

# Florida Department of Transportation



## FY 2022 Highway Safety Plan



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Florida Governor

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# INTRODUCTION

## FLORIDA DEPARTMENT OF TRANSPORTATION

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

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

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

The FDOT State Safety Office has assembled the following Highway Safety Plan (HSP) to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities.



# FLORIDA'S 2021 - 2025 STRATEGIC HIGHWAY SAFETY PLAN




Eliminating roadway fatalities is the highest priority of FDOT and our traffic safety partners. Florida recognizes achieving zero fatalities and serious injuries will not be easy and will require commitment, energy, and innovation. We also acknowledge that some policies, procedures, and practices must change; business as usual is not enough and systemic changes are needed to make meaningful progress.


Florida's safety vision is simple: to eliminate all transportation-related fatalities and serious injuries for all modes of travel. This priority focuses on motor vehicle safety and includes pedestrians, bicyclists, motorcyclists, micromobility device users, and transit users using the roadway system, as well as connections between the roadway system and other modes of transportation. The personal and societal costs of traffic crashes in Florida today are unacceptably high. More than 3,100 Florida residents and visitors die in a traffic crash each year, and about 18,000 are seriously injured. Crashes involving fatalities, serious injuries, and property damage also take a toll on our quality of life, economy, and impede the efficiency and reliability of our transportation system.

The 2021 - 2025 Strategic Highway Safety Plan (SHSP) provides a framework for how Florida's traffic safety partners will move toward the vision of a fatality-free transportation system during the next five years. It is a call to action for public, private, and civic partners, identifying areas for collaboration, investment, and innovation.

Florida is focused on high priority topics like lane departure crashes, intersection crashes, pedestrian and bicyclist crashes, and crash data, and we have implemented a long list of proven countermeasures from safety belt use to rumble strips, and driver education. The SHSP calls for continued and expansion or enhancement of many of these activities – and it also challenges us to do more.




## OUR VISION



This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It introduces Florida to a “Safe System” approach promoted by the Federal Highway Administration to address all elements of a safe transportation system in an integrated manner. This approach means new priorities and strategies; enhanced and new partnerships; and committing more of our time, talent, and resources. We believe our collective commitment will help all of us make significant progress toward this vision in the next five years and beyond.

	WHERE WE ARE TODAY	WHERE WE ARE HEADED
<b>EMPHASIS AREAS</b>	<ul style="list-style-type: none"> <li>• Most prevalent causes of fatal and serious injury crashes</li> <li>• Traffic records</li> </ul>	<ul style="list-style-type: none"> <li>• Most prevalent causes of crashes</li> <li>• Traffic records</li> <li>• Evolving emphasis areas related to high-impact crashes or risks associated with new innovations</li> </ul>
<b>KEY STRATEGIES</b>	<ul style="list-style-type: none"> <li>• Addressing individual risks and behaviors through the 4Es of traffic safety                             <ul style="list-style-type: none"> <li>» Engineering</li> <li>» Enforcement</li> <li>» Education</li> <li>» Emergency response</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Advancing systematic solutions by continuing emphasis on the 4Es and adding 4Is (described on pages 12-14)                             <ul style="list-style-type: none"> <li>» Information intelligence</li> <li>» Innovation</li> <li>» Insight into communities</li> <li>» Investments and policies</li> </ul> </li> </ul>
<b>FREQUENT APPROACHES</b>	<ul style="list-style-type: none"> <li>• Reacting based on crash history</li> <li>• Focusing on individual behavior</li> <li>• Addressing specific risk locations</li> </ul>	<ul style="list-style-type: none"> <li>• Proactively identifying and addressing risks</li> <li>• Designing facilities to address human mistakes and vulnerabilities</li> <li>• Creating integrated solutions with redundancy to avoid risk of failure</li> </ul>
<b>MODES</b>	<ul style="list-style-type: none"> <li>• Roadway emphasis</li> </ul>	<ul style="list-style-type: none"> <li>• Safety for all modes, with focus on those who walk, bike, drive, ride transit, and travel by other modes on Florida’s roadways</li> </ul>
<b>PARTNERSHIPS</b>	<ul style="list-style-type: none"> <li>• Focus on transportation engineering and planning, law enforcement, education, and emergency medical services</li> </ul>	<ul style="list-style-type: none"> <li>• Understanding that a safe transportation system is a shared responsibility of all transportation system users and partners</li> </ul>
<b>PROGRAM STRUCTURE</b>	<ul style="list-style-type: none"> <li>• Transportation safety as a standalone program</li> </ul>	<ul style="list-style-type: none"> <li>• Addressing safety through all parts of the transportation system – from planning to design to operations to emergency response</li> </ul>
<b>PRIORITY</b>	<ul style="list-style-type: none"> <li>• Safety as a high priority transportation issue</li> </ul>	<ul style="list-style-type: none"> <li>• Safety as the highest priority transportation issue</li> <li>• Safety as a critical public health issue</li> </ul>



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This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It introduces Florida to a “Safe System” approach promoted by the Federal Highway Administration (FHWA) to address all elements of a safe transportation system in an integrated manner. This approach means new priorities and strategies; enhanced and new partnerships; and committing more of our time, talent, and resources. We believe our collective commitment will help all of us make significant progress toward Florida’s safety vision in the next five years and beyond.

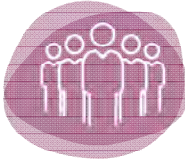
## OUR PLANNING PROCESS

The SHSP is a statewide safety plan that provides a framework for eliminating highway fatalities and serious injuries on all public roads. It identifies Florida's key safety needs and guides investment decisions toward strategies and countermeasures with the greatest potential to save lives and prevent injuries. The SHSP is a data-driven, multi-year plan establishing statewide strategies and emphasis areas. To develop this plan, we started with the 2016 SHSP, reviewed and aligned with related plans, analyzed trends and crash data, collaborated with our partners and coalitions, and sought public input.



### **VISION ZERO WORKSHOP**

225 ATTENDEES



### **SAFETY SUBCOMMITTEE**

6 MEETINGS  
150 ATTENDEES



### **SAFETY COALITION MEETINGS**

7 MEETINGS  
200 ATTENDEES



### **PARTNER BRIEFINGS**

247 BRIEFINGS WITH MORE THAN  
12,800 ATTENDEES AS PART OF THE  
FLORIDA TRANSPORTATION PLAN  
DEVELOPMENT



### **SOCIAL MEDIA OUTREACH**

MORE THAN 78,000 IMPRESSIONS  
AS PART OF THE FLORIDA  
TRANSPORTATION PLAN DEVELOPMENT

## ALIGNMENT WITH OTHER STATE PLANS

The SHSP was developed in close coordination with the state's long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of zero transportation fatalities or serious injuries for all modes. The FTP is guided by a 35-member Steering Committee, who also provided guidance to the update of this SHSP through the FTP Safety Subcommittee. The FTP Safety Subcommittee, comprised of key transportation and safety partners, met six times to review traffic safety data, discuss FTP and SHSP strategies, and provide input on emphasis areas. In addition to aligning with the FTP, we considered the goals and targets set in the Highway Safety Improvement Program (HSIP), the HSP, the strategic plans of statewide traffic safety coalitions and programs, the safety components of the Florida Freight Mobility and Trade Plan (FMTP), and the long-range transportation plans of Florida's 27 metropolitan planning organizations (MPOs). In an effort to have a broader reach, we also considered plans from other agencies such as the Department of Elder Affairs' State Plan on Aging, the Florida Department of Health's (FDOH) State Health Improvement Plan (SHIP), and the Emergency Medical Services (EMS) State Plan.

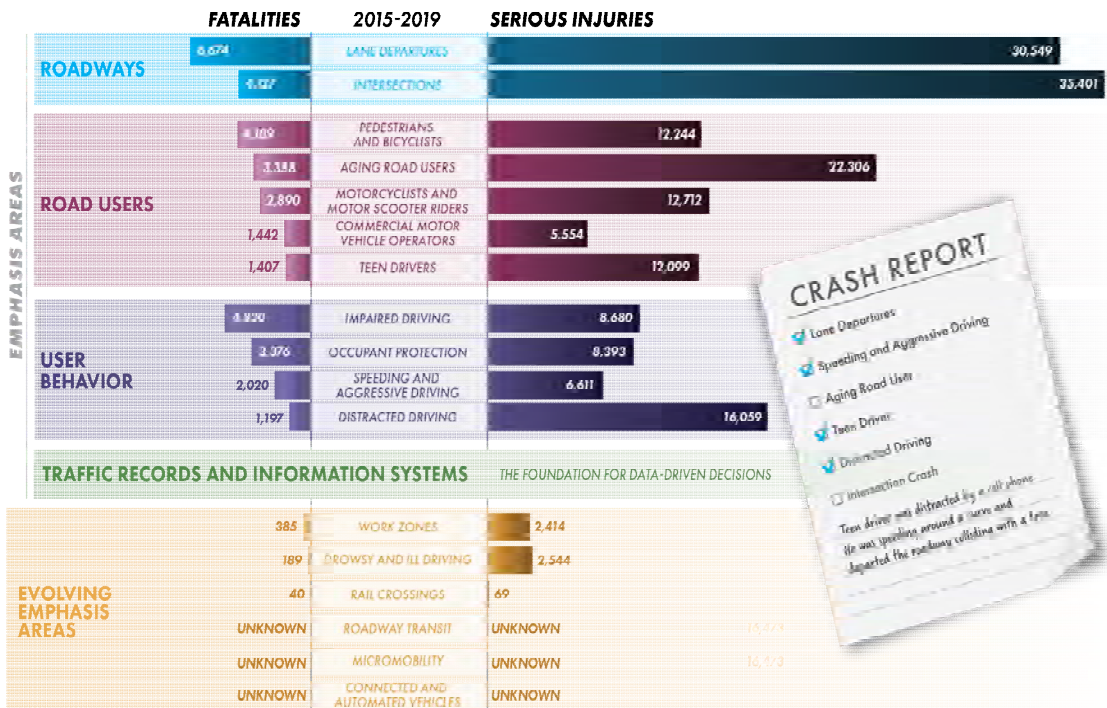
## REVIEW AND ANALYSIS OF SAFETY AND RELATED DATA

Florida's SHSP is a data-driven plan, built on extensive analysis of the state's traffic crash data. Florida's crash data are collected by law enforcement officers statewide and submitted to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV). The data analyzed include valuable information about the location of the crash, conditions at the time of the crash, behavioral factors that contributed to the crash, and the vehicle and demographic information that identifies the types of users involved in the crash. This information, paired with other statewide and national trends, adds context to the traffic fatalities and serious injuries that occur on Florida's roadways and helps safety professionals and partners identify potential countermeasures that could save lives. Unless otherwise noted, all data reported in Florida's SHSP are from FLHSMV from 2015-2019. For the 2021 SHSP update, the five-year traffic crash data (2015-2019) are compared with the previous five-year period (2011-2015) data to evaluate the highest contributing factors to Florida's safety performance.



# OUR EMPHASIS AREAS

Fatal and serious injury crashes are rarely influenced by a single factor. Based on partner and stakeholder input, a review of Florida’s traffic safety resources, and analysis of crash data between 2015 and 2019, we identified the top Emphasis Areas and organized them into three categories – Roadways, Road Users, and User Behavior – supported by traffic records and information systems and accompanied by an additional category for evolving safety issues.



## FEDERAL TRAFFIC SAFETY PROGRAMS

Florida's HSP and HSIP echo the goals of Florida's 2021 SHSP. All three plans cite the goal of reducing traffic crashes, fatalities, and serious injuries, with an ultimate target of zero fatalities and serious injuries.



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

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

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

These and other efforts, while not funded by NHTSA grant dollars, are important considerations in Florida's comprehensive effort towards target zero.

Florida's FY 2022 HSP has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs as amended by the FAST Act. States must annually submit an HSP to NHTSA for approval describing its highway safety program and planned activities that will drive down serious injuries and fatalities on our highways.

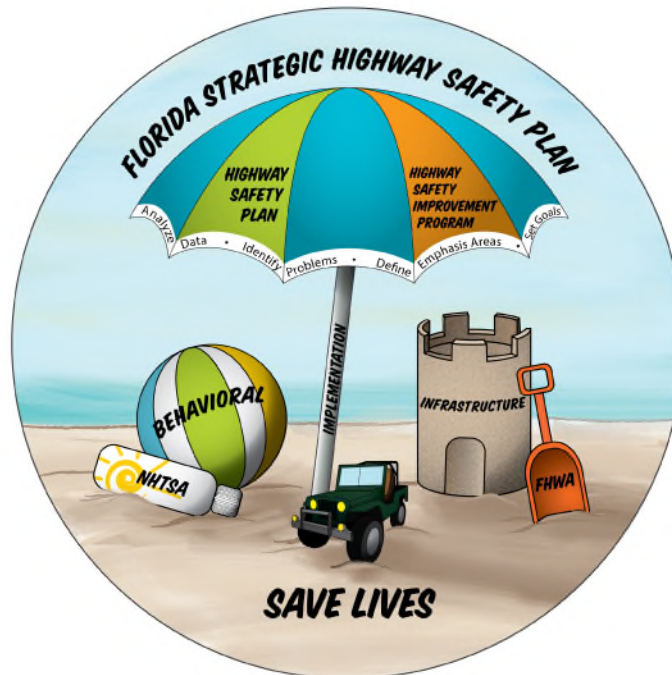
States are required to coordinate their HSP, data collection and information systems with the SHSP as defined in 23 U.S.C. 148(a). For many years, the responsibility for developing both the HSP and the HSIP has been with the FDOT State Safety Office and the SHSP serves as the overarching guide to continuous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



# FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2021-22 HSP (hereafter referred to as Florida's FY 2022 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The HSP is based on Florida's SHSP goals and objectives, crash data, and federal requirements. The 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 FY 2022 HSP and are separated into the following categories:

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



## SUBGRANTS

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

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

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

## COST REIMBURSEMENT

The FDOT State Safety Office will fund all projects described within this FY 2022 HSP with NHTSA funding. NHTSA funds are provided to the state via a cost-reimbursement process. The FDOT reimburses subrecipients for subgrant eligible costs using state funds and then vouchers NHTSA for reimbursement of all claims paid within the previous month. The FDOT has until December 31<sup>st</sup> of each year to request reimbursement of subgrant claim costs for the previous federal fiscal year.

## COMPLIANCE WITH NHTSA GUIDELINES - PURCHASES

As per NHTSA guidelines, all subgrants awarded in the FY 2022 HSP will comply with the May 18, 2016 memorandum from NHTSA's Chief Counsel. This includes all equipment, recognition awards, educational materials, advertising media, and safety items for public distribution. The FDOT State Safety Office will continue to verify compliance with the NHTSA regional office for any questionable items.



## COMPLIANCE WITH U.S. CODE – LOCAL BENEFIT

Local benefit is where locals agree in advance of implementation to accept the benefits of the program funded by federal funds and it is understood that state agency expenditures are generally not classified as having a local benefit even though they are expended for and in the local jurisdictions, unless the locals specifically request the program in their area.

In accordance with 23 USC Chapter 4, at least 40 percent of Section 402 funding outlined for this fiscal year will be expended by or for the benefit of the political subdivisions of the state (locals), including Indian Tribal governments. Florida continues to ensure that locals have an active voice in the initiation, development, and implementation of projects selected. Each project funded with Section 402 will also have a local benefit amount provided to indicate what portion of these funds meet the local benefit compliance requirements. Only projects that can be 100% allocated to local benefit will be accounted for as having a local benefit amount. Projects funded with Section 405 funding will show N/A for local benefit since the requirement does not apply.

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

### FY 2022 Highway Safety Plan 402 Local Benefit

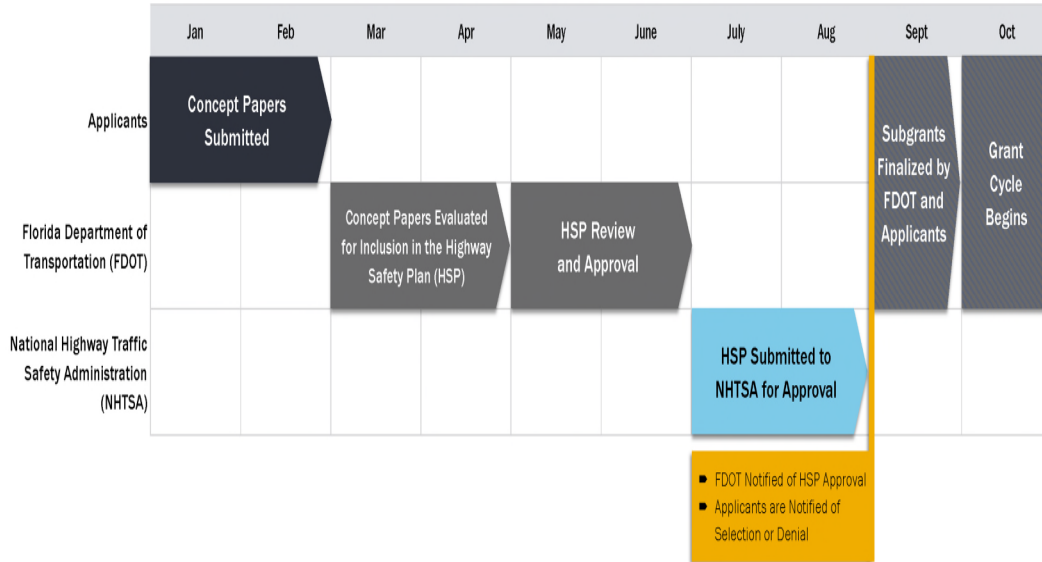
Type of Funding	402 (Grants)			
FDOT Program Areas	Sum of Final Funding Amount	Sum of Local Benefit	Percentage	
Aging Road Users	\$ 523,000	\$ 205,000	39%	
Community Traffic Safety Outreach	\$ 1,372,000	\$ 632,000	46%	
Distracted Driving	\$ 321,000	\$ 321,000	100%	
Impaired Driving	\$ 285,000	\$ -	0%	
Motorcycle Safety	\$ 2,444,000	\$ 1,628,000	67%	
Occupant Protection and Child Passenger Safety	\$ 1,178,000	\$ 1,063,000	90%	
Paid Media - Distracted Driving	\$ 750,000	\$ -	0%	
Paid Media - Motorcycle Safety	\$ 440,000	\$ -	0%	
Paid Media - Railroad Safety	\$ 750,000	\$ -	0%	
Paid Media - Speeding and Aggressive Driving	\$ 750,000	\$ -	0%	
Paid Media - Work Zone Safety	\$ 750,000	\$ -	0%	
Pedestrian and Bicycle Safety	\$ 1,233,000	\$ -	0%	
Planning and Administration	\$ 570,000	\$ -	0%	
Police Traffic Services - LEL	\$ 1,245,001	\$ 75,000	6%	
Public Traffic Safety Professionals Training	\$ 961,000	\$ 961,000	100%	
Speeding and Aggressive Driving	\$ 2,669,500	\$ 2,669,500	100%	
Teen Driver Safety	\$ 690,500	\$ 365,500	53%	
Traffic Records	\$ 1,282,000	\$ 500,001	39%	
Work Zone Safety	\$ 585,000	\$ 585,000	100%	
<b>Grand Total</b>	<b>\$ 18,799,000</b>	<b>\$ 9,005,001</b>	<b>48%</b>	

# APPLICATION PROCESS

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

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

Safety Grant Process



## CONCEPT PAPERS

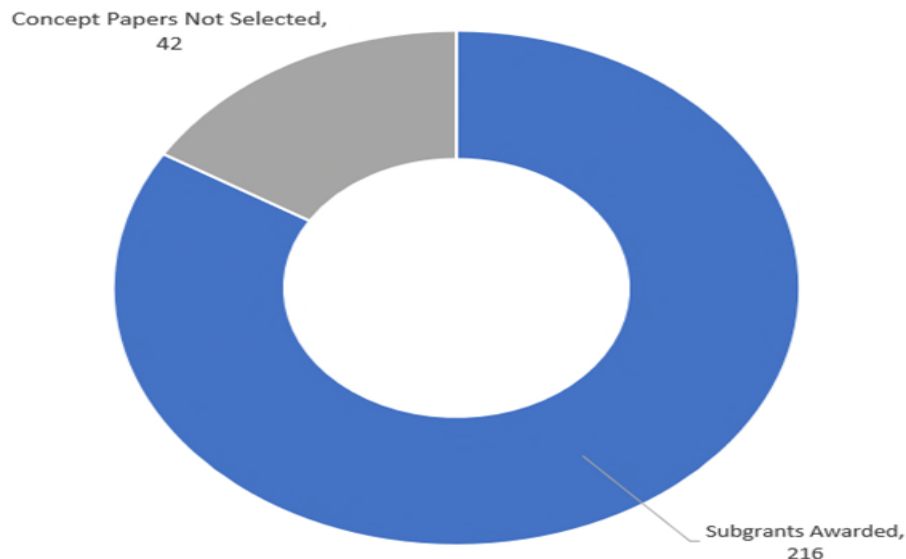
The FDOT State Safety Office received 258 concept papers from entities interested in implementing traffic safety projects and ultimately plans on awarding 216 different projects to subrecipients.

