxicology Lab and Assistant Research Professor</td>
<td>University of Miami, Division of Toxicology</td>
<td><a href="mailto:LReidy@med.miami.edu">LReidy@med.miami.edu</a></td>
</tr>
<tr>
<td>Lora Hollingsworth</td>
<td>Chief Safety Officer</td>
<td>Florida Dept. of Transportation, State Safety Office</td>
<td><a href="mailto:lora.hollingsworth@dot.state.fl.us">lora.hollingsworth@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Marcie Padron</td>
<td>DUI Supervisor</td>
<td>Orange County Sheriff’s Office</td>
<td><a href="mailto:marcie.padron@ocf.net">marcie.padron@ocf.net</a></td>
</tr>
<tr>
<td>Matthew Rosenblom</td>
<td>Sergeant</td>
<td>Pasco County Sheriff’s Office</td>
<td><a href="mailto:mrosenblom@pascoflsheriff.org">mrosenblom@pascoflsheriff.org</a></td>
</tr>
<tr>
<td>Melissa Branca</td>
<td>Coordinator</td>
<td>Students Against Destructive Decisions (SADD)</td>
<td><a href="mailto:info@floridasadd.org">info@floridasadd.org</a></td>
</tr>
<tr>
<td>Nick Trovato</td>
<td>Assistant State Attorney</td>
<td>Florida Association of State Prosecutors</td>
<td><a href="mailto:ntrovato@keysao.org">ntrovato@keysao.org</a></td>
</tr>
</tbody>
</table>

### 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

Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

### 11 405(d) 24-7 Sobriety Programs

Mandatory license restriction requirement

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

- Florida Statutes 316.193

24-7 Sobriety program information

Select whether the State will provide legal citation(s) to the State statute or upload State program information that authorizes a Statewide 24-7 sobriety program.

<table>
<thead>
<tr>
<th>Provide legal citations:</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upload State program information:</td>
<td>No</td>
</tr>
</tbody>
</table>

Provide legal citations

- State law authorizes a Statewide 24-7 sobriety program.
  - Florida Statutes 316.193(5)(j)

12 405(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.

<table>
<thead>
<tr>
<th>Motorcycle rider training course</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcyclist awareness program</td>
<td>Yes</td>
</tr>
<tr>
<td>Reduction of fatalities and crashes</td>
<td>No</td>
</tr>
<tr>
<td>Impaired driving program</td>
<td>No</td>
</tr>
<tr>
<td>Reduction of impaired fatalities and accidents</td>
<td>No</td>
</tr>
<tr>
<td>Use of fees collected from motorcyclists</td>
<td>No</td>
</tr>
</tbody>
</table>

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: Terry Rhodes/Executive Director

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider 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.

<table>
<thead>
<tr>
<th>County or Political Subdivision</th>
<th>Number of registered motorcycles</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALACHUA</td>
<td>8012</td>
</tr>
<tr>
<td>BAY</td>
<td>8447</td>
</tr>
<tr>
<td>BREvard</td>
<td>26780</td>
</tr>
<tr>
<td>BROWARD</td>
<td>41560</td>
</tr>
<tr>
<td>CHARLOTTE</td>
<td>8558</td>
</tr>
</tbody>
</table>

Enter the total number of registered motorcycles in State.

622941

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: FL Department of Highway Safety and Motor Vehicles
State authority name/title: Terry Rhodes/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.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>Annual</td>
<td>2019</td>
<td>0.0</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>County or Political Subdivision</th>
<th># of MCC involving another motor vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALACHUA</td>
<td>172</td>
</tr>
<tr>
<td>BAY</td>
<td>138</td>
</tr>
<tr>
<td>BREWARD</td>
<td>334</td>
</tr>
</tbody>
</table>

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 10332

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.

<table>
<thead>
<tr>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle Rider Training</td>
</tr>
<tr>
<td>Motorcycle and scooter rider HVE</td>
</tr>
<tr>
<td>Mass Media Campaign</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC-19-10-04</td>
<td>Safe Motorcycle and Rider Techniques (SMART)</td>
<td></td>
</tr>
<tr>
<td>MC-19-10-06</td>
<td>City of Gainesville Motorcycle/Scooter Safety and Education Program</td>
<td></td>
</tr>
<tr>
<td>M5PEM-19-16-02</td>
<td>Impaired Motorcyclist PSA Campaign</td>
<td></td>
</tr>
</tbody>
</table>

13 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded
FL Signed Certification FY19 Appendix A.pdf
Certifications and Assurances
for Fiscal Year 2019 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—
  - Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94  
  - 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs  
  - 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards  
  - 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State’s application may result in the denial of a grant award. If NHTSA seeks clarification of the State’s application, I authorize the State Highway Safety Office to provide additional information in support of the State’s application for a 23 USC Chapter 4 and Section 1906 grant.
SECTION 402 CERTIFICATIONS AND ASSURANCES

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

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

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

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

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

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

- The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  
  - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;

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

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

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

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)


- 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 2l 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 State will provide a drug-free workplace by:

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

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

   1. The dangers of drug abuse in the workplace;

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

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

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

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

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

   1. Abide by the terms of the statement;

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

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

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

   1. Taking appropriate personnel action against such an employee, up to and including termination;
2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

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

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

Instructions for Primary Tier Participant Certification (States)

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

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

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

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

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

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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

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

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

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

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

**Instructions for Lower Tier Participant Certification**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy on Seat Belt Use

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

**Policy on Banning Text Messaging While Driving**

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

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

[Signature]  
Signature Governor's Representative for Highway Safety

6-14-18  
Date

Brian Blanchard, P.E.  
Printed Name of Governor's Representative for Highway Safety