The chart below represents the total number of concept papers received and subgrants awarded for FY 2022.

### FY 2022 Highway Safety Plan Concept Papers Received vs. Subgrants Awarded

FDOT Program Areas	Concept Papers Received	Subgrants Awarded	Difference	Percentage Awarded
Aging Road Users	4	2	2	50%
Community Traffic Safety Outreach	13	12	1	92%
Distracted Driving	10	6	4	60%
Impaired Driving	40	34	6	85%
Motorcycle Safety	28	27	1	96%
Occupant Protection and Child Passenger Safety	21	21	0	100%
Paid Media (FDOT Only)	5	5	0	100%
Pedestrian and Bicycle Safety	14	8	6	57%
Planning and Administration (FDOT Only)	2	2	0	100%
Police Traffic Services	5	5	0	100%
Public Traffic Safety Professionals Training	34	29	5	85%
Speed/Aggressive Driving	42	36	6	86%
Teen Driver Safety	14	11	3	79%
Traffic Records	10	5	5	50%
Traffic Records Coordinating Committee (TRCC)	8	6	2	75%
Work Zone Safety	8	7	1	88%
<b>Grand Total</b>	<b>258</b>	<b>216</b>	<b>42</b>	<b>84%</b>

### FY 2022 Concept Papers Received vs. Subgrants Awarded





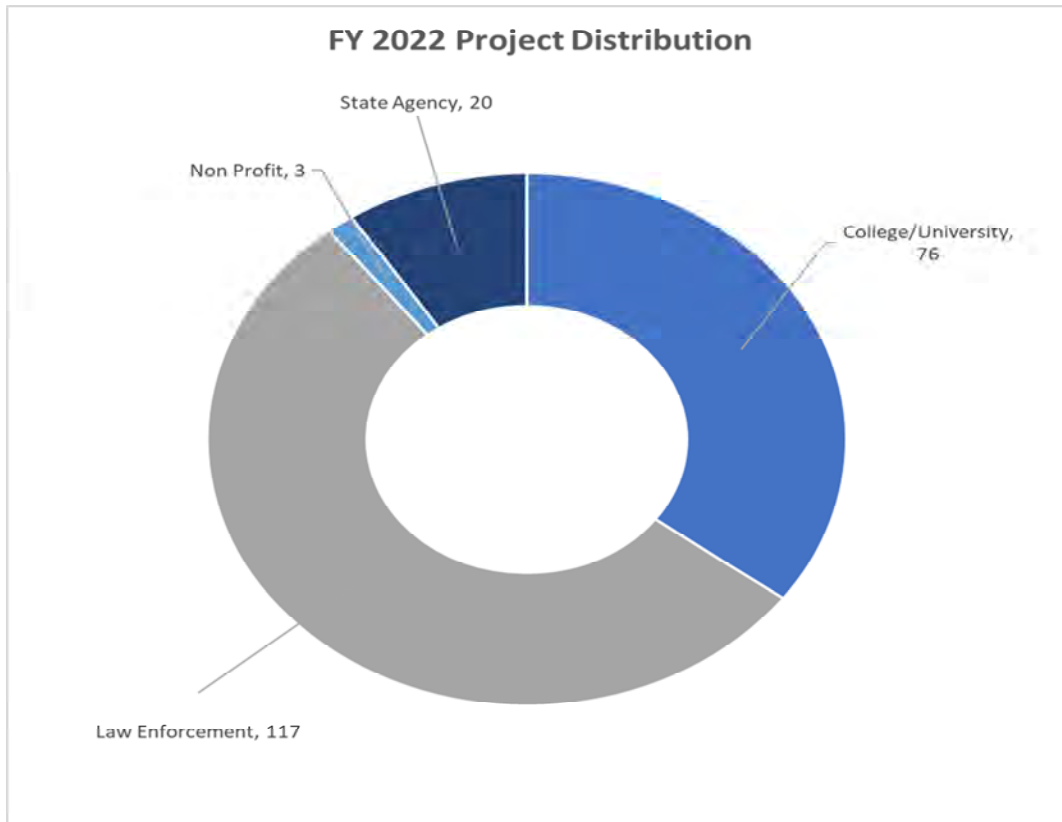
## PROJECT DISTRIBUTION

The FDOT State Safety Office works with many different traffic safety partners to implement subgrant funded projects. Florida's FY 2022 HSP includes 90 different subrecipients for the 216 different projects that are currently planned.

The chart below represents the planned FY 2022 subrecipients divided into four main categories.

# FY 2022 Highway Safety Plan Project Distribution

Agency Type	Projects Planned	Sum of Final Funding Amount
College/University	76	\$ 19,754,249
Law Enforcement	117	\$ 8,262,500
Non Profit	3	\$ 403,000
State Agency	20	\$ 7,642,435
<b>Grand Total</b>	<b>216</b>	<b>\$ 36,062,184</b>



## RISK ASSESSMENT

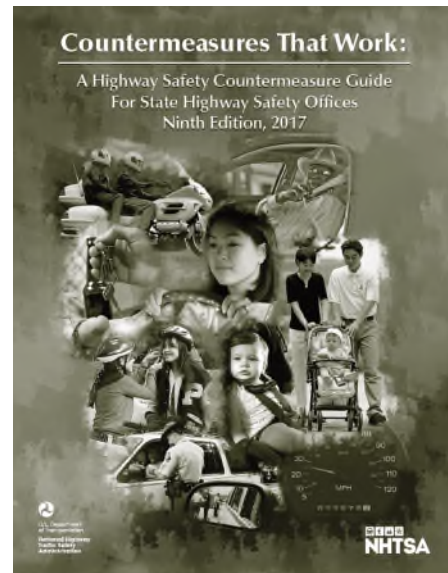
FDOT's State Safety Office is required by NHTSA to evaluate and document the risk for each entity applying for federal subgrant funds prior to making an award. The FDOT State Safety Office assesses the applicant's risk of noncompliance with Federal and State statutes, Federal and State regulations, terms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



## ANALYSIS

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

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



# PROBLEM IDENTIFICATION

The FDOT State Safety Office has developed objective, data-driven tools to identify traffic safety challenges 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 (2015-2019), 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 15-20
- **Work Zones** – serious injuries plus fatalities occurring as a result of crashes which were coded as work zone-related

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

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

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



## CARGO SHIFT OR LOSS (UNSECURED LOAD)

The FDOT State Safety Office also annually reviews the number of serious injuries and fatalities caused by crashes involving unsecured loads on non-commercial vehicles. Examination of five years of cumulative data (2015-2019) reveals that a total of 11 fatalities and 90 serious injuries were sustained by Florida motorists due to unsecure loads, or an average of a little over two fatalities and 18 serious injuries per year. This review provides Florida decision-makers with critical information about crashes involving cargo shift or loss for non-commercial vehicles throughout the state. An analysis of the data indicates that the incidents occur rarely and randomly throughout the state. The FDOT State Safety Office and its traffic safety partners will monitor this data annually to determine the need for future countermeasures.

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



# HIGHWAY SAFETY MATRIX

FY2022 Highway Safety Matrix - Ranking of Florida Counties (Based on total actual serious injuries and fatalities during 2015-2019)																													
Group I - Population of 200,001 and above - 26 Counties				Group II - Population of 50,001 to 200,000 - 15 Counties				Group III - Population of up to 50,000 - 26 Counties																					
Florida County (Group I)	Aging Road Users (Drivers 65+)	Disabled Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group II)	Aging Road Users (Drivers 65+)	Disabled Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group III)	Aging Road Users (Drivers 65+)	Disabled Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	18	15	19	18	19	21	19	25	Bay	7	2	3	4	2	1	2	2	11	Baker	21	10	5	14	7	11	16	6	11
Brevard	11	12	14	10	13	12	9	13	12	Charlotte	6	8	8	5	12	6	7	13	5	Bradford	15	20	8	11	17	8	19	12	12
Broward	4	9	11	3	4	2	1	5	2	Citrus	2	1	5	2	3	3	1	4	4	Calhoun	22	6	18	19	22	24	22	17	22
Clay	26	26	21	26	26	26	26	26	22	Columbia	8	5	2	15	1	13	6	4	14	DeSoto	1	8	6	1	5	1	7	5	1
Collier	18	14	19	23	19	18	23	20	23	Flagler	12	13	12	7	14	9	13	15	13	Dixie	19	17	17	24	12	14	21	16	6
Duval	13	7	2	9	5	7	10	9	8	Hernando	1	3	6	3	5	4	3	1	1	Franklin	23	25	25	25	26	16	25	25	24
Escambia	20	17	18	20	17	15	19	18	17	Highlands	3	9	10	9	6	10	9	5	15	Gadsden	7	4	3	8	4	7	2	9	9
Hillsborough	6	3	1	2	2	4	4	3	5	Indian River	4	11	9	11	7	5	10	8	3	Gilchrist	20	21	10	16	16	23	8	15	21
Lake	15	16	17	15	14	21	14	16	15	Martin	10	15	4	6	11	7	4	12	8	Glades	16	14	12	9	13	21	14	23	23
Lee	12	8	5	11	8	11	8	12	16	Monroe	11	4	13	1	15	2	11	14	12	Gulf	18	18	22	17	18	20	24	22	7
Leon	23	25	24	25	24	22	18	24	24	Nassau	13	12	7	13	8	15	15	7	7	Hamilton	14	15	16	18	14	18	6	19	8
Manatee	7	13	9	13	15	10	16	6	9	Putnam	14	14	1	10	4	11	12	9	10	Herdece	2	5	13	3	6	10	15	3	15
Marion	14	19	8	16	9	17	15	17	19	Santa Rosa	9	6	11	8	9	8	5	6	6	Hendry	8	7	11	4	9	2	12	10	2
Miami-Dade	3	6	7	1	1	1	3	2	6	Sumter	5	7	15	12	10	12	14	10	2	Holmes	10	19	19	15	11	19	11	7	13
Ocala	25	22	26	24	21	23	22	22	21	Walton	15	10	14	14	13	14	8	11	9	Jackson	5	1	4	7	1	5	5	4	10
Orange	8	1	3	5	6	3	5	1	1											Jefferson	13	11	20	23	21	17	13	21	17
Osceola	17	2	20	17	23	16	25	11	14											Lafayette	24	26	26	20	20	22	17	24	25
Palm Beach	2	11	10	8	3	6	2	7	13											Levy	4	3	1	2	3	4	3	2	19
Pasco	1	4	4	7	12	8	12	4	4											Liberty	25	24	23	26	25	23	26	26	26
Pinellas	5	10	6	6	7	5	7	8	11											Madison	12	13	15	22	23	12	10	18	5
Polk	16	15	13	12	10	14	11	15	20											Okeechobee	6	22	7	5	8	3	9	13	4
Saint Johns	24	23	23	21	25	24	24	25	26											Suwannee	3	2	2	6	2	6	1	1	14
Saint Lucie	22	24	25	22	20	25	17	23	18											Taylor	9	12	9	13	10	9	4	8	16
Sarasota	9	20	16	14	16	13	13	14	3											Union	26	23	24	21	24	26	26	20	18
Seminole	21	21	22	18	22	20	20	21	10											Walulla	11	9	14	10	19	15	18	14	20
Volusia	10	5	12	4	11	9	6	10	7											Washington	17	16	21	12	15	13	20	11	3



The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety improvements that may be implemented during federal funds. Any document displaying this score shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 402.


Florida Department of Transportation  
State Safety Office  
Extract Date: 12/13/2020  
Published: 12/30/2020



**FDOT** **FY2022 Highway Safety Matrix - Ranking of Florida Cities** **FDOT**  
 (Based on total actual serious injuries and fatalities during 2015-2019)

Group I - Population of 75,000 and above - 34 Cities

Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Boca Raton	16	17	22	25	19	28	21	26	10
Boynton Beach	28	32	19	27	24	30	27	33	18
Cape Coral	17	7	8	14	14	22	7	12	27
Clearwater	7	12	11	9	15	8	20	13	14
Coral Springs	23	25	26	31	29	25	25	17	19
Davie	22	23	12	16	18	24	10	15	15
Deerfield Beach	31	28	34	26	33	23	22	30	23
Deltona	30	14	33	20	34	34	24	27	31
Fort Lauderdale	11	11	18	6	11	6	12	11	11
Fort Myers	10	4	5	7	6	10	6	5	22
Gainesville	8	5	7	8	9	9	17	7	17
Hialeah	9	27	9	11	7	7	23	10	16
Hollywood	18	20	10	18	10	14	13	19	6
Homestead	33	34	28	34	27	27	34	28	33
Jacksonville	2	2	1	2	1	3	1	2	3
Lakeland	15	19	14	12	16	18	18	25	21
Largo	14	9	24	15	31	13	33	20	12
Melbourne	13	10	13	10	20	20	14	16	13
Miami	5	6	6	4	3	2	4	4	5
Miami Beach	29	31	30	22	32	16	26	31	29
Miami Gardens	27	15	21	33	17	17	16	14	25
Miramar	34	30	27	32	23	33	29	32	9
Orlando	1	1	2	1	2	1	3	1	1
Palm Bay	12	13	15	13	22	21	8	9	24
Palm Coast	25	26	17	24	25	32	32	29	32
Pembroke Pines	24	29	25	29	28	26	28	24	20
Plantation	6	22	23	23	12	19	19	8	4
Pompano Beach	19	16	31	21	21	11	15	22	7
Port Saint Lucie	26	24	29	28	26	29	30	21	34
Saint Petersburg	4	8	4	5	5	5	5	6	8
Sunrise	32	33	32	30	30	31	31	34	30
Tallahassee	21	18	16	19	13	12	11	18	26
Tampa	3	3	3	3	4	4	2	3	2
West Palm Beach	20	21	20	17	8	15	9	23	28

**Legend**  
 Highest 25% in a category.

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Florida Department of Transportation  
 State Safety Office

Extract Date: 12/13/2020  
 Published: 12/30/2020



# FY2022 Highway Safety Matrix - Ranking of Florida Cities



(Based on total actual serious injuries and fatalities during 2015-2019)

Group II - Population of 15,000-74,999 - 102 Cities

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

**Legend**  
 Highest 25% in a category.

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# PERFORMANCE PLAN

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

## CORE OUTCOME MEASURES

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

## BEHAVIOR MEASURES

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

## ACTIVITY MEASURES

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

## FLORIDA-SPECIFIC MEASURES

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

## TARGETS

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Target Zero Fatalities & Serious Injuries,” in 2021. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.



## DATA FORECASTS

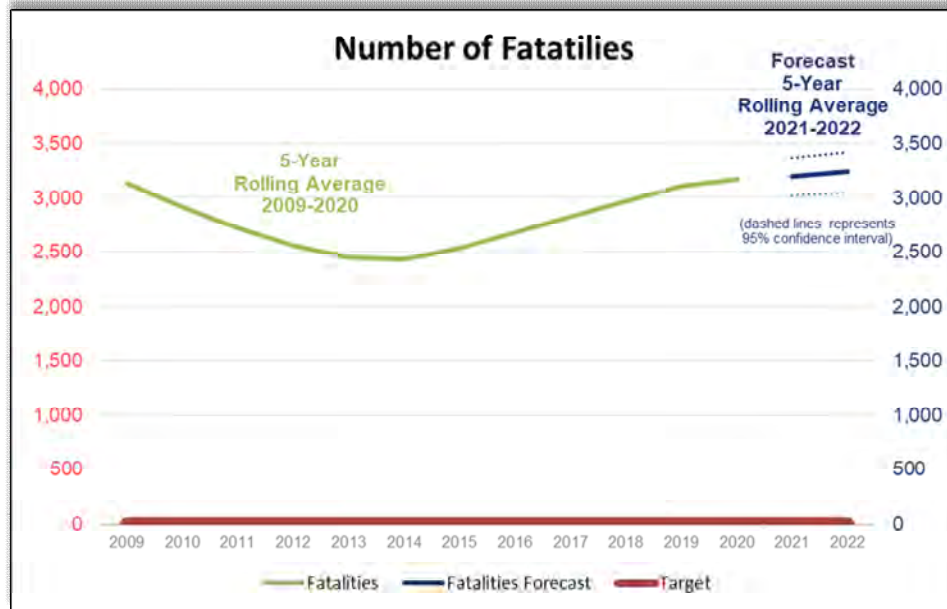
Understanding that zero fatalities cannot be reached within the HSP FY 2022 year, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including vehicle miles traveled (VMT), gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only Vehicle Miles Traveled (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five-year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2021 and 2022 are based on monthly data from 2005 through 2020 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2021 and 2022 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to COVID-19 anomalies.

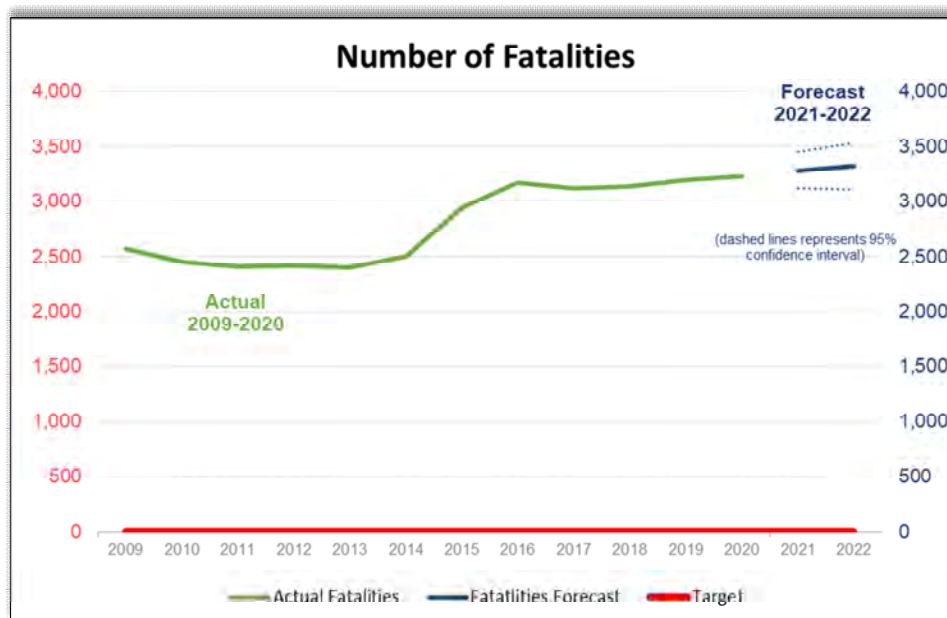
## C1 - NUMBER OF FATALITIES

- **Target:** Florida's target for fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted as 3,233 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reduce the upward trend to ultimately reduce the number of traffic fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2021 and 2022.



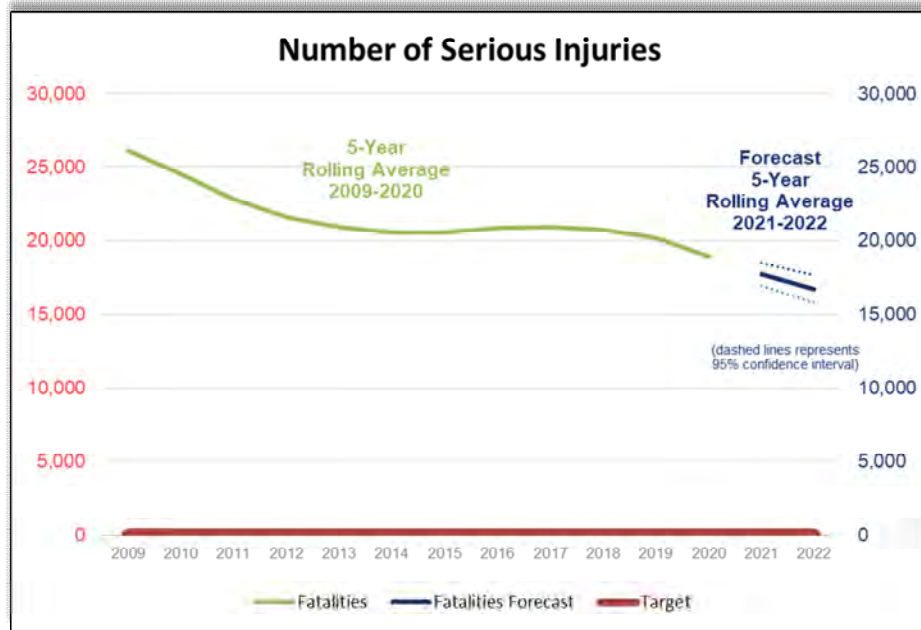
- **Actual Annual Graph:** The chart below reflects the annual traffic fatalities for each year and the data forecast for 2021 and 2022.



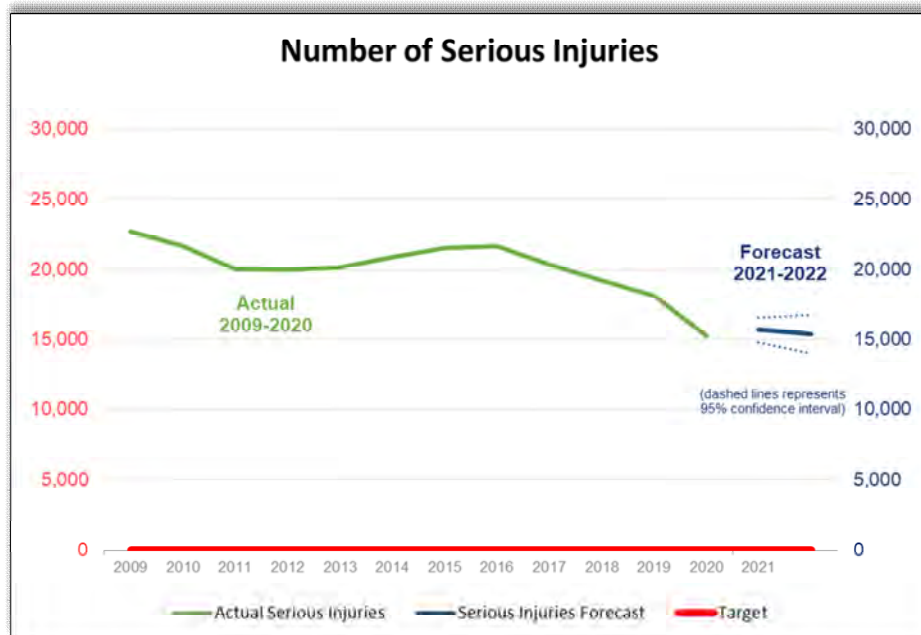
## C2 - NUMBER OF SERIOUS INJURIES

- **Target:** Florida's target for serious injuries is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted as 16,724 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injuries could slowly trend downward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of serious injuries for each year and the data forecast for 2021 and 2022.



- **Actual Annual Graph:** The chart below reflects the annual serious injuries for each year and the data forecast for 2021 and 2022.

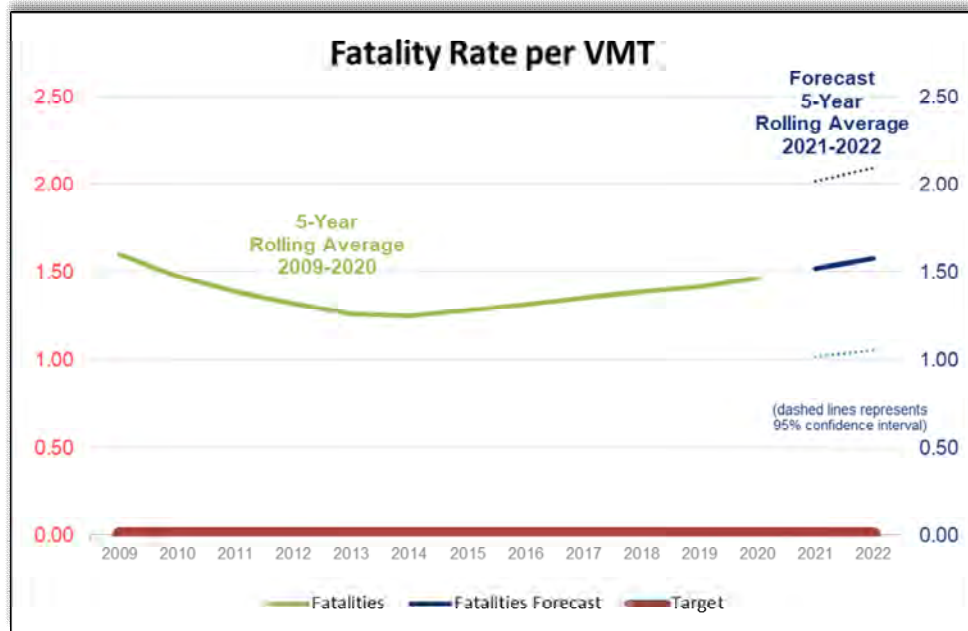




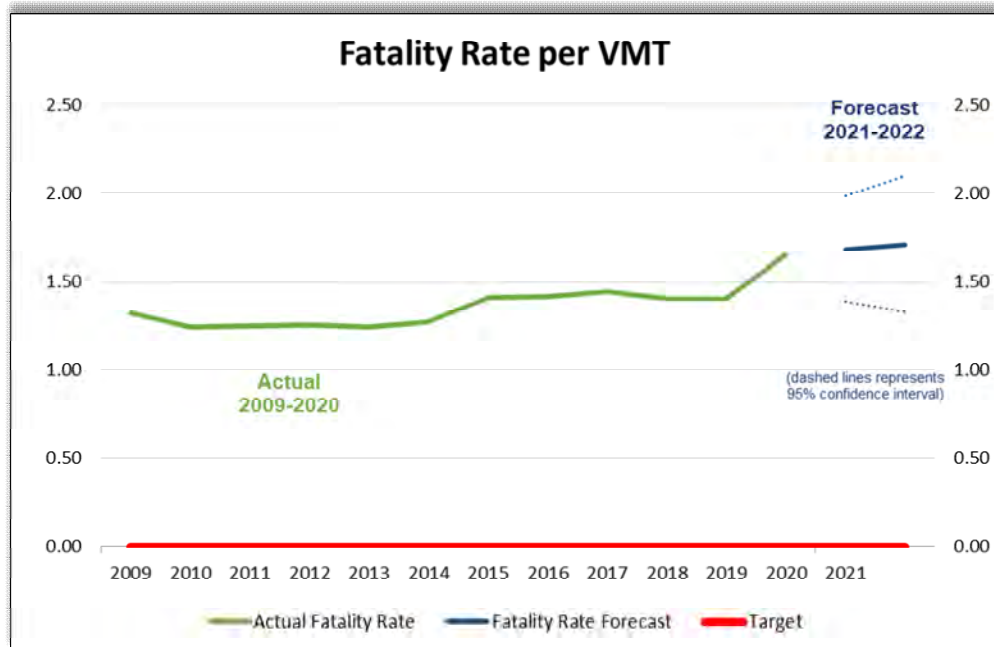
## C3 - FATALITY RATE PER 100M VMT

- **Target:** Florida's target for fatality rate is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for fatality rate per 100M VMT on Florida's roads is forecasted as 1.57 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatality rate could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatality rate could trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the upward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average for fatality rate per 100M VMT for each year and the data forecast for 2021 and 2022.



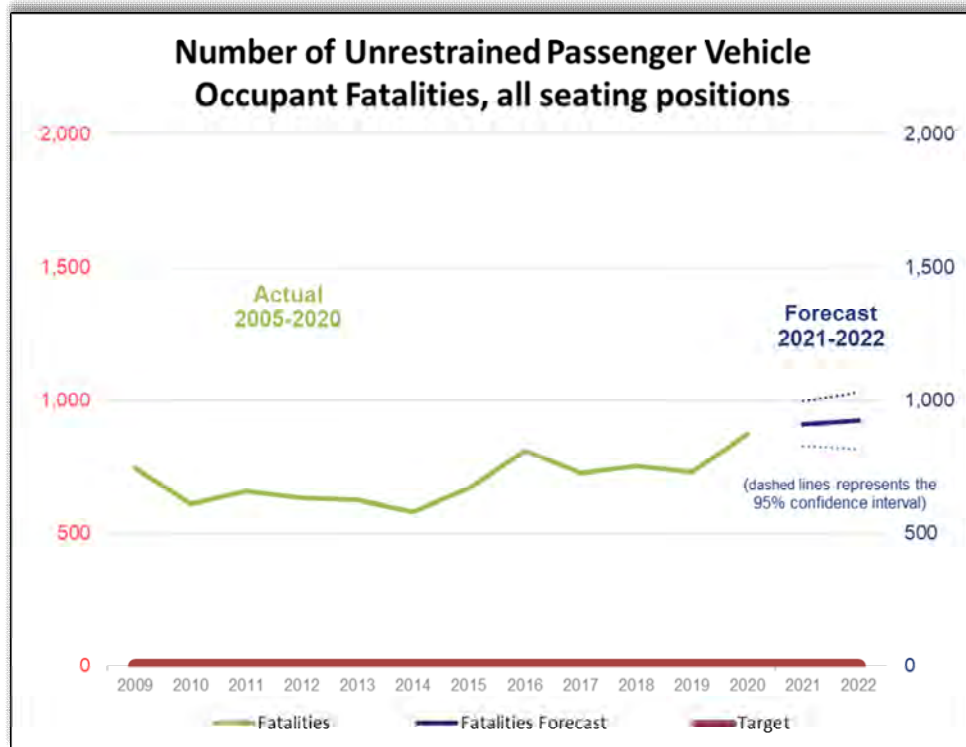
- **Actual Annual Graph:** The chart below reflects the annual fatality rate per 100M VMT for each year and the data forecast for 2021 and 2022.



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

- **Target:** Florida's target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads is forecasted as 923 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will help to flatten the upward trend to ultimately reduce the number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

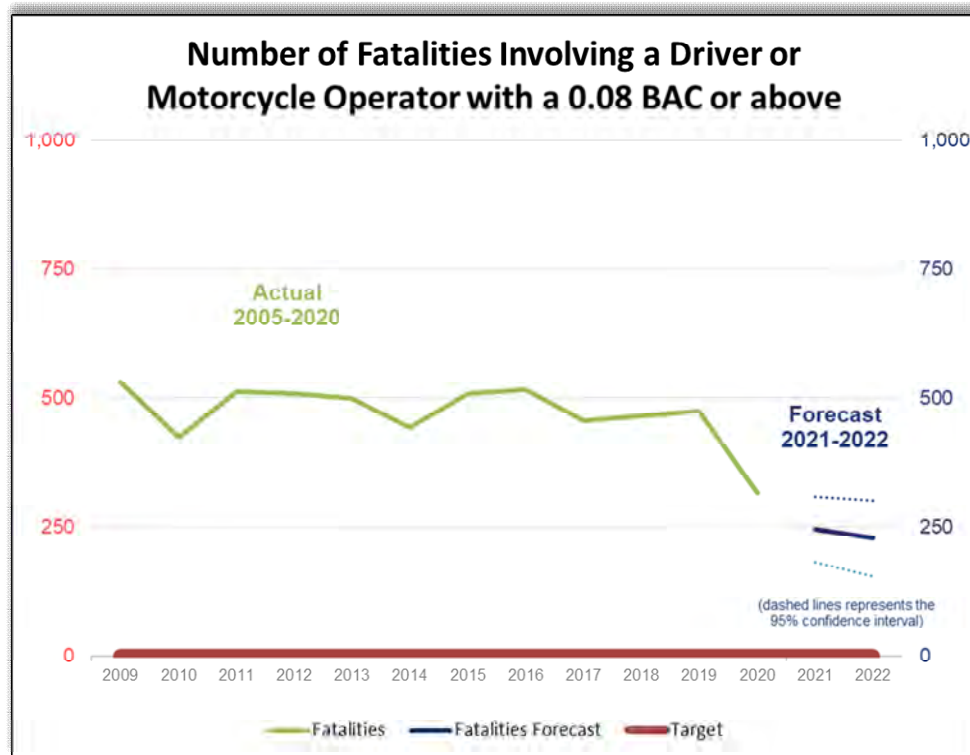
- **Actual Annual Graph:** The chart below reflects the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecast for 2021 and 2022.



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

- **Target:** Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above on Florida's roads is forecasted as 229 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual total for the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above could slowly trend downward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's fatalities involving a driver or motorcycle operator with a .08 BAC or above could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the downward trend to ultimately reduce the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

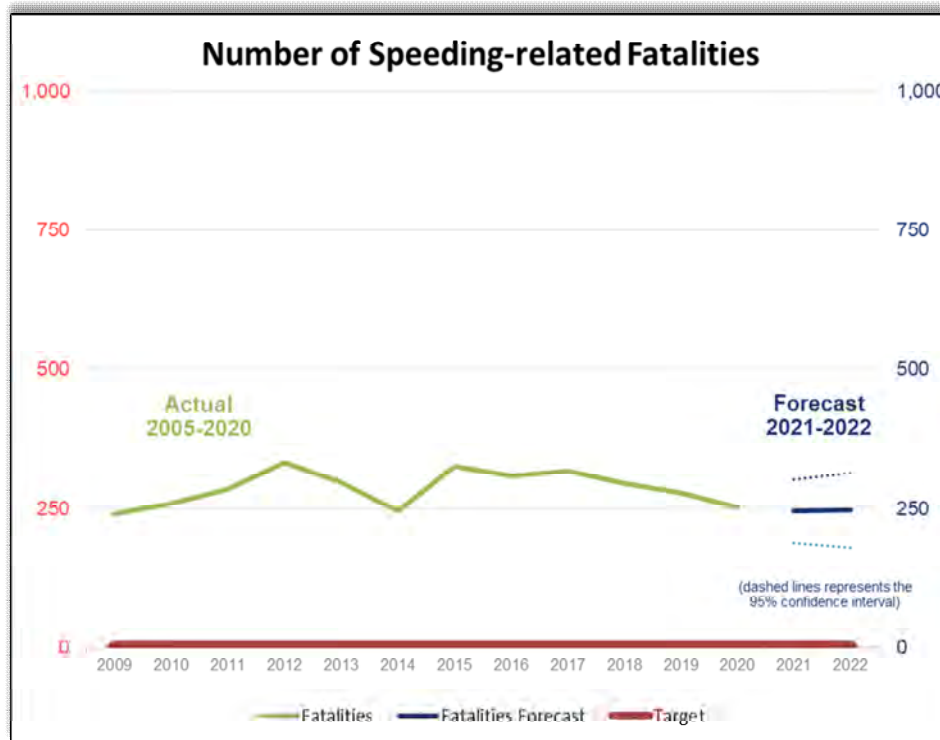
- **Actual Annual Graph:** The chart below reflects the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above for each year and the data forecast for 2021 and 2022.



## C6 - NUMBER OF SPEEDING-RELATED FATALITIES

- **Target:** Florida's target for the number of speeding-related fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of speeding-related fatalities on Florida's roads is forecasted as 246 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual total for the number of speeding-related fatalities could remain relatively flat in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of speeding-related fatalities could remain relatively flat in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of speeding-related fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual total for the number of speeding-related fatalities for each year and the data forecast for 2021 and 2022.

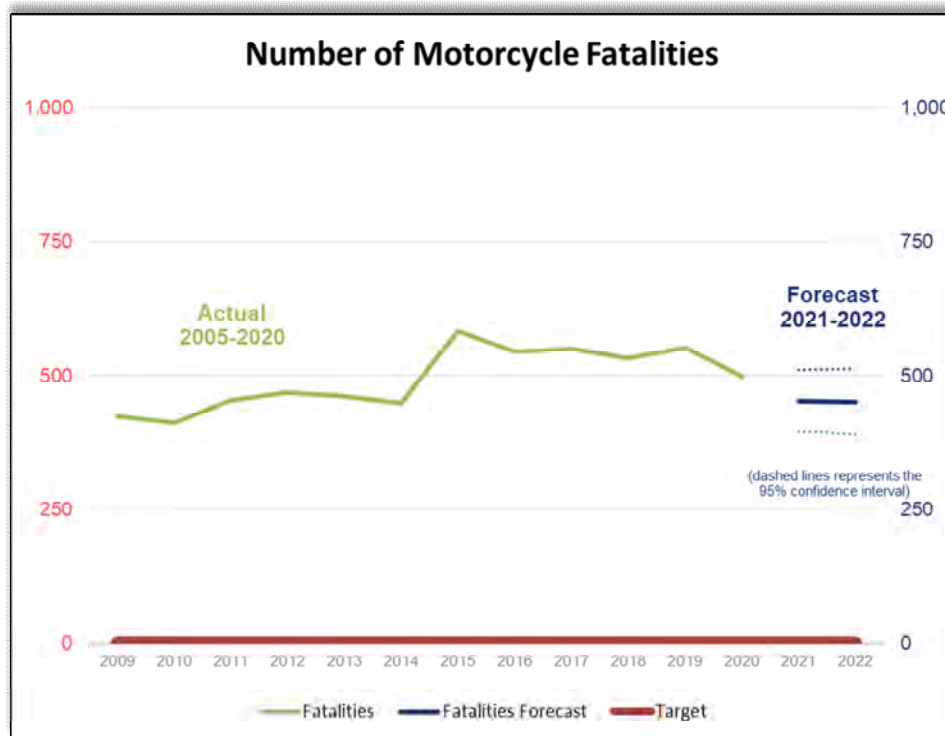




## C7 - NUMBER OF MOTORCYCLIST FATALITIES

- **Target:** Florida's target for the number of motorcycle fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of motorcycle fatalities on Florida's roads is forecasted as 452 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual total for the number of motorcyclist fatalities could trend downward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates the annual total for the number of motorcycle fatalities could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will continue this trend and ultimately reduce the number of motorcyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

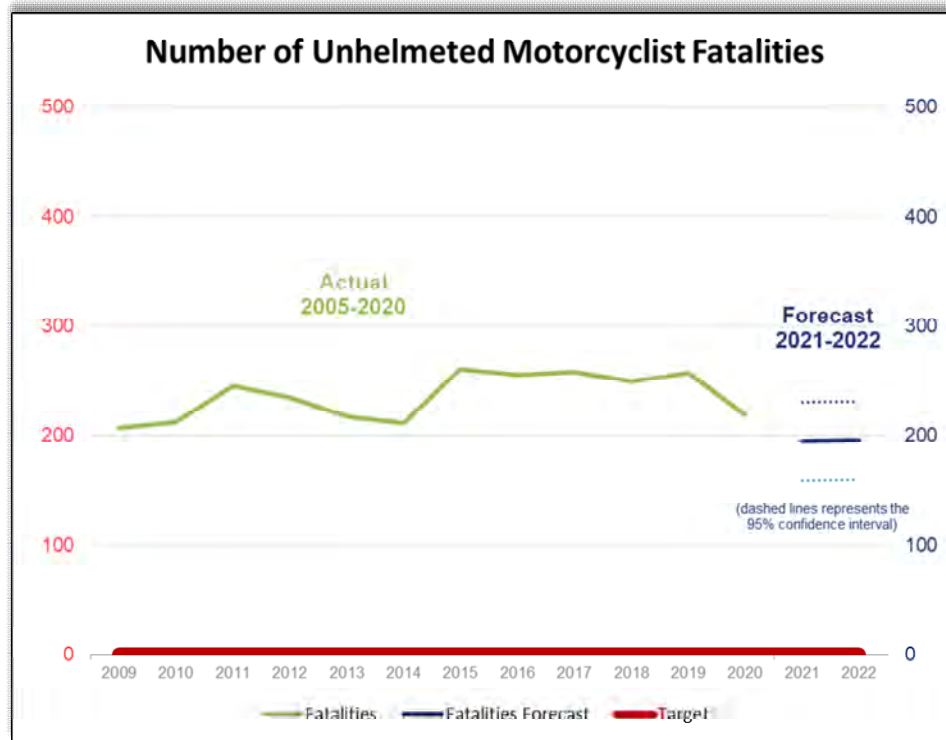
- **Actual Annual Graph:** The chart below reflects the annual total for the number of motorcyclist fatalities for each year and the data forecast for 2021 and 2022.



## C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

- **Target:** Florida's target for the number of unhelmeted motorcyclist fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of unhelmeted motorcyclist fatalities on Florida's roads is forecasted as 196 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates the annual total for the number of unhelmeted motorcyclist fatalities could slowly trend downward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of unhelmeted motorcyclist fatalities could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will support this trend and ultimately reduce the number of unhelmeted motorcyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

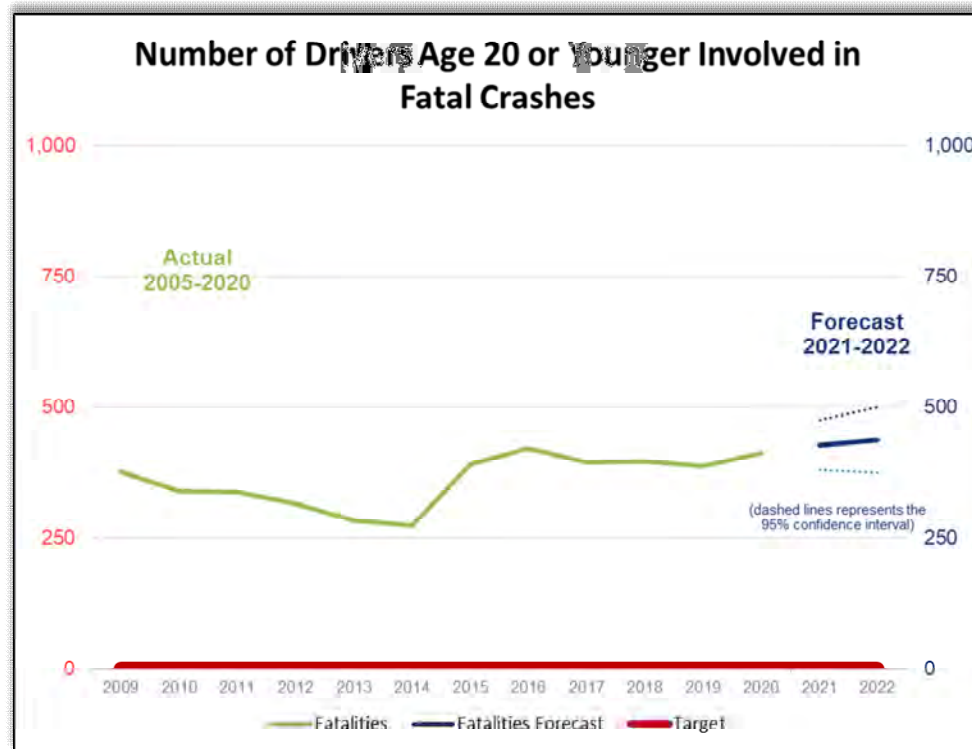
- **Actual Annual Graph:** The chart below reflects the annual total for the number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2021 and 2022.



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

- **Target:** Florida's target for the number of drivers age 20 or younger involved in fatal crashes is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of drivers age 20 or younger involved in fatal crashes on Florida's roads is forecasted as 437 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual number of drivers age 20 or younger involved in fatal crashes could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of drivers age 20 or younger involved in fatal crashes could slowly trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of drivers age 20 or younger involved in fatal crashes.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

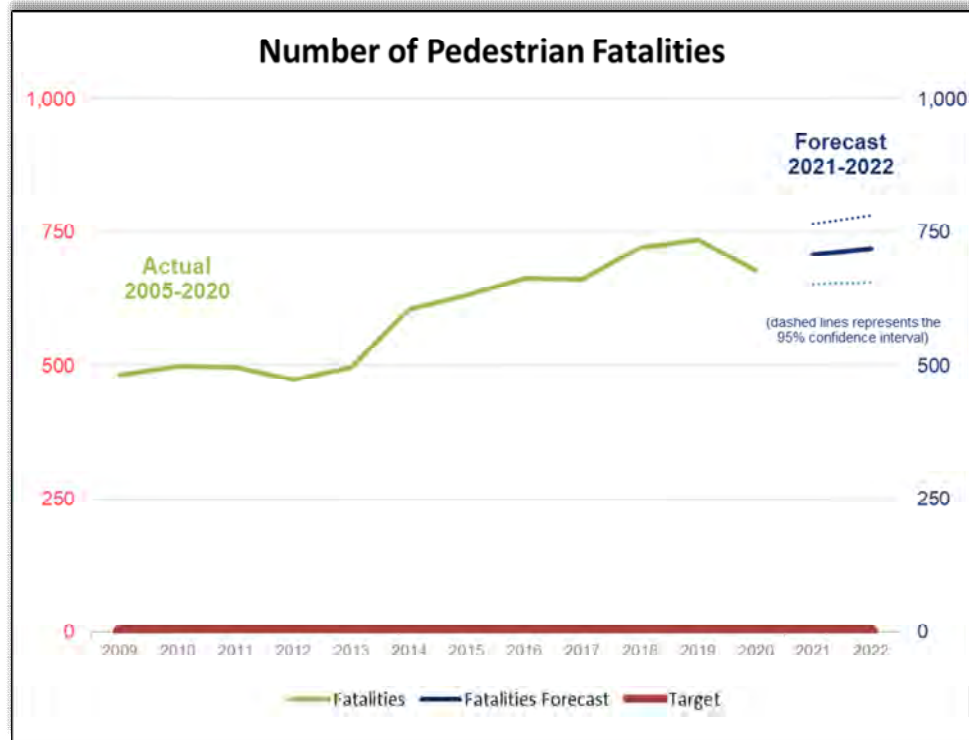
- **Actual Annual Graph:** The chart below reflects the annual number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2021 and 2022.



## C10 - NUMBER OF PEDESTRIAN FATALITIES

- **Target:** Florida's target for the number of pedestrian fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of pedestrian fatalities on Florida's roads is forecasted as 719 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual number of pedestrian fatalities could trend upward 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of pedestrian fatalities could trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of pedestrian fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual number of pedestrian fatalities for each year and the data forecast for 2021 and 2022.

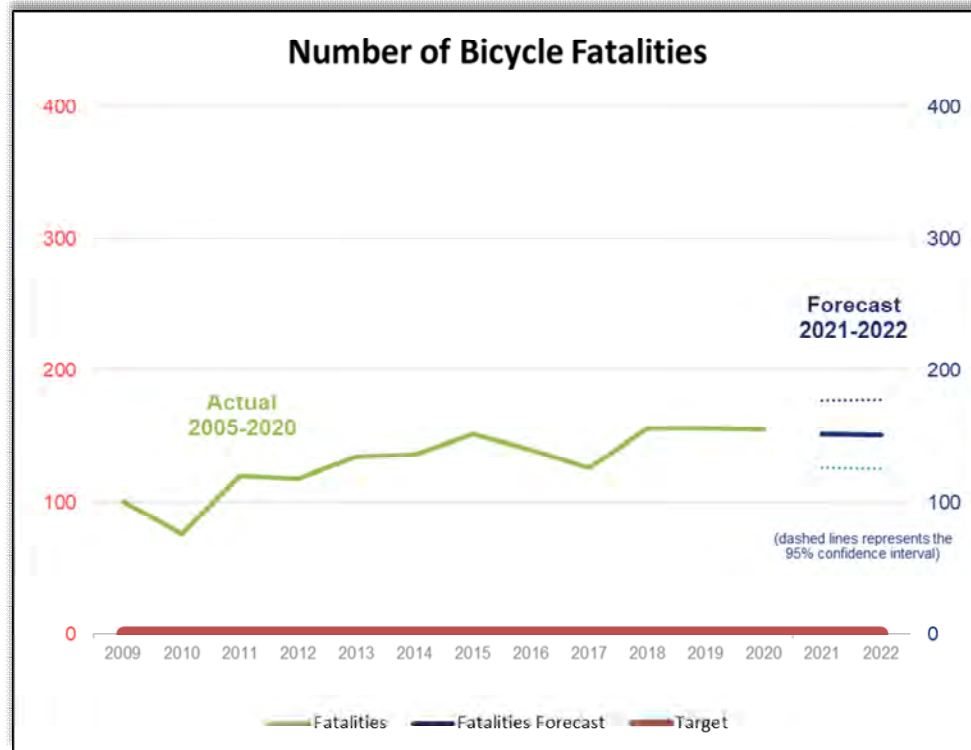




## C11 - NUMBER OF BICYCLIST FATALITIES

- **Target:** Florida's target for the number of bicyclist fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of bicyclist fatalities on Florida's roads is forecasted as 151 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of bicyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual number of bicyclist fatalities for each year and the data forecast for 2021 and 2022.

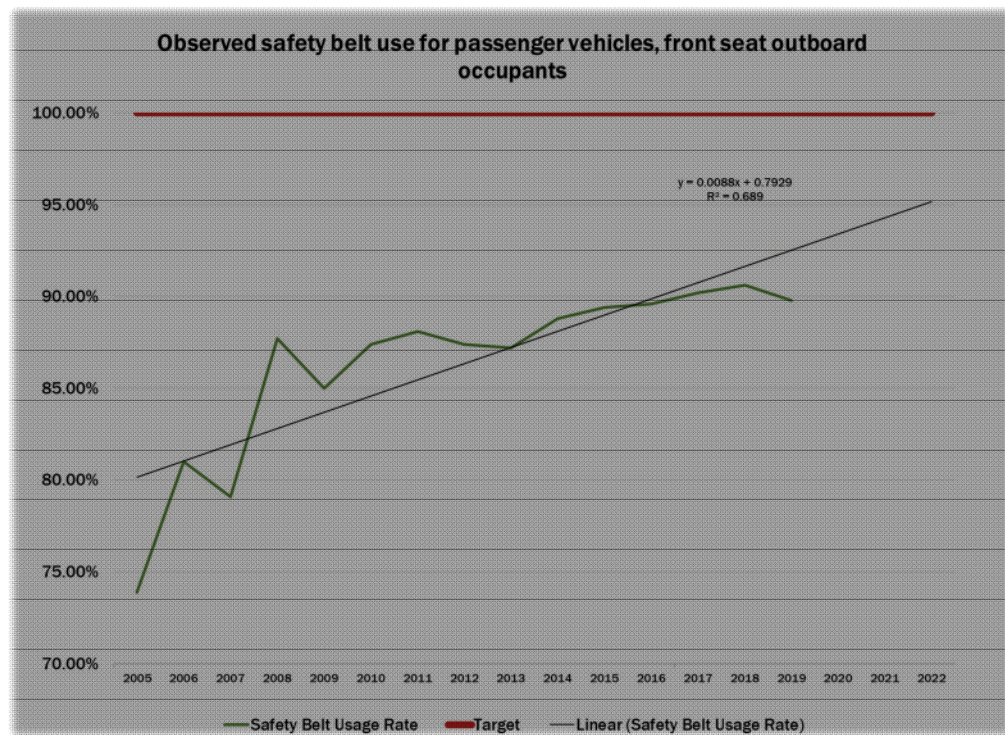


## B1 – OBSERVED SAFETY BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

- **Target:** Florida’s target for the observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2022.
- **Annual Performance Forecast:** Based on a linear trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could be as high as 94.25% in 2022. This estimate was made with historical and current state data from 2005 to 2020 to estimate probable outcomes for 2020 and 2021.
- **Strategy:** The linear trend indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the upward trend to ultimately increase the observed safety belt use for passenger vehicles, front seat outboard occupants.
- **Justification:** This estimate was made by using state data from 2005 to 2019 to show the trend. No survey data was collected in 2020 due to COVID-19 restrictions.

- **Actual Annual Graph:** The chart below reflects the observed safety belt use for passenger vehicles, front seat outboard occupants for years 2005 through 2019.

Florida did not conduct a safety belt use survey in 2020 due to COVID-19 restrictions. The graph below accurately depicts the trend based on all data available.



## ACTIVITY MEASURES

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

It is important to note that high visibility enforcement, and public outreach and education were prohibited for most of 2020 and the beginning of 2021 to reduce the risk of contact exposure for law enforcement and the public, which significantly impacted the anticipated activity and expenditures of the FY 2020 HSP projects. Although many subrecipients could not perform planned or normal activities, some subrecipients were able to get creative in delivering services to fulfill their subgrant requirements to the best extent possible.

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

Activity Measures			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
A-1	Number of Grant-Funded Safety Belt Citations	Final	553	3,870	9,295	4,273	3,672	TBD
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	1,848	1,121	1,134	460	729	TBD
A-3	Number of Grant-Funded Speeding Citations	Final	4,285	17,605	19,999	29,991	14,428	TBD



## FLORIDA-SPECIFIC MEASURES

Florida has established performance measures for program areas that are not expressly covered by the NHTSA required core outcome, behavioral, or activity measures. The following chart outlines those program areas and their specific, evidence-based performance measures for the FY 2020 HSP:

Program Area		Florida Specific Measures		FY 2022
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	0
			Final	
		Target meet or exceeded		
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	180
			Final	
		Target meet or exceeded		
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0
			Final	
		Target meet or exceeded		
F-4	Paid Media	Estimated number of impressions		
		Distracted Driving	Target	300,000
			Final	
		Target meet or exceeded		
		Impaired Driving	Target	65,000,000
			Final	
		Target meet or exceeded		
		Motorcycle Safety	Target	35,000,000
			Final	
		Target meet or exceeded		
		Occupant Protection	Target	50,000,000
			Final	
		Target meet or exceeded		
		Pedestrian and Bicycle Safety	Target	50,000,000
			Final	
		Target meet or exceeded		
		Railroad Safety	Target	300,000
			Final	
		Target meet or exceeded		
		Speeding and Aggressive Driving	Target	300,000
Final				
Target meet or exceeded				
Work Zone Safety	Target	300,000		
	Final			
Target meet or exceeded				

F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	216
			Final	
		Target meet or exceeded		
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic	Target	100%
			Final	
		Target meet or exceeded		
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	2,000
			Final	
		Target meet or exceeded		
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80%
			Final	
		Target meet or exceeded		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0
			Final	
		Target meet or exceeded		
shed performance measures for all program focus areas. Because these are newly established measures, there				
<div style="display: flex; align-items: center;"> <div style="background-color: black; width: 100px; height: 15px; margin-right: 5px;"></div> <span>Indicates data is not currently available</span> </div>				

# PERFORMANCE REPORT

In accordance with Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Florida is providing the below performance report that shows the State's progress towards meeting state performance targets from the previous fiscal year's HSP. It is important to note that the FDOT forecast for outermost year can change as new state data is received and the forecast is recalculated.

Core Outcome Measures		Measure Type	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	
C-1	Number of fatalities	5 Year Rolling	0	0	0	0	0	
		Average	2,971	3,110	3,168			
		FDOT Forecast	Upper	3,052	3,117	3,288	3,284	3,420
			Lower	2,716	2,797	2,982	2,947	3,045
		Final Within Forecast Range	Yes	Yes	Yes			
C-2	Number of serious injuries	5 Year Rolling	0	0	0	0	0	
		Average	20,728	20,171	18,913			
		FDOT Forecast	Upper	20,861	21,107	19,863	18,894	17,681
			Lower	18,831	19,340	18,652	17,481	15,766
		Final Within Forecast Range	Yes	Yes	Yes			
C-3	Fatality rate per 100M VMT	5 Year Rolling	0	0	0	0	0	
		Average	1.39	1.41	1.46			
		FDOT Forecast	Upper	1.65	1.63	1.85	1.83	2.09
			Lower	1.06	1.08	0.96	0.91	1.05
		Final Within Forecast Range	Yes	Yes	Yes			
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seating positions	Actual	0	0	0	0	0	
		Final	751	730	871			
		FDOT Forecast	Upper	813	745	783	791	1,031
			Lower	615	546	627	596	815
		Final Within Forecast Range	Yes	Yes	No (Above)			
C-5	Number of fatalities involving driver or motorcycle operator with a .08 BAC or above	Actual	0	0	0	0	0	
		Final	465	474	317			
		FDOT Forecast	Upper	461	410	358	360	302
			Lower	291	237	229	204	155
		Final Within Forecast Range	No (Above)	No (Above)	Yes			
C-6	Number of speeding-related fatalities	Actual	0	0	0	0	0	
		Final	295	277	252			
		FDOT Forecast	Upper	332	348	301	326	314
			Lower	186	206	187	183	179
		Final Within Forecast Range	Yes	Yes	Yes			
C-7	Number of motorcyclist fatalities	Actual	0	0	0	0	0	
		Final	532	551	499			
		FDOT Forecast	Upper	608	602	575	588	513
			Lower	476	469	456	460	391
		Final Within Forecast Range	Yes	Yes	Yes			



C-8	Number of unhelmeted motorcyclist fatalities	Actual	Target	0	0	0	0	0
			Final	249	257	219		
		FDOT Forecast	Upper	321	298	288	292	231
			Lower	254	222	218	221	160
		Final Within Forecast Range	Yes (Below)	Yes	Yes			
C-9	Number of drivers age 20 or younger involved in fatal crashes	Actual	Target	0	0	0	0	0
			Final	397	388	413		
		FDOT Forecast	Upper	456	400	452	481	499
			Lower	340	278	358	361	374
		Final Within Forecast Range	Yes	Yes	Yes			
C-10	Number of pedestrian fatalities	Actual	Target	0	0	0	0	0
			Final	722	735	678		
		FDOT Forecast	Upper	722	678	746	760	782
			Lower	596	557	636	638	657
		Final Within Forecast Range	Yes	No (Above)	Yes			
C-11	Number of bicyclist fatalities	Actual	Target	0	0	0	0	0
			Final	156	156	155		
		FDOT Forecast	Upper	163	160	166	167	177
			Lower	110	110	116	116	125
		Final Within Forecast Range	Yes	Yes	Yes			
B-1	Observed safety belt use for passenger vehicles, front seat outboard occupants	Actual	Target	100%	100%	N/A	100%	100%
			Final	90.6%	89.8%	N/A		
		FDOT Forecast	Upper	100%	100%	N/A	100%	100%
			Lower	90%	90%	N/A	90%	90%
		Final Within Forecast Range	Yes	No (Below)	N/A			
<div style="background-color: black; width: 150px; height: 15px; display: inline-block;"></div> Indicates data is not currently available								

The following provides a progress report/comparison for the Florida specific performance measures and program areas of emphasis. The performance measures for fatality data is not reported, as FY 2020 state data is not currently available for these measures.

Program Area	Florida Specific Measures		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older	Target	0	0	0	0	0
		involved in fatal crashes	Final	305	328			
		Target meet or exceeded		No	No			
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	160	175	180	180	180
			Final	168	250	57		
		Target meet or exceeded		Yes	Yes	No		
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0	0	0	0	0
			Final	87	266			
		Target meet or exceeded		No	No			
F-4	Paid Media	Estimated number of impressions						
		Distracted Driving	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	65,060,262		
		Target meet or exceeded		N/A	N/A	N/A		
		Impaired Driving	Target	3,000,000	3,000,000	75,000,000	75,000,000	65,000,000
			Final	85,389,616	100,998,383	34,670,594		
		Target meet or exceeded		Yes	Yes	No		
		Motorcycle Safety	Target	500,000	500,000	70,000,000	50,000,000	35,000,000
			Final	78,996,032	47,872,112	50,051,564		
		Target meet or exceeded		Yes	Yes	No		
		Occupant Protection	Target	1,000,000	1,000,000	90,000,000	50,000,000	50,000,000
			Final	98,028,754	24,973,712	23,791,175		
		Target meet or exceeded		Yes	Yes	No		
		Pedestrian and Bicycle Safety	Target	400,000	400,000	170,000,000	50,000,000	50,000,000
			Final	182,600,000	2,813,253	46,028,836		
		Target meet or exceeded		Yes	Yes	No		
		Railroad Safety	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	N/A		
		Target meet or exceeded		N/A	N/A	N/A		
		Speeding and Aggressive Driving	Target	N/A	N/A	N/A	N/A	300,000
			Final	N/A	N/A	N/A		
Target meet or exceeded		N/A	N/A	N/A				
Work Zone Safety	Target	N/A	N/A	N/A	100,000	300,000		
	Final	N/A	N/A	N/A				
Target meet or exceeded		N/A	N/A	N/A				

F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	168	170	175	187	216
			Final	145	164	175		
		Target meet or exceeded		No	No	Yes		
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic	Target	100%	100%	100%	100%	100%
			Final	74%	72%	72%		
		Target meet or exceeded		No	No	No		
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	500	500	2,000	2,000	2,000
			Final	2,383	2,976	2,600		
		Target meet or exceeded		Yes	Yes	Yes		
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80	>80%	>80%	>80%	>80%
			Final	80.44%	79.55%	80.62%		
		Target meet or exceeded		Yes	No	Yes		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0	0	0	0	0
			Final	82	13			
		Target meet or exceeded		No	No			
<p>Per 23 CFR 1300.11, Florida has established performance measures for all program focus areas. Because these are newly established measures, there is not historical reporting of prior years.</p> <p><span style="background-color: black; color: black;">██████████</span> Indicates data is not currently available</p>								

# EVIDENCE-BASED ENFORCEMENT PLAN

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

## DATA-DRIVEN ENFORCEMENT

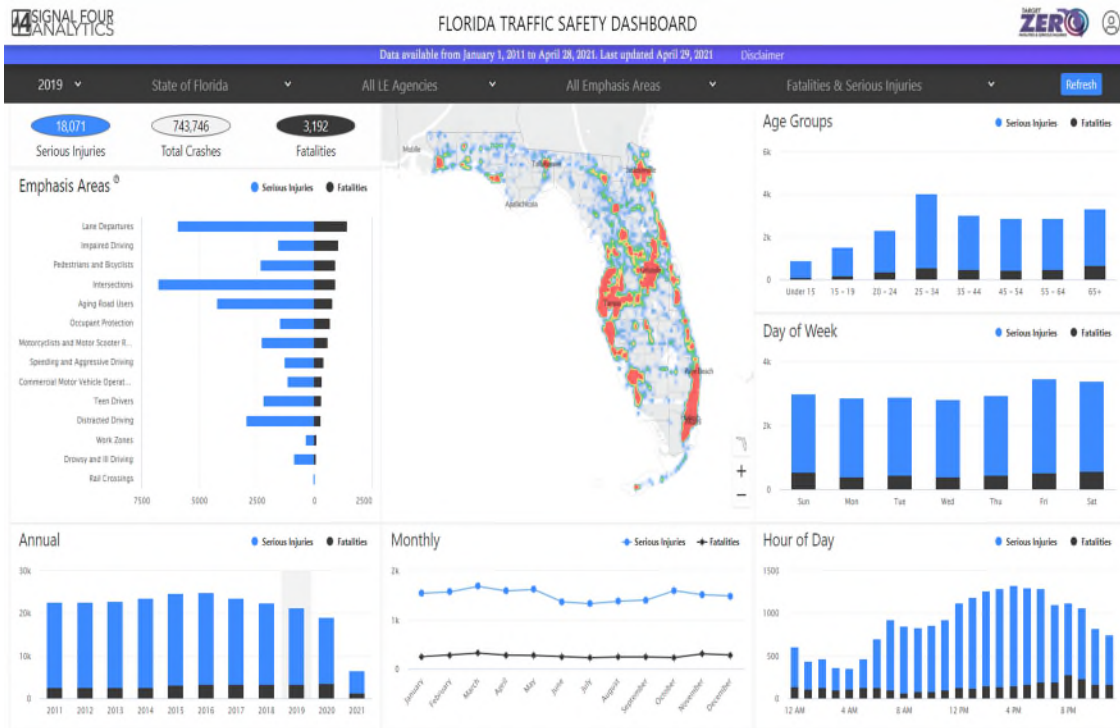
Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2015-2019), 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.

Signal 4 Analytics is also used in enforcement planning by law enforcement agencies because it provides actual crash counts and locations that is sortable by county, city, or local jurisdiction. Using this tool, law enforcement agencies can 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 challenges, 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 traffic safety coalitions and stakeholders, where the geographic location of the project ranks within the Florida Highway Safety Matrix, NHTSA assessment recommendations, available funding, and whether evidence of a problem is supported by state and local traffic safety and/or citation data. Law enforcement agencies that propose projects are also evaluated to determine their commitment to traffic safety enforcement. If concept papers are not received from law enforcement agencies located in high crash, fatality, and serious injury areas, the FDOT State Safety Office may directly solicit concept papers from agencies within targeted high-risk areas.



## HIGH VISIBILITY ENFORCEMENT AND NATIONAL MOBILIZATION SUPPORT

The Florida Law Enforcement Liaison (LEL) program is funded by FDOT and 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 intensity of their enforcement efforts, upgrade traffic safety policies, educate personnel, participate in the three NHTSA traffic safety national enforcement waves (2 *Drive Sober or Get Pulled Over* and 1 *Click It or Ticket*), report activities to the LEL program, recognize outstanding officers, and enhance enforcement activities. This challenge is designed to recognize the top traffic safety initiatives that promote safe driving in Florida communities.

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

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



## MEDIA SUPPORT

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

Florida's paid media 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*** – educates motorists to not drive distracted
- ***Railroad Safety*** – alerts motorists to look for trains at railroad crossings
- ***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
- ***Stop Speeding Before It Stops You*** – prompts motorists to slow down and not exceed speed limits
- ***Work Zone Safety*** – advises motorists to drive safely in active work zones

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

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

## CONTINUOUS FOLLOW-UP AND ADJUSTMENT

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

The list of high-visibility enforcement subgrants for FY 2022 can be found on the following pages:

Distracted Driving .....	page 82
Impaired Driving.....	page 91
Motorcycle Safety.....	page 103
Occupant Protection and Child Passenger Safety .....	page 112
Pedestrian and Bicycle Safety.....	page 134
Speeding and Aggressive Driving.....	page 159
Teen Driver Safety.....	page 166
Work Zone Safety.....	page 193





# FDOT PROGRAM AREAS

Florida's FY 2022 HSP projects are segmented into program areas by the FDOT State Safety Office to assist with the analyzing, directing, and monitoring of the highway safety countermeasure activities through the traffic safety subgrant programs. The program area categories are:

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

# AGING ROAD USERS

## DESCRIPTION OF THE PROBLEM

Florida is the third most populated state with 20 percent of our population over the age of 65. Today's older adults are living healthier and longer lives and are expected to outlive their ability to drive safely by 7 to 10 years, according to AAA. As drivers age, safe driving skills can diminish, their traffic risks increase, and the impact on traffic safety can be substantial. Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary skills for safe driving. Older adults are safe drivers. They self-select off-peak (10:00am to 2:00pm) driving times when risk is lower, and they are less likely to engage in risky behavior. However, they are at greater risk of injury or death when involved in a crash due to their age-related vulnerabilities.

The goal of Florida's Aging Road User Program is to improve the safety, access, and mobility of the state's aging population by reducing their fatalities, serious injuries, and crashes while maintaining their safe connection to the community. The program seeks to help older adults maintain their mobility independence beyond driving. FY 2022 HSP projects address aging road user safety from several angles and enlist local agencies to address this important issue in their specific geographic areas.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Develop and implement targeted outreach and communication strategies to increase awareness among older adults, families, health care providers, safety professionals, community partners, and public about the safety, access, and mobility needs of aging road users and the resources available.
- Educate and train road users by developing and distributing resources and tools to support safe driving skills and encourage early planning to safely transition from driving.
- Promote partnerships and educate safety professionals at metropolitan planning organizations, regional planning councils, and local governments on the importance of addressing the special needs of the aging population in their transportation, land use, and housing plans.

- Create safer and more livable communities by providing access to features and services to meet the mobility needs of an aging population.
- Promote a broader range of safe transportation choices to better accommodate the need for safe, accessible, and affordable transportation that meets the needs of an aging population.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Older Drivers - Communications and Outreach  
Formal Courses for Older Drivers (CTW: Chapter 7, Page 10)
- Older Drivers - Communications and Outreach  
General Communications and Education (CTW: Chapter 7, Page 11)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the State that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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

**Project Name:** Safe Mobility for Life Coalition

**Project Number:** CP-2022-00290

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$318,000



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

**Project Name:** Aging Road User Information Systems

**Project Number:** CP-2022-00307

**Funding Source:** 402

**Local Benefit:** \$205,000

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

**Budget:** \$205,000

## Find a Ride Florida

Low Vision Users

Standard Black/White White/Black Yellow/Blue

### Fill out the information below to find your transportation options in Florida

If you are a family member or caregiver, please complete the form on the rider's behalf.

**Traveling from:**

Starting location

[Use my current location](#)

**Traveling to: (optional)**

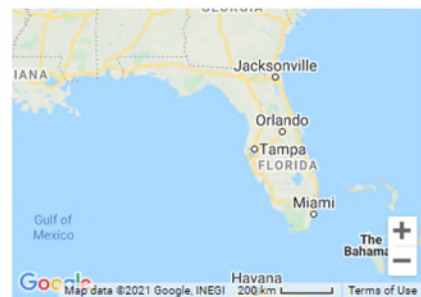
Destination

**What is the purpose of the trip?**

- Education  Work  Medical  Other

**Do any of the following apply?**

- Age 60 or older
- Need escort to and from vehicle
- Need accommodation for wheelchair



Find a ride

# COMMUNITY TRAFFIC SAFETY OUTREACH

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.
- Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.
- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Expand the network of concerned individuals to build recognition and awareness about traffic safety.
- Create safer communities through greater interaction of parents and caregivers in the teen driver license process by engaging caregivers during orientation events, parent groups, and other teen/caregiver-targeted functions.
- Provide resources to educate teen road users on how to safely use other modes of transportation, such as walking, bicycling, transit, micromobility, and shared or automated vehicles.
- Prioritize projects and initiatives providing a demonstrated reduction in teen driving crashes.
- Identify and support legislation to improve Florida's GDL laws.
- Pursue school policies that correlate teen safe driving behavior with student privileges.

- Expand Florida’s Driver Education curriculum to be comprehensive in its promotion of proven teen driver safety practices and principles.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Responsible Beverage Service (CTW: Chapter 1, Page 56)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Alternative Transportation (CTW: Chapter 1, Page 57)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Designated Drivers (CTW: Chapter 1, Page 58)
- Seat Belts and Child Restraints - Communications and Outreach  
Supporting Enforcement (CTW: Chapter 2, Page 23)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Low-Belt-Use Groups (CTW: Chapter 2, Page 24)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Older Children (CTW: Chapter 2, Page 31)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Child restraint & Booster Seat Use (CTW: Chapter 2, Page 33)
- Speeding and Speed Management - Communications and Outreach  
Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 31)
- Distracted and Drowsy Driving - Communications and Outreach  
Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 18)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Page 16)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 19)



- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW: Chapter 5, Page 20)
- Young Drivers - Driver Education  
Pre-Licensure Driver Education (CTW: Chapter 6, Page 19)
- Young Drivers - Driver Education  
Post-Licensure or Second-Tier Driver Education (CTW: Chapter 6, Page 20)
- Young Drivers - Parents  
Parental Role in Teaching and Managing Young Drivers (CTW: Chapter 6, Page 21)
- Older Drivers - Communications and Outreach  
General Communications and Education (CTW: Chapter 7, Page 11)
- Pedestrian Safety - Impaired Pedestrians  
Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 27)
- Pedestrian Safety - All Pedestrians  
Conspicuity Enhancement (CTW: Chapter 8, Page 34)
- Bicycle Safety - Children  
Bicycle Safety Education for Children (CTW: Chapter 9, Page 18)
- Bicycle Safety - Adults  
Bicycle Safety Education for Adult Cyclists (CTW: Chapter 9, Page 22)
- Bicycle Safety - All Bicyclists  
Promote Bicycle Helmet Use With Education (CTW: Chapter 9, Page 26)
- Bicycle Safety - Drivers and Bicyclists  
Share the Road Awareness Programs (CTW: Chapter 9, Page 30)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

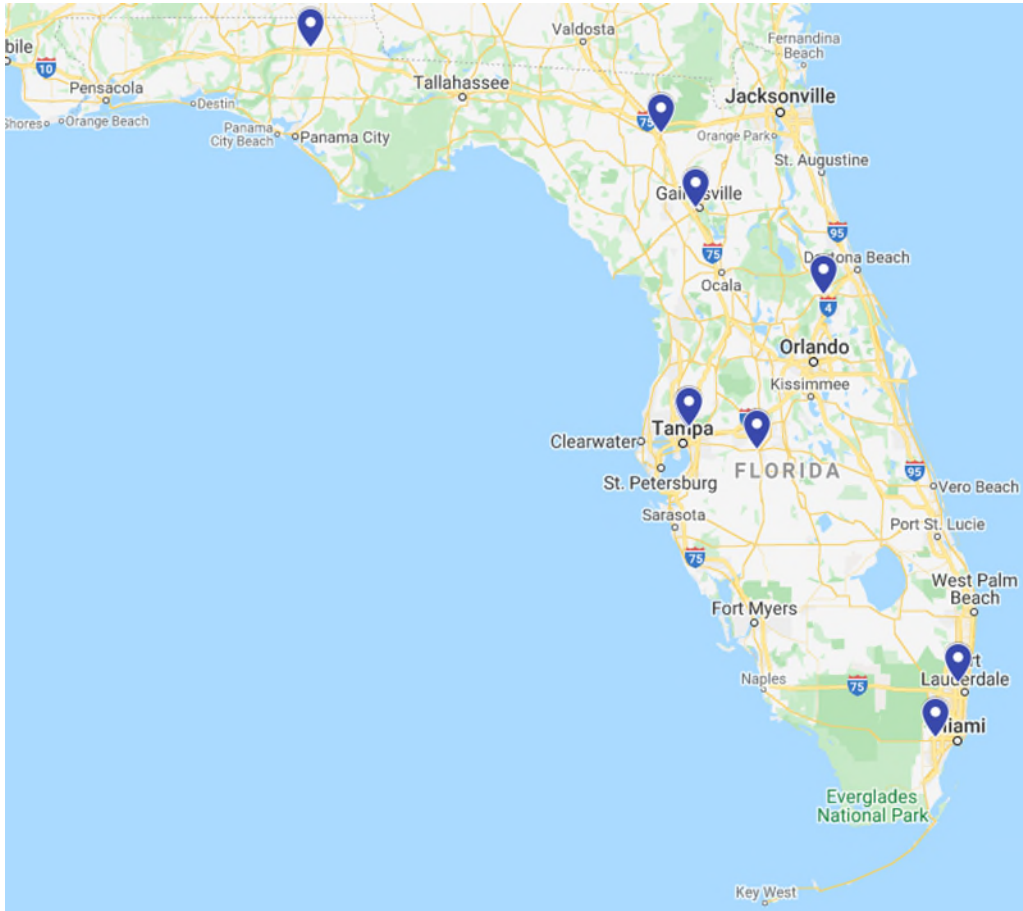
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF CTST PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$225,000

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

**Budget:** \$225,000

Agency	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2022-00120	\$35,000	\$35,000
Florida Department of Transportation – District 2	Public Information and Education Program – District 2	CP-2022-00136	\$30,000	\$30,000
Florida Department of Transportation – District 3	Public Information and Education Program – District 3	CP-2022-00220	\$40,000	\$40,000
Florida Department of Transportation – District 4	Public Information and Education Program – District 4	CP-2022-00009	\$30,000	\$30,000
Florida Department of Transportation – District 5	Public Information and Education Program – District 5	CP-2022-00215	\$30,000	\$30,000
Florida Department of Transportation – District 6	Public Information and Education Program – District 6	CP-2022-00001	\$30,000	\$30,000
Florida Department of Transportation – District 7	Public Information and Education Program – District 7	CP-2022-00093	\$30,000	\$30,000

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Community Traffic Safety Support

**Project Number:** CP-2022-00018

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$740,000

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

**Project Name:** Florida's Traffic Safety Resource Center (FTSRC)

**Project Number:** CP-2022-00270

**Funding Source:** 402

**Local Benefit:** \$407,000

**Project Description:** The University of Florida's Florida Transportation Technology Transfer (T2) Center will develop and implement an online one-stop shop website for the new Florida Traffic Safety Resource Center (FTSRC). The FTSRC will order, store, and distribute traffic safety related public information and education materials including but not limited to: brochures, tip cards, magazines, posters, yard signs, etc., to support the following emphasis areas in Florida's Strategic Highway Safety Plan: Aging Road Users, Distracted Driving, Impaired Driving, Motorcycle Safety, Occupant Protection and Child Passenger Safety, Pedestrian and Bicycle Safety, Speeding and Aggressive Driving, Teen Driver Safety, and Work Zone Safety. The goal of the FTSRC is to put all of Florida's traffic safety materials in one location for our traffic safety partners to access and distribute as needed.

**Budget:** \$407,000



# DISTRACTED DRIVING

## DESCRIPTION OF THE PROBLEM

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.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Expand analysis of traffic records data related to distracted driving citations and crashes to identify and resolve inconsistencies or gaps in data.
- Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to distracted driving, riding, and walking.
- Educate and train beginning and experienced road users about distracted driving, riding, and walking by ensuring all course materials include specific content about distraction.
- Create safer communities by promoting a culture shift away from distracted driving through local leadership and resources.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.
- Conduct focused enforcement activities for distracted driving, riding, or walking using the most appropriate enforcement strategy.
- Identify and support legislation to enhance enforcement and penalties for use of smart devices while driving and promote supportive employer policies.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Distracted and Drowsy Driving - Laws and Enforcement  
Cell Phone and text Messaging Laws (CTW: Chapter 4, Page 13)
- Distracted and Drowsy Driving - Laws and Enforcement  
High-Visibility Cell Phone and Text Messaging Enforcement (CTW: Chapter 4, Page 14)
- Distracted and Drowsy Driving - Laws and Enforcement  
General Driver Drowsiness and Distraction Laws (CTW: Chapter 4, Page 16)
- Distracted and Drowsy Driving - Communications and Outreach  
Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 18)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

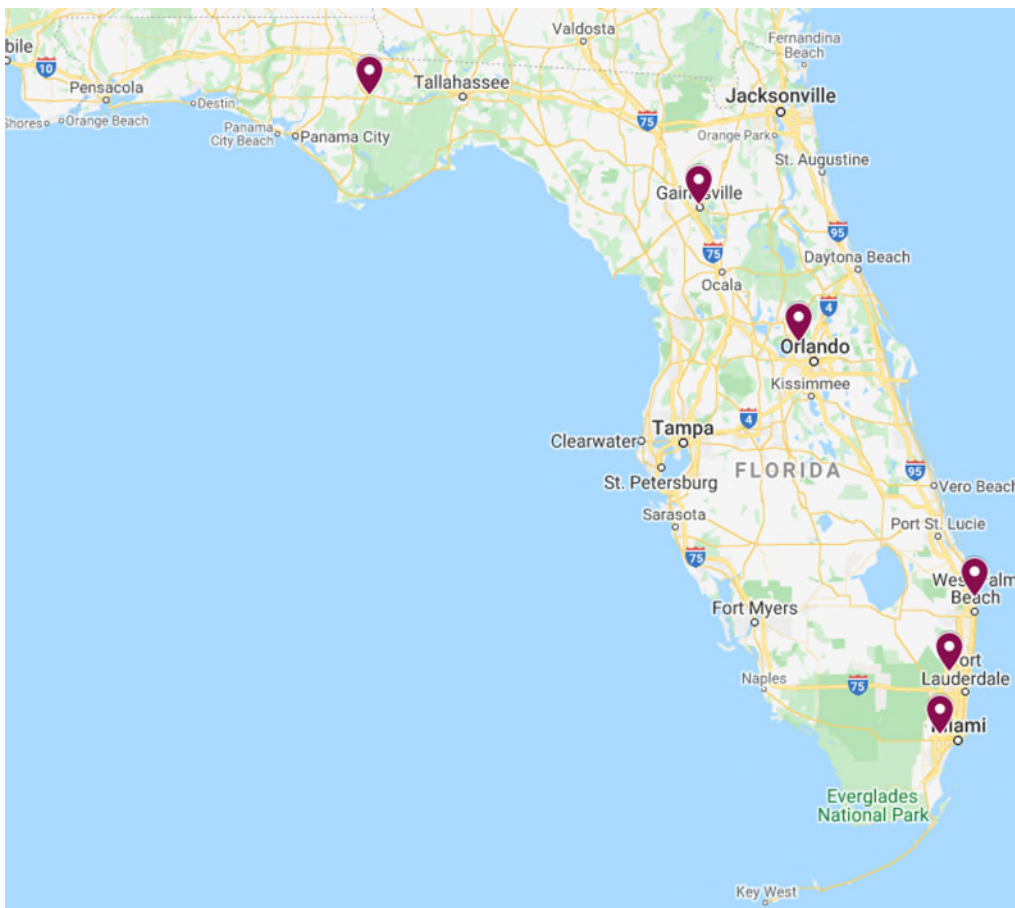


## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF DISTRACTED DRIVING PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$321,000

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

**Budget:** \$321,000

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Apopka Distracted Driving Program	DD-2022-00032	\$25,000	\$25,000
Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	DD-2022-00082	\$50,000	\$50,000
Coral Springs Police Department	Distracted Driving	DD-2022-00257	\$16,000	\$16,000
Gainesville Police Department	City of Gainesville Distracted Driving Program	DD-2022-00292	\$30,000	\$30,000
Miami-Dade Police Department	Miami-Dade Distracted Driving Program	DD-2022-00091	\$150,000	\$150,000
North Palm Beach PD	Distracted Driving	DD-2022-00264	\$50,000	\$50,000



**DNT TXT + DRV**



# IMPAIRED DRIVING

## DESCRIPTION OF THE PROBLEM

Impaired driving is involved in a little over one quarter of all motor vehicle fatalities 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.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Achieve immediate gains through implementation of existing best practices and technologies including use of tools such as ignition interlock devices.
- Combine targeted outreach and communication strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.
- Create safer communities by working with local stores, restaurants, bars, and event venues to promote responsible alcohol service.
- Create safer communities by promoting safer transportation choices that encourage alternatives to driving when impaired.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Prioritize projects providing a demonstrated reduction in repeat impaired driving including targeted enforcement, effective prosecution, and improved screening, assessment, and treatment of substance abuse. Identify and support legislation and policies to enhance penalties, expand diversion and treatment programs, and improve procedures related to collecting evidence of impairment.

- Promote the analysis, distribution, and use of quality data by improving data collection related to alcohol and drug impairment and closing data gaps through better data integration and processes.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement  
Publicized Sobriety Checkpoints (CTW: Chapter 1, Page 24)
- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement  
High-Visibility Saturation Patrols (CTW: Chapter 1, Page 27)
- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement  
Breath Test Devices (CTW: Chapter 1, Pages 28)
- Alcohol- and Drug-Impaired Driving - Deterrence: Prosecution and Adjudication  
DWI Courts (CTW: Chapter 1, Page 33)
- Alcohol- and Drug-Impaired Driving - Deterrence: Prosecution and Adjudication  
Sanctions (CTW: Chapter 1, Page 39)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Mass Media Campaigns (CTW: Chapter 1, Page 54)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Responsible Beverage Service (CTW: Chapter 1, Page 56)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Alternative Transportation (CTW: Chapter 1, Page 57)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Designated Drivers (CTW: Chapter 1, Page 58)
- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving  
Minimum Legal Drinking Age 21 Laws (CTW: Chapter 1, Page 60)

- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving Zero-Tolerance Law Enforcement (CTW: Chapter 1, Page 62)
- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving Youth Programs (CTW: Chapter 1, Page 68)
- Alcohol- and Drug-Impaired Driving - Drug-Impaired Driving Enforcement of Drug-Impaired Driving (CTW: Chapter 1, Page 71)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

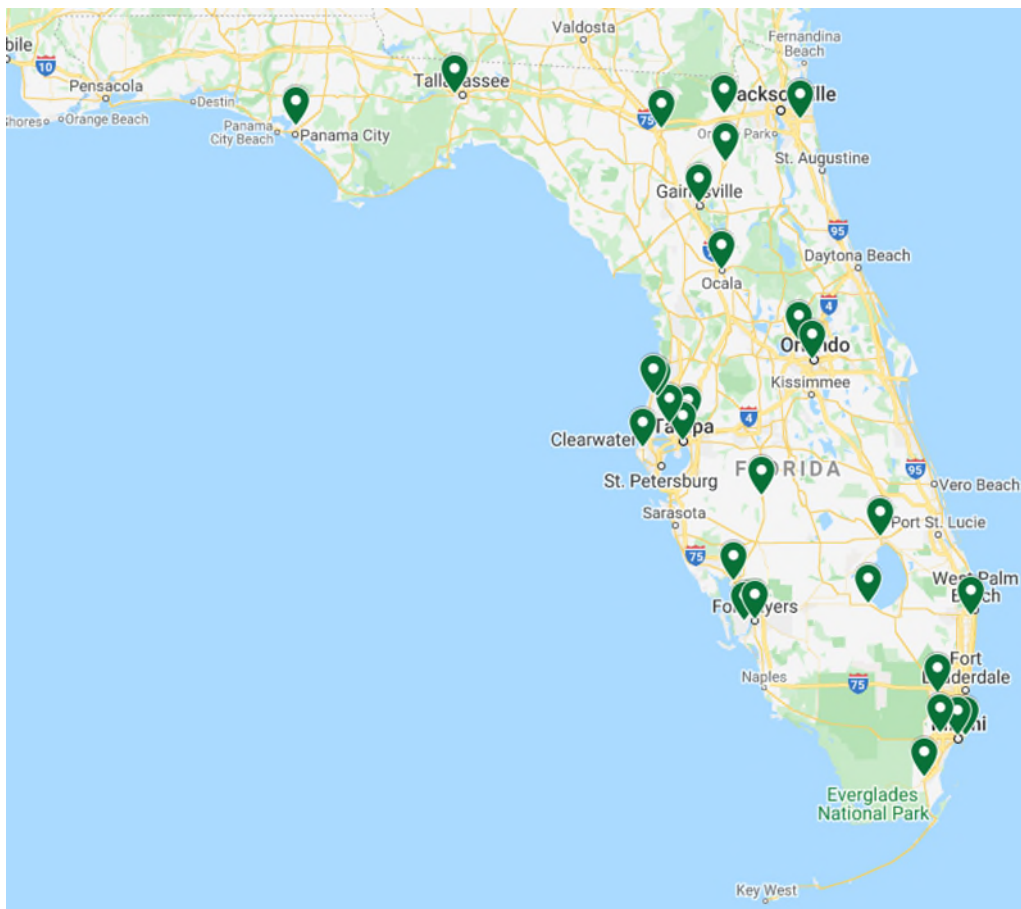
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF IMPAIRED DRIVING PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



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**Agency:** Mothers Against Drunk Driving (MADD) Florida

**Project Name:** MADD Florida Safe and Aware

**Project Number:** M5X-2022-00126

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through formal classroom settings, news media, and public service announcements, along with a wide variety of other communication channels such as posters, billboards, and web banners. MADD will use 5 program specialists around the state to reach approximately 45,000 individuals.

**Budget:** \$295,000



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

**Project Name:** Traffic Safety Resource Prosecutor Program (TSRP)

**Project Number:** M5CS-2022-00198

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** \$465,000





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**Agency:** University of North Florida - Institute of Police Technology and Management

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

**Project Number:** M5X-2022-00130

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** \$55,000

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Impaired Driving Media Awareness Survey

**Project Number:** M5X-2022-00072

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** \$71,000

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Florida Impaired Driving Coalition

**Project Number:** AL-2022-00316

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$225,000



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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Florida's Impaired Driving Assessment

**Project Number:** AL-2022-00341

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will assist FDOT in conducting NHTSA assessment planning, preparing briefing materials, scheduling expert panel and participants, arranging travel, conducting the assessment, and providing administrative and technical support for the assessment.

**Budget:** \$60,000

**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** The following enforcement agencies have jurisdiction over communities with high fatalities and serious injuries due to impaired driving and currently rank in the top 25% of the FY 2022 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving enforcement efforts and will utilize DUI and low-manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies are encouraged to participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays usually associated with excessive drinking such as New Year's Day, NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, Halloween, and the end of the year holiday season.



**Budget:** \$2,010,500

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Arresting Impaired Motorists	M5HVE-2022-00030	N/A	\$15,000
Baker County Sheriff's Office	Impaired Driving Program	M5HVE-2022-00036	N/A	\$25,000
Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2022-00022	N/A	\$30,000
Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	M5HVE-2022-00221	N/A	\$41,000
Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	M5HVE-2022-00226	N/A	\$50,000
Cape Coral Police Department	Cape Coral Impaired Driving Enforcement and Education	M5HVE-2022-00110	N/A	\$67,000
City of Miami Police Department	Miami Impaired Driving Enforcement Project	M5HVE-2022-00229	N/A	\$90,000

Clewiston Police Department	Impairment Detection and Enforcement Project	M5HVE-2022-00331	N/A	\$10,000
Fort Myers Police Department	Fort Myers Police Department Impaired Driving Enforcement	M5HVE-2022-00259	N/A	\$56,000
Gainesville Police Department	City of Gainesville Safe Gator Program	M5HVE-2022-00293	N/A	\$70,500
Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	M5HVE-2022-00027	N/A	\$350,000
Homestead Police Department	Homestead Operation Education and Enforcement Impaired Driving Safety Program	M5HVE-2022-00216	N/A	\$84,000
Lake City Police Department	Strategic Traffic Enforcement Program for Impaired Driving	M5HVE-2022-00201	N/A	\$30,000
Miami Beach Police Department	Impaired Driving Initiative	M5HVE-2022-00121	N/A	\$80,000
Miami-Dade Police Department	Miami-Dade Impaired Driving	M5HVE-2022-00090	N/A	\$225,000
Ocala Police Department	Impaired Driving Subgrant	M5HVE-2022-00177	N/A	\$12,000
Okeechobee County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2022-00246	N/A	\$60,000
Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	M5HVE-2022-00041	N/A	\$106,000
Palm Beach County Sheriff's Office	Village of Wellington Impaired Driving Strategy	M5HVE-2022-00301	N/A	\$75,000
Pasco County Sheriff's Office	Impaired Driving Operations	M5HVE-2022-00048	N/A	\$20,000
Pinellas County Sheriff's Office	Driving Under the Influence (DUI) Enhancement Project	M5HVE-2022-00047	N/A	\$50,000
Port Richey Police Department	Impaired Driving Subgrant	M5HVE-2022-00225	N/A	\$19,000
Punta Gorda Police Department	Think Before you Drink Campaign	M5HVE-2022-00131	N/A	\$15,000
Tampa Police Department	Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"	M5HVE-2022-00097	N/A	\$410,000
Wauchula Police Department	Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety Program	M5HVE-2022-00217	N/A	\$20,000

# MOTORCYCLE SAFETY

## DESCRIPTION OF THE PROBLEM

More Floridians ride motorcycles and motor scooters 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 motor scooters a more attractive transportation choice.

Florida has more than 1.3 million drivers with motorcycle endorsements and approximately 626,000 registered motorcycles. Motorcycles and motor scooters represented about three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represented 18 percent of Florida's annual traffic fatalities.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement targeted outreach and communication strategies to promote safe riding behaviors, especially among aging riders, young riders, and motor scooter riders, as well as to improve motorists' awareness of how to safely share the road with motorcycles and motor scooters.
- Educate and train beginning and experienced motorcycle riders to maintain adequate riding skills and encourage defensive riding.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooter activities and riding without an endorsement.
- Advance targeted strategies for emergency responders and healthcare providers on motorcycle and motor scooter crash trauma that include responder training and education on proper helmet removal.
- Promote the collection and linkage of quality crash, injury, licensing, violation, and registration data for analysis to identify high risk locations and behaviors related to motorcycle and motor scooter fatal and serious injury crashes.
- Identify and support legislation and policies that acknowledge the importance of safety gear including helmets, and address penalties for riding without an endorsement as well as behaviors such as speeding and/or careless driving.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Motorcycle Safety - Motorcycle Helmets  
Motorcycle Helmet Use Promotion Programs (CTW: Chapter 5, Page 11)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (CTW: Chapter 5, Page 13)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Page 16)
- Motorcycle Safety - Motorcycle Rider Licensing and Training  
Motorcycle Rider Licensing and Training (CTW: Chapter 5, Page 18)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 19)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW: Chapter 5, Page 20)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

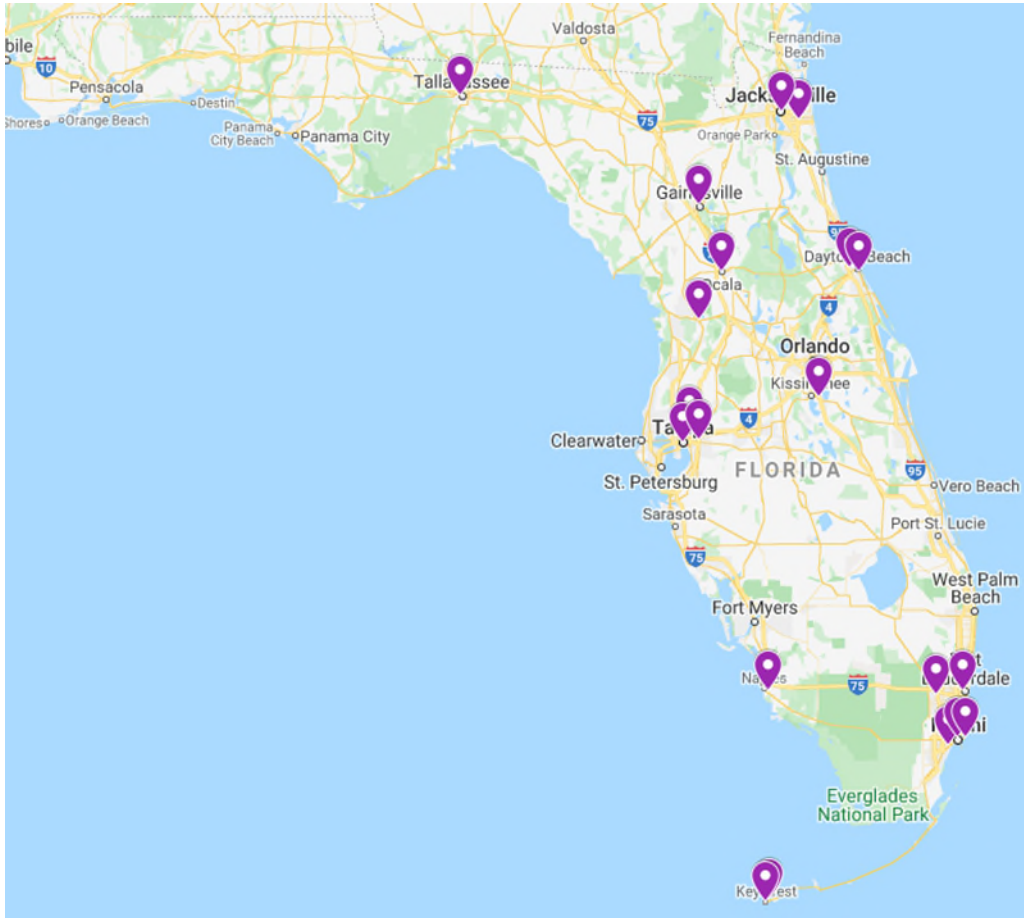
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF MOTORCYCLE SAFETY PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.





**Agency:** Florida State University Police Department

**Project Name:** Preventing Street Racing Through Legal Alternatives

**Project Number:** MC-2022-00098

**Funding Source:** 402

**Local Benefit:** \$106,000

**Project Description:** The Florida State University Police Department will continue to use its motorsports team to educate sport bike riders at amateur level sanctioned motorsports events in Florida on the dangers of street racing. Track Day training will also be offered and is intended to increase the technical skills, confidence, and respect in riders who would otherwise be engaging in risky street racing and stunting. This program allows experienced instructors to demonstrate and train on the dangers of exceeding the limitations of sport bikes on roadways and the advantages of moving into a high-performance environment.

**Budget:** \$106,000



**Agency:** University of Miami

**Project Name:** Motorcycle Education and Injury Prevention Program in Trauma Centers

**Project Number:** MC-2022-00069

**Funding Source:** 402

**Local Benefit:** \$260,000

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

**Budget:** \$260,000



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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Motorcycle Awareness Survey

**Project Number:** MC-2022-00076

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$71,000

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Florida's Comprehensive Motorcycle Safety Program

**Project Number:** MC-2022-00311

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$515,000




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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Motorcycle Program Evaluation and Data Collection

**Project Number:** MC-2022-00315

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$130,000

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**Agency:** University of South Florida - Center for Urban Transportation Research

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

**Project Number:** MC-2022-00314

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida’s Center for Urban Transportation Research (CUTR) will receive subgrant funding to revise and expand the mentorship program for every rider (MEPER) which encourages safe riding habits and helmet use. CUTR will update its approach to implementing and promoting the MEPER based on the observed outcomes and challenges experienced in the Demonstration of Voluntary Helmet Use project, conducted during 2014-2019, that was funded directly by NHTSA. This year CUTR will adjust its program to add teens along with the normal students signed up for the Basic Rider Course prior to attendance, taking advantage of the time when they are much more open to the information being presented.

**Budget:** \$100,000



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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$438,000

**Project Description:** The following agencies will receive funding to conduct the Safe Motorcycle and Rider Techniques (SMART) training program, based on skill sets addressed in the Basic Police Motorcycle Operators Course. The agencies will tailor the course to address the needs of the students they are instructing. The course will be offered to all Florida motorcycle riders free of charge to help improve their riding skills. After completing this program, riders will be better equipped with tools to assist them in avoiding crashes, therefore reducing motorcycle fatalities and serious injuries on the roadways. Along with training, all agencies except for Jacksonville Police Department will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors.

**Budget:** \$438,000

Agency	Project Name	Project Number	Local Benefit	Budget
Citrus County Sheriff's office	Motorcycle Safety and Education Program	MC-2022-00020	\$30,000	\$30,000
Collier County Sheriff's Office	Citizen Motorcycle Class	MC-2022-00089	\$51,000	\$51,000
Gainesville Police Department	City of Gainesville Motorcycle and Scooter Safety Education Program	MC-2022-00273	\$65,000	\$65,000
Jacksonville Police Department	Safe Motorcycle and Rider Techniques (SMART)	MC-2022-00012	\$25,000	\$25,000
Osceola Sheriff's Office	Safe Motorcycle and Rider Techniques	MC-2022-00284	\$73,000	\$73,000
Tampa Police Department	Tampa SMART Safe Motorcycle and Rider Techniques (SMART)	MC-2022-00180	\$194,000	\$194,000

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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$644,000

**Project Description:** The following agencies will receive funding to conduct a data-driven educational and high visibility enforcement program targeting unsafe motorcycle and scooter operation as well as unendorsed riders in areas vulnerable to motorcycle and scooter crashes, and currently rank in the top 25% of the FY2021 Highway Safety Matrix. The funds will consist of overtime salaries and benefits. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program and to make sure agencies are complying with federal guidelines that prohibit conducting any checkpoints that target motorcycles for helmet use.

**Budget:** **\$824,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Boynton Beach Police Department	Boynton Beach Motorcycle Safety Initiative	MC-2022-00280	\$40,000	\$40,000
Broward Sheriff's Office	Broward Motorcycle Safety and Enforcement Program	MC-2022-00037	\$125,000	\$125,000
City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol Project	MC-2022-00237	\$80,000	\$80,000
Daytona Beach Police Department	Increasing the Safety of Motorcyclists Through Enforcement and Education	MC-2022-00014	\$55,000	\$55,000
Ft Lauderdale Police Department	Fort Lauderdale Police Motorcycle Safety Campaign	MC-2022-00309	\$30,000	\$30,000
Hillsborough County Sheriff's Office	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	MC-2022-00025	\$195,000	\$195,000
Key West Police Department	Motorcycle and Scooter Enforcement Project	MC-2022-00042	\$75,000	\$75,000

Miami Beach Police Department	Motorcycle Safety Campaign	MC-2022-00123	\$75,000	\$75,000
Monroe County Sheriff's Office	Motorcycle Safety	MC-2022-00044	\$61,000	\$61,000
Ocala Police Department	Motorcycle Safety Program	MC-2022-00178	\$20,000	\$20,000
South Daytona Police Department	Motorcycle Safety Program	MC-2022-00296	\$18,000	\$18,000
Sunrise Police Department	Motorcycle Safety and Education Initiative	MC-2022-00260	\$50,000	\$50,000





# OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement outreach and communication strategies focused on the demographics with low safety belt and child restraint use.
- Create safer communities by providing occupant protection and child passenger safety training, materials, resources, and child safety seat check to all areas of the state and at-risk populations.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.
- Combine focused high visibility enforcement with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Identify and support legislation to require all passengers in all seating positions to be properly restrained including occupants of pickup trucks or flatbed vehicles and the correct child restraint seats for the correct amount of time.
- Identify and support legislation or policies that require completion of a mandatory diversion program for first-time offenders of the child restraint law.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Seat Belts and Child Restraints - Seat Belt Use Laws  
State Primary Enforcement Seat Belt Use Laws (CTW: Chapter 2, Page 11)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement  
Short-Term, High-Visibility Seat Belt Law Enforcement (CTW: Chapter 2, Page 17)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement  
Integrated Nighttime Seat Belt Enforcement (CTW: Chapter 2, Page 20)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement  
Sustained Enforcement (CTW: Chapter 2, Page 22)
- Seat Belts and Child Restraints - Communications and Outreach  
Supporting Enforcement (CTW: Chapter 2, Page 23)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Low-Belt-Use Groups (CTW: Chapter 2, Page 24)
- Seat Belts and Child Restraints - Child/Youth occupant Restraint Laws  
Strengthening Child/Youth Occupant Restraint Laws (CTW: Chapter 2, Page 27)
- Seat Belts and Child Restraints - Child Restraint/Booster Seat Law Enforcement  
Short-Term High-Visibility Child Restraint/Booster Law Enforcement (CTW: Chapter 2, Page 29)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Older Children (CTW: Chapter 2, Page 31)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Child Restraint & Booster Seat Use (CTW: Chapter 2, Page 33)
- Seat Belts and Child Restraints - Other Strategies  
Inspection Stations (CTW: Chapter 2, Page 35)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

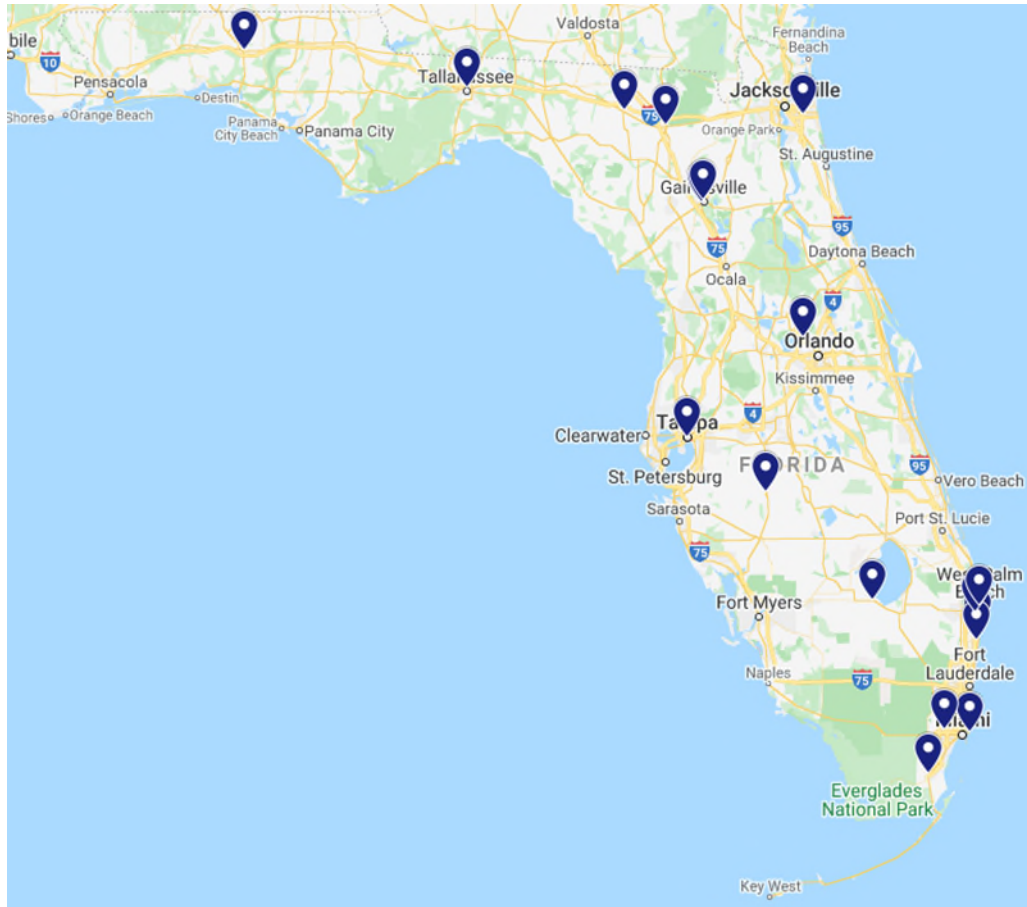
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF OCCUPANT PROTECTION PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



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

**Project Name:** Child Passenger Safety Seat Fitting Station Database and Mapping

**Project Number:** M2X-2022-00295

**Funding Source:** 405(b)

**Local Benefit:** N/A

**Project Description:** The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Child Passenger Safety (CPS) Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state's youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child's car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida's Occupant Protection Strategic Plan.

**Budget:** \$70,000

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

**Project Name:** Florida's Occupant Protection Coalition

**Project Number:** OP-2022-00281

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of Florida's Florida Transportation Technology Transfer (T2) Center will continue to provide support for the Florida Occupant Protection Coalition and the statewide Occupant Protection Strategic Plan by managing all the related administrative tasks such as preparing and reimbursing travel, planning for meetings, and maintaining and monitoring the strategic plan implementation.

**Budget:** \$115,000

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

**Project Name:** Occupant Protection Resources

**Project Number:** M2X-2022-00266

**Funding Source:** 405(b)

**Local Benefit:** N/A

**Project Description:** The University of Florida’s Transportation Technology Transfer Center will ensure Florida has the needed occupant protection resources. This project’s goals are to promote the use of child restraints, to support Florida’s Child Passenger Safety technician and instructor infrastructure through scholarships and teaching stipends, and to provide appropriate training to occupant protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection.

No more than a total of \$86,900 (5% of the FY2021 405(b) allocation) will be spent on the purchase of child safety seats.

**Budget:** \$220,000



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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Statewide Safety Belt and Child Passenger Safety Surveys
<b>Project Number:</b>	M2X-2022-00070
<b>Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	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 a child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion survey about occupant protection. The surveys will be shared with partners across the state to assist with program development and educational opportunities.
<b>Budget:</b>	\$356,000



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$932,500

**Project Description:** The following local enforcement agencies have jurisdiction over communities that have high numbers of fatalities and serious injuries due to lack of safety belt use and currently rank in the top 25% of the FY 2022 Highway Safety Matrix. These agencies will receive funding to conduct combined safety belt enforcement and education programs. Efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2022 *Click It or Ticket* national campaign and enforcement waves with encouragement of nighttime enforcement. Subgrant funding supports overtime efforts and costs associated with printing and distributing educational materials.

**Budget:** \$1,063,000

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Seat Belts Save Lives	OP-2022-00034	\$10,000	\$10,000
Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	OP-2022-00223	\$35,000	\$35,000
Clewiston Police Department	Occupant Protection Project	OP-2022-00330	\$5,000	\$5,000
DeFuniak Springs Police Department	Occupant Protection and Child Passenger Safety Subgrant	OP-2022-00207	\$15,000	\$15,000
Delray Beach Police Department	Delray Beach Police Occupant Protection and Child Passenger Safety	OP-2022-00209	\$60,000	\$60,000
Gainesville Police Department	City of Gainesville Occupant Protection Program	OP-2022-00329	\$30,000	\$30,000
Homestead Police Department	South Miami Dade County Occupant Protection Program	OP-2022-00267	\$55,000	\$55,000



Lake City Police Department	Strategic Traffic Enforcement Program for Occupant Protection	OP-2022-00101	\$25,000	\$25,000
Live Oak Police Department	Occupant Protection	OP-2022-00176	\$20,000	\$20,000
Miami Beach Police Department	Occupant Protection and Child Passenger Safety	OP-2022-00125	\$75,000	\$75,000
Miami-Dade Police Department	Miami-Dade Occupant Protection and Child Passenger Safety Program	OP-2022-00061	\$200,000	\$200,000
Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Strategy	OP-2022-00299	\$150,000	\$150,000
Palm Beach Gardens Police Department	Palm Beach Gardens Police Department Occupant Protection Initiative	OP-2022-00269	\$30,000	\$30,000
Tallahassee Police Department	Occupant Protection Enforcement	OP-2022-00015	\$50,000	\$50,000
Tampa Police Department	Sit Tight and Belt Right	OP-2022-00283	\$175,000	\$175,000
Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety Program	OP-2022-00250	\$20,000	\$20,000
West Palm Beach Police Department	Occupant Protection	OP-2022-00055	\$108,000	\$108,000



# PAID MEDIA

## DESCRIPTION OF THE PROBLEM

Florida is proposing many new and sustained educational and enforcement projects in this Highway Safety Plan that will contribute toward its overall goal of zero fatalities. Research clearly shows that the cornerstone of any successful traffic safety program is high visibility enforcement supported by an enforcement themed communications campaign. Based on this data, it is imperative to include comprehensive enforcement themed communications to achieve quantifiable reductions in overall traffic related fatalities and serious injuries.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement targeted outreach and communications strategies to improve road users' awareness of safety issues, including sharing the road with other users, driver responsibilities when involved in a crash, as well as their understanding of roadside and in-vehicle technologies, best practices, and other safety countermeasures.
- Educate and train beginning and experienced road users to improve driving and riding skills and understand traffic laws.
- Develop and implement clear, consistent, and context-sensitive targeted outreach and communication strategies about pedestrian and bicyclist safety to all roadway users.
- Develop and implement targeted outreach and communication strategies to increase awareness among older adults, families, health care providers, safety professionals, community partners, and the public about the safety, access, and mobility needs of aging road users and the resources available.
- Develop and implement targeted outreach and communication strategies to promote safe riding behaviors, especially among aging riders, young riders, and motor scooter riders, as well as to improve motorists' awareness of how to safely share the road with motorcycles and motor scooters.
- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.

- Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.
- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Combine targeted outreach and communication strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.
- Develop and implement outreach and communication strategies focused on the demographics with low safety belt and child restraint use.
- Combine focused high visibility enforcement with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Develop and implement community-based outreach and communication strategies to educate beginning and experienced road users about the impact of speeding on crash severity, consequences of driving aggressively, and how to avoid aggressive drivers.
- Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to distracted driving, riding, and walking.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Mass Media Campaigns (CTW: Chapter 1, Page 54)
- Seat Belts and Child Restraints - Communications and Outreach  
Supporting Enforcement (CTW: Chapter 2, Page 23)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Older Children (CTW: Chapter 2, Page 31)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Child restraint & Booster Seat Use (CTW: Chapter 2, Page 33)
- Speeding and Speed Management - Communications and Outreach  
Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 31)
- Distracted and Drowsy Driving - Communications and Outreach  
Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 18)

- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 19)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW: Chapter 5, Page 20)
- Pedestrian Safety - Impaired Pedestrians  
Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 27)
- Bicycle Safety - Driver and Bicyclists  
Share the Road Awareness Programs (CTW: Chapter 9, Page 30)

## RATIONALE FOR SELECTION

NHTSA's current High Visibility Enforcement (HVE) model of promoting seat belt usage and sober driving issues a few times each year has made record gains possible in roadway safety. NHTSA recommends continued involvement in the national campaigns by state and local jurisdictions, in order to maximize the campaigns' reach and effectiveness. In addition, NHTSA advocates the use of a sustained HVE model that focuses on strategic deployment of enforcement and communications resources at targeted times and locations throughout the year based on state problem identification.

Paid media advertising can be a powerful tool when used in conjunction with other known effective countermeasures. Paid media by itself has not shown to have a significant effect on traffic safety related behavior – at least nothing powerful enough to result in crash or injury reductions. However, there are some countermeasures that have been proven to have a bottom-line effect on traffic safety related behaviors in a variety of situations. One example of this is enforcement itself, but these countermeasures can work only when the public is aware of them.

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

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

- ***Alert Today, Alive Tomorrow*** – increases awareness of and compliance with pedestrian and bicycle laws
- ***Drink + Ride = Lose*** – reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired
- ***Put It Down*** – educates motorists to not drive distracted
- ***Railroad Safety*** – alerts motorists to look for trains at railroad crossings
- ***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
- ***Stop Speeding Before It Stops You*** – prompts motorists to slow down and not exceed speed limits
- ***Work Zone Safety*** – advises motorists to drive safely in active work zones

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

## SAFETY IMPACTS

The objective of Florida’s media campaigns is to focus and support statewide enforcement and education efforts to influence and sustain year-round behavioral change while getting higher returns on our investments and greater improvements in traffic safety.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects that will support other educational and high visibility enforcement projects around the state to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida’s goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA’s Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Distracted Driving Media Campaign

**Project Number:** PM-2022-00334

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$750,000

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**Agency:** Florida Department of Transportation – State Safety Office

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

**Project Number:** M2PEM-2022-00333

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$2,000,000



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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Impaired Driving Statewide Media Campaign

**Project Number:** M5PEM-2022-00336

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote *Drive Sober or Get Pulled Over* awareness and enforcement efforts during the NHTSA crackdowns and waves and common drinking holidays. Impaired driving prevention messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.

**Budget:** \$2,000,000



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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Railroad Crossing Safety Media Campaign

**Project Number:** PM-2022-00335

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$750,000

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**Agency:** Center for Urban Transportation Research

**Project Name:** Work Zone Safety Media Campaign

**Project Number:** PM-2022-00108

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) 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.

**Budget:** \$750,000





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

**Project Name:** Impaired Driving Major College Sports Marketing

**Project Number:** M5PEM-2022-00190

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** \$459,000



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

**Project Name:** Impaired Driving Professional Sports Marketing

**Project Number:** M5PEM-2022-00192

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** Tallahassee Community College will purchase advertisements with professional sports teams and venues to promote *Drive Sober or Get Pulled Over* to sports fans. The FY 2021 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.

**Budget:** \$2,000,000



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

**Project Name:** Impaired Driving Sports Media Campaign

**Project Number:** M5PEM-2022-00191

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** \$216,000

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**Agency:** University of North Florida - Institute of Police Technology and Management

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

**Project Number:** FHPE-2022-00117

**Funding Source:** 405(h)

**Local Benefit:** N/A

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

**Budget:** \$2,200,000

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Impaired Motorcyclist Media Campaign

**Project Number:** M5PEM-2022-00318

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** \$500,000

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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Stop Speeding Safety Campaign

**Project Number:** PM-2022-00339

**Funding Source:** 402

**Local Benefit:** N/A

**Project Description:** The FDOT Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a stop speeding campaign. Educational messages will be promoted through mediums such as radio, internet displays and videos, social media, etc.

**Budget:** \$750,000



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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Motorcycle Safety Paid Media Campaign

**Project Number:** PM-2022-00319

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$440,000



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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** *Share the Road* Media Campaign

**Project Number:** M11MA-2022-00317

**Funding Source:** 405(f)

**Local Benefit:** N/A

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

**Budget:** \$252,000



# PEDESTRIAN AND BICYCLE SAFETY

## DESCRIPTION OF THE PROBLEM

In Florida, more people are walking and biking than ever before. Whether the trip is to and from work or school, as a source of exercise, or for recreation, it is important that each person arrive at their destination safely. Pedestrians and bicyclists do not have seatbelts or airbags to protect them which leaves them more vulnerable to fatal and serious injuries when they come into conflict with a motor vehicle. There are several key factors involved in these crashes.

Approximately fifty percent of traffic crashes resulting in pedestrian and bicyclist fatalities occur during dark or dusk hours. Another 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 driver speed, impairment, and distractions. Pedestrians often cross outside of crosswalks or fail to obey the pedestrian signal. Bicyclists sometimes ride against traffic or fail to use proper protective gear when riding. In fact, more than 40 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.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and deploy engineering solutions and best practices to support and encourage safe walking and bicycling such as refuge islands, walkways, pedestrian crossing islands, road diets, separated bike lanes, leading pedestrian intervals, median channelization, marking enhancement, lighting, and innovative signals and beacons.
- Develop and implement clear, consistent, and context sensitive targeted outreach and communication strategies about pedestrian and bicyclist safety to all roadway users.
- Educate and train state and local planners, designers, engineers, and law enforcement staff on the benefits of including pedestrian and bicyclist safety in the planning stages of all relevant transportation projects.
- Include safety issues and compliance with traffic laws and regulations related to pedestrians and bicyclists in all driver training courses to educate beginning and experienced road users about these vulnerable road users.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.

- Advance targeted strategies for emergency response to crashes by improving medical response protocols specific to key injuries sustained by pedestrians and bicyclists.
- Promote the collection, analysis, distribution, and use of quality data and tools to guide, enhance, and evaluate transportation-related decision making at the state, regional, and local levels to reduce pedestrian and bicyclist fatalities and serious injuries.
- Develop and test technologies that can improve bicyclist and pedestrian safety.
- Reduce disparities in transportation safety risks by ensuring that all transportation projects provide safety, mobility, and accessibility to all road users, regardless of age or ability.
- Create safer communities with urban and rural built environments that support and encourage safe walking and biking.
- Prioritize projects providing a demonstrated safety benefit and accessibility for people walking and biking through all phases of relevant state and local transportation projects.
- Identify and support state and local legislation and policies that clarify the responsibilities of users and support safe travel behavior.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Pedestrian Safety - Impaired Pedestrians  
Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 27)
- Pedestrian Safety - All Pedestrians  
Reduce and Enforce Speed Limits (CTW: Chapter 8, Page 31)
- Pedestrian Safety - All Pedestrians  
Conspicuity Enhancement (CTW: Chapter 8, Page 34)
- Pedestrian Safety - All Pedestrians  
Enforcement Strategies (CTW: Chapter 8, Page 35)
- Pedestrian Safety - All Pedestrians  
University Educational Campaign (CTW: Chapter 8, Page 40)
- Bicycle Safety - Children  
Bicycle Safety Education for Children (CTW: Chapter 9, Page 18)



- Bicycle Safety - Adults  
Bicycle Safety Education for Adult Cyclists (CTW: Chapter 9, Page 22)
- Bicycle Safety - All Bicyclists  
Active Lighting and Rider Conspicuity (CTW: Chapter 9, Page 23)
- Bicycle Safety - All Bicyclists  
Promote Bicycle Helmet Use With Education (CTW: Chapter 9, Page 26)
- Bicycle Safety - All Bicyclists  
Enforcement Strategies (CTW: Chapter 9, Page 27)
- Bicycle Safety - All Bicyclists  
Motorist Passing Bicyclist Laws (CTW: Chapter 9, Page 28)
- Bicycle Safety - Drivers and Bicyclists  
Driver Training (CTW: Chapter 9, Page 29)
- Bicycle Safety - Drivers and Bicyclists  
Share the Road Awareness Programs (CTW: Chapter 9, Page 30)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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

**Project Name:** Florida's Pedestrian and Bicycle Safety Outreach and Support

**Project Number:** PS-2022-00276

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** 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 Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. that calls on the state to significantly expand programs and materials available for identified at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability, by using focus groups, developing material specifically for those populations and testing for receptivity and results.

**Budget:** \$42,000



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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida's Comprehensive Pedestrian and Bicycle Safety Program
<b>Project Number:</b>	PS-2022-00141
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. This project is data driven with clear goals to support the reduction of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists on Florida's roadways. Funding under this project provides the Institute of Police Technology and Management personnel and resources to manage Florida's Pedestrian and Bicycle Focused Initiative High Visibility Enforcement (HVE) Program and the contracts awarded to law enforcement agencies in the designated priority counties across Florida. These HVE contracts are paid using Federal Highway's Highway Safety Improvement Plan (HSIP) funding to reimburse overtime for officers to conduct details directed towards reducing traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists.
<b>Budget:</b>	\$705,000



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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program
<b>Project Number:</b>	PS-2022-00085
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	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. The efforts are based on the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. 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.
<b>Budget:</b>	\$100,000



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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Pedestrian and Bicycle Program Evaluation and Data Collection

**Project Number:** PS-2022-00122

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$330,000

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**Agency:** Okeechobee County Sheriff's Office

**Project Name:** Enhanced Pedestrian and Bicycle Safety Enforcement

**Project Number:** FHLE-2022-00244

**Funding Source:** 405(h)

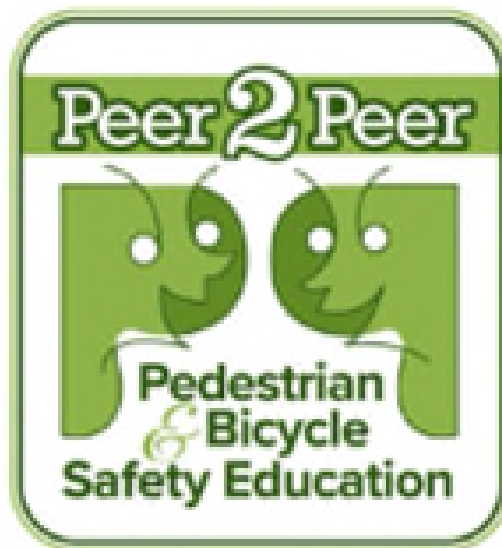
**Local Benefit:** N/A

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

**Budget:** \$20,000

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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Pilot Program
<b>Project Number:</b>	PS-2022-00106
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$56,000
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will develop an educational program that includes peer to peer educational training and distribute to students at a minimum of four (4) state universities, in identified priority counties, to increase the knowledge of safe behavior when walking and biking and support greater compliance with traffic laws put into place to protect the safety of pedestrians and bicyclists.
<b>Budget:</b>	\$56,000



# PLANNING AND ADMINISTRATION

## DESCRIPTION OF THE PROBLEM

NHTSA requires that each state establish a State Highway Safety Office expressly giving adequate powers and authority to carry out the state's highway safety program in accordance with 23 CFR 1300.4. The FDOT State Safety Office is responsible for Florida's highway safety program implementation which includes requirements for maintaining and executing policies and procedures regarding safety program planning, including data collection and evaluation relating to performance measures and targets, project selection strategies, and project agreement management, including preparation, execution, administration, monitoring, evaluation, financial management, and closeout.

## COUNTERMEASURE STRATEGIES

- Maintain policies and procedures specific to the federally funded highway safety program to address: the planning process, including data collection and evaluation relating to performance measures and targets; project selection strategies; and project agreement management, including preparation, execution, administration, monitoring and evaluation, financial management, and closeout.
- Identify and meet training needs for management and staff to perform assigned functions.
- Implement an annual planning process that is effective and consistent with current policies, procedures, and established timelines.
- Evaluate and monitor each awarded subrecipient based on risk of noncompliance in accordance with 2 CFR § 200.331(b)
- Monitor subrecipient activities in accordance with assigned risk levels to ensure that the subgrant is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subgrant; and that subgrant performance goals are achieved.
- Maintain fiscal control and accounting procedures sufficient to permit preparation of required reports that can trace funds to a level of expenditures that adequately establish that funds are not used in violation of the restrictions and prohibitions of applicable statutes.



- Submit GTS vouchers to NHTSA on a quarterly basis, no later than 15 working days after the end of each quarter.
- Maintain a system to track, manage, and dispose of equipment acquired under a highway safety subgrant in accordance with state laws and procedures.

## RATIONALE FOR SELECTION

Costs for implementing Florida's Highway Safety Program are divided between three subgrants. The FDOT State Safety Office, Highway Traffic Safety Grant Section staff includes a Traffic Safety Administrator, one Operations Coordinator, five Traffic Safety Program Managers, and two Traffic Safety Financial Analysts who are all full-time state employees.

Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area and these costs are identified in the Operation of the Highway Traffic Safety Grant Section project. In addition to the FDOT State Safety Office employees, three contracted full-time traffic safety positions that are awarded to another agency and listed as separate subgrant. All costs related to training and travel for Florida's Highway Safety Program implementation is managed and listed as a separate subgrant.

## SAFETY IMPACTS

Florida's Highway Safety Program is implemented in accordance with both state and federal regulation and includes data driven enforcement, education, training, and outreach projects intended to reduce fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths.

**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Operation of the Highway Traffic Safety Grant Section

**Project Number:** PA-2022-00337

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** FDOT will receive reimbursement for 50 percent of salary and benefit costs for up to nine full-time state 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 reaching our target of zero fatalities and serious injuries. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.

**Budget:** \$350,000



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**Agency:** Florida Department of Transportation – State Safety Office  
**Project Name:** Highway Safety Travel and Training  
**Project Number:** PA-2022-00338  
**Funding Source:** 402  
**Local Benefit:** \$0  
**Project Description:** FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct federally required on-site monitoring of subgrant funded programs and to attend federally required professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also allows for the reimbursement of travel costs for other traffic safety professionals to promote or address traffic safety issues in Florida. The goal of this project is to enable adequate and required project monitoring, provide training opportunities, and ensure FDOT State Safety Office staff and other traffic safety professionals attend relevant traffic safety meetings, conferences, and workshops.  
**Budget:** \$20,000

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**Agency:** The District Board of Trustees of Tallahassee Community College  
**Project Name:** Traffic Safety Support  
**Project Number:** PA-2022-00196  
**Funding Source:** 402  
**Local Benefit:** \$0  
**Project Description:** Tallahassee Community College will support up to three Traffic Safety Program Managers and one Traffic Safety Fiscal Assistant position that will work in the FDOT State Safety Office to help supplement the state staff. The positions will be responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs, communications management, and document management for invoice processing. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.  
**Budget:** \$200,000

# POLICE TRAFFIC SERVICES - LEL

## DESCRIPTION OF THE PROBLEM

Florida, along with NHTSA, sees active involvement of law enforcement as a key element in the creation of safer highways. In NHTSA's Countermeasures That Work guide, high visibility enforcement and other traffic enforcement strategies are listed as evidence-based countermeasures in all nine of the highway safety program areas: Alcohol- and Drug-Impaired Driving, Seat Belts and Child Restraints, Speeding and Speed Management, Distracted and Drowsy Driving, Motorcycle Safety, Young Drivers, Older Drivers, Pedestrian Safety, Bicycle Safety.

In order to have the greatest impact on traffic safety, the entire system must work together, and a very important part of the system is law enforcement. Together, FHP, sheriffs' offices, police departments, and state agencies conduct focused and high visibility operations, creating the voluntary compliance that is necessary for safer roadways. However, traffic safety is just one of many priorities that local law enforcement agencies must address.

## COUNTERMEASURE STRATEGIES FROM SHSP

- 1 • Educate and train current and new safety professionals including planning, engineering, law enforcement, emergency response, elected officials, and other personnel, on best practices as well as new and innovative countermeasures.
- 2 • Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- 3 • Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- 4 • Implement proven and innovative strategies for enforcement and traffic operations personnel to clear vehicles and manage and restore traffic flow at the scene of a crash with emphasis on avoiding secondary crashes.
- Promote the collection, analysis, distribution, and use of quality and timely crash data so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.

5

- Enhance the expertise and skills of transportation, enforcement, emergency response, and other agency safety staff regarding challenges and countermeasures, particularly new technologies and data.

6

- Conduct focused enforcement activities by using data to identify high-crash intersections, including key times and days for each intersection.

- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.

- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.

- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooters activities and riding without an endorsement.

- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.

- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.

- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.

- Combine focused high visibility enforcement with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.

- Conduct focused enforcement activities of speeding and aggressive driving laws at high-risk locations.

- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.

- Conduct focused enforcement activities for distracted driving, riding, or walking using the most appropriate enforcement strategy.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- While the NHTSA Countermeasures that Work does not explicitly address Law Enforcement Liaison (LEL) Programs, NHTSA's Enforcement and Justice Services work to reduce deaths and injuries by providing education, guidance, and toolkits for improving driver behavior and attitude. The Florida LEL Program mirrors the NHTSA model by providing a dedicated outlet for advice, resources, and educational opportunities to Florida's over 300 law enforcement agencies. In addition, the Florida LEL program seeks to acknowledge the professional behaviors and attitudes of our traffic safety professionals and strives to maintain enforcement efforts by acknowledging outstanding enforcement efforts in a social climate that can be challenging for law enforcement.

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Florida Law Enforcement Liaison (LEL) program to keep highway safety a priority for Florida's law enforcement agencies, and to continue the active and enthusiastic involvement of those law enforcement agencies. The LEL program puts additional focus on cities and counties ranked within the top 25% of each population area within the Highway Safety Matrix.

## SAFETY IMPACTS

The challenges in Florida related to traffic safety enforcement are not unique. Problem areas span communication, training, coordination, and participation.

The goal of the LEL program is to reduce traffic-related fatalities and serious 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 also partners with law enforcement agencies to promote and increase participation in the NHTSA national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts.

In order to keep highway safety a priority and continue the active, enthusiastic involvement of law enforcement, a system is needed that will facilitate ongoing communication, encourage participation, foster interagency coordination, and promote the goals and priorities of the FDOT State Safety Office and NHTSA.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida Law Enforcement Liaison Program

**Project Number:** PT-2022-00065

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$975,000

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida Law Enforcement Liaison Impaired Driving Awareness Program

**Project Number:** M5X-2022-00079

**Funding Source:** 405(d)



**Local Benefit:** N/A

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

**Budget:** \$75,000

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida Law Enforcement Liaison Occupant Protection Awareness Program

**Project Number:** OP-2022-00080

**Funding Source:** 402

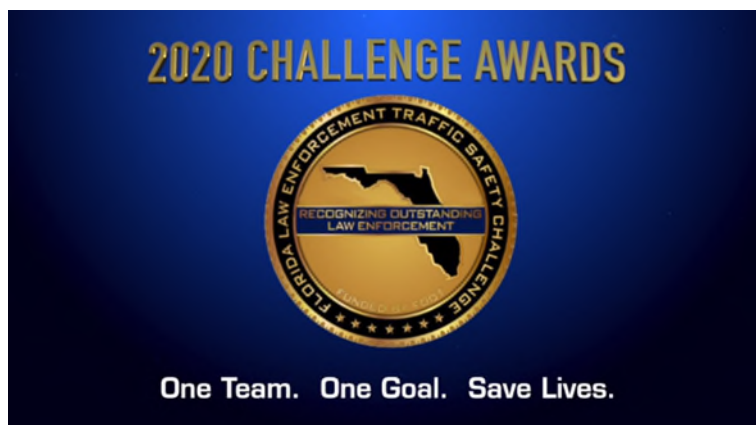
**Local Benefit:** \$75,000

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

**Budget:** \$75,000

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event
<b>Project Number:</b>	PT-2022-00078
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The Florida Law Enforcement Liaison Traffic Safety Challenge recognizes the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce traffic safety laws and educate the public about distracted and impaired driving, motorcycle safety, occupant protection and child passenger safety, pedestrian and bicycle safety, speed/aggressive driving, and other traffic safety issues that impact the safety of Florida's roadway users. Law enforcement agencies submit an application that documents their agency's efforts and effectiveness in these areas, along with their participation in the 3 NHTSA national enforcement waves. Funds will be used to purchase recognition items in the form of coins and plaques to recognize outstanding traffic enforcement agencies and officers along with hosting a training and formal awards ceremony to present the recognition. This challenge supports the goal of encouraging increased statewide enforcement of traffic safety laws to reduce traffic crashes, serious injuries, and fatalities.
<b>Budget:</b>	\$150,000



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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** NHTSA Region 4 and Law Enforcement Liaison Conference

**Project Number:** PT-2022-00081

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to plan, coordinate, and host the 2021 NHTSA Region 4 LEL conference in Destin, Florida. The conference will be three days of education and information sharing involving State Highway Safety Office personnel, LELs, Traffic Safety Resource Prosecutors, and law enforcement officials from the five-state NHTSA Region of Alabama, Florida, Georgia, South Carolina, and Tennessee. The goal of the conference is for the traffic safety partners to share best practices and build better, more effective programs in their own states to help drive down fatalities on our roadways.

**Budget:** \$45,000



# PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

- Educate and train current and new safety professionals including planning, engineering, law enforcement, emergency response, elected officials, and other personnel, on best practices as well as new and innovative countermeasures.
- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Enhance the expertise and skills of transportation, enforcement, emergency response, and other agency safety staff regarding challenges and countermeasures, particularly new technologies and data.
- Educate and train state and local planners, designers, engineers, and law enforcement staff on the benefits of including pedestrian and bicyclist safety in the planning stages of all relevant transportation projects.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.
- Provide law enforcement officers and front line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooters activities and riding without an endorsement.

- Advance targeted strategies for emergency responders and healthcare providers on motorcycle and motor scooter crash trauma that include responder training and education on proper helmet removal.
- Educate and train first responders in coordination protocols and proper response to large scale, multi-vehicle crashes.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- While NHTSA Countermeasures that Work do not specifically identify Public Traffic Safety Professionals Training, U.S. DOT and NHTSA reinforce the importance of training for traffic safety professionals in their contracts with the Transportation Safety Institute and created Pedestrian Safety for Law Enforcement courses. Using these examples as supported and proven methods for improving traffic safety, the FDOT State Safety Office provides subgrants to ensure excellence in the education of impaired driving enforcement and prosecution, pedestrian and bicycle laws, traffic crash investigation and documentation, homicide investigation, motor unit instruction, and speed measurement, to Florida traffic safety professionals.

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

The enforcement of laws governing traffic safety and the complete adjudication of the penalties for those laws, are proven behavioral deterrents which contribute to overall reduction of traffic safety fatalities and injuries. Providing current and appropriate training for Florida's traffic safety professionals helps to ensure Florida's traffic safety laws are enforced and penalties are adjudicated with optimal efficacy.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** (see below)

**Local Benefit:** \$961,000

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

**Budget:** \$2,798,500

Agency	Project Name	Project Number	Funding Source	Local Benefit	Budget
Florida Department of Highway Safety and Motor Vehicles	Legal Training for Driving Under the Influence (DUI) Administrative Hearings	M5TR-2022-00039	405(d)	N/A	\$35,500
Florida Department of Law Enforcement	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	M5CS-2022-00011	405(d)	N/A	\$50,000
The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	PT-2022-00193	402	\$70,000	\$70,000
The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	PT-2022-00194	402	\$75,000	\$75,000

The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	PT-2022-00195	402	\$35,000	\$35,000
The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	PT-2022-00029	402	\$30,000	\$30,000
The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	PT-2022-00058	402	\$45,000	\$45,000
The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	PT-2022-00187	402	\$65,000	\$65,000
University of North Florida - Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	M5TR-2022-00156	405(d)	N/A	\$45,000
University of North Florida - Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	M5TR-2022-00132	405(d)	N/A	\$150,000
University of North Florida - Institute of Police Technology and Management	Crash Data Retrieval (CDR) Tool Technician	PT-2022-00145	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Digital Photography for Traffic Crash Investigators	PT-2022-00149	402	\$35,000	\$35,000
University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	M5TR-2022-00158	405(d)	N/A	\$225,000
University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	M5TR-2022-00144	405(d)	N/A	\$35,000
University of North Florida - Institute of Police Technology and Management	Drug Evaluation and Classification Program	M5TR-2022-00159	405(d)	N/A	\$652,000
University of North Florida - Institute of Police Technology and Management	Drug Recognition Expert (DRE) Preparatory Class	M5TR-2022-00162	405(d)	N/A	\$25,000



University of North Florida - Institute of Police Technology and Management	DUI: Roadside to Courtroom	M5TR-2022-00172	405(d)	N/A	\$70,000
University of North Florida - Institute of Police Technology and Management	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	PT-2022-00150	402	\$36,000	\$36,000
University of North Florida - Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level I	PT-2022-00151	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level II	PT-2022-00152	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Forensic Evidence from Crash Fatalities	PT-2022-00153	402	\$25,000	\$25,000
University of North Florida - Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	PT-2022-00160	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level I	PT-2022-00161	402	\$80,000	\$80,000
University of North Florida - Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level II	PT-2022-00163	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	M5TR-2022-00154	405(d)	N/A	\$75,000
University of North Florida - Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	M5TR-2022-00155	405(d)	N/A	\$45,000
University of North Florida - Institute of Police Technology and Management	Occupant Kinematics for the Traffic Crash Reconstructionist	PT-2022-00164	402	\$30,000	\$30,000
University of North Florida - Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level I	PT-2022-00165	402	\$80,000	\$80,000
University of North Florida - Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level II	PT-2022-00166	402	\$40,000	\$40,000

University of North Florida - Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	FHTR-2022-00114	405(h)	N/A	\$400,000
University of North Florida - Institute of Police Technology and Management	Police Motorcycle Instructor	PT-2022-00167	402	\$75,000	\$75,000
University of North Florida - Institute of Police Technology and Management	Sobriety Checkpoint Operations	M5TR-2022-00157	405(d)	N/A	\$30,000
University of North Florida - Institute of Police Technology and Management	Traffic Crash Reconstruction- Level II	PT-2022-00169	402	\$40,000	\$40,000



# SPEEDING AND AGGRESSIVE DRIVING

## DESCRIPTION OF THE PROBLEM

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

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

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

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- Develop and implement community-based outreach and communication strategies to educate beginning and experienced road users about the impact of speeding on crash severity, consequences of driving aggressively, and how to avoid aggressive drivers.
- Conduct focused enforcement activities of speeding and aggressive driving laws at high risk locations.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Speed and Speed Management - Enforcement  
High Visibility Enforcement (CTW: Chapter 3, Page 27)
- Speed and Speed Management - Enforcement  
Other Enforcement Methods (CTW: Chapter 3, Page 28)
- Speeding and Speed Management - Communications and Outreach  
Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 31)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

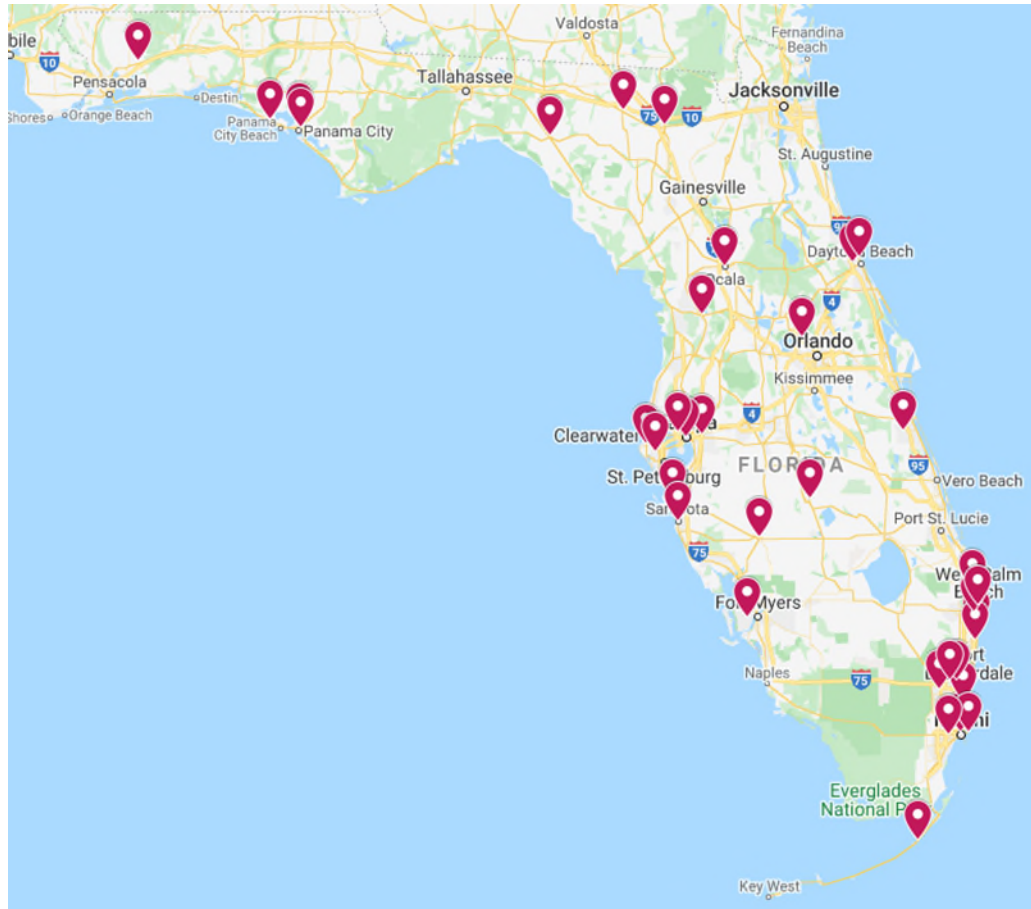
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF SPEEDING AND AGGRESSIVE DRIVING PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$2,669,500

**Project Description:** The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to reported speed/aggressive driving and currently rank in the top 25% of the FY 2022 Highway Safety Matrix. They will receive funding to conduct speed and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

**Budget:** \$2,669,500

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Heavy Enforcement of Aggressive Traffic	SC-2022-00031	\$49,000	\$49,000
Bay County Sheriff's Office	Speed and Aggressive Driving Subgrant	SC-2022-00021	\$50,000	\$50,000
Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving	SC-2022-00222	\$50,000	\$50,000
Bradenton Police Department	Lets Not Meet By Speed	SC-2022-00291	\$35,000	\$35,000
Broward Sheriff's Office	Broward Aggressive Driving and Speeding Enforcement (BASE) Program	SC-2022-00038	\$200,000	\$200,000
Cape Coral Police Department	Cape Coral Speed and Aggressive Driving Enforcement	SC-2022-00008	\$86,500	\$86,500
Citrus County Sheriff's Office	Just Drive Citrus	SC-2022-00019	\$120,000	\$120,000
City of Daytona Beach Police Department	Obey the Sign or Pay the Fine- Addressing Speed and Aggressive Driving	SC-2022-00017	\$50,000	\$50,000
City of Miami Police Department	Speed and Aggressive Driving Enforcement Saturation Patrol Project	SC-2022-00236	\$270,000	\$270,000

Delray Beach Police Department	Delray Beach Police Speed and Aggressive Driving Enforcement Program	SC-2022-00188	\$50,000	\$50,000
DeSoto County Sherriff's Office	Speed and Aggressive Driving Subgrant	SC-2022-00308	\$37,000	\$37,000
Hillsborough County Sheriff's Office	Speed: Know Your Limits	SC-2022-00028	\$125,000	\$125,000
Holly Hill Police Department	Speed and Aggressive Driving	SC-2022-00040	\$40,000	\$40,000
Hollywood Police Department	Speed and Aggressive Driving Enforcement	SC-2022-00279	\$60,000	\$60,000
Lake City Police Department	Strategic Traffic Enforcement Program for Speed and Aggressive Driving	SC-2022-00189	\$40,000	\$40,000
Lauderhill Police Department	Addressing Aggressive Driving Through Community Engagement and Enforcement	SC-2022-00247	\$104,000	\$104,000
Live Oak Police Department	Speed and Aggressive Driving	SC-2022-00111	\$20,000	\$20,000
Miami Beach Police Department	Speed and Aggressive Driving Initiative	SC-2022-00124	\$75,000	\$75,000
Monroe County Sheriff's Office-City of Marathon	Speed and Aggressive Driving	SC-2022-00043	\$100,000	\$100,000
Ocala Police Department	Speed and Aggressive Driving Program	SC-2022-00181	\$21,000	\$21,000
Palm Bay Police Department	"Know Your Limits" Aggressive Driving and Speed Initiative	SC-2022-00113	\$44,000	\$44,000
Palm Beach County Sheriff's Office	Palm Beach County Speed and Aggressive Driving Strategy	SC-2022-00227	\$75,000	\$75,000
Palm Beach Gardens Police Department	Palm Beach Gardens Police Department Speed and Aggressive Driving Initiative	SC-2022-00268	\$35,000	\$35,000
Panama City Beach Police Department	Targeted Enforcement Against Speed and Aggressive Driving	SC-2022-00240	\$25,000	\$25,000
Panama City Police Department	Speed and Aggressive Driving Reduction	SC-2022-00310	\$48,500	\$48,500
Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers (SPEED)	SC-2022-00045	\$125,000	\$125,000
Pinellas Park Police Department	Speed Enforcement Program	SC-2022-00112	\$69,500	\$69,500
Santa Rosa Sheriff's Office	Law Enforcement Speeding Solution (LESS) Program	SC-2022-00002	\$50,000	\$50,000
Sarasota County Sheriff's Office	Slow Down Sarasota 2022	SC-2022-00340	\$100,000	\$100,000
Sarasota Police Department	Speed and Aggressive Driving Subgrant	SC-2022-00183	\$83,000	\$83,000
Sebring Police Department	Speed and Aggressive Driving Subgrant	SC-2022-00272	\$21,000	\$21,000
Sunrise Police Department	Speed and Aggressive Driving Initiative	SC-2022-00127	\$40,000	\$40,000



Tampa International Airport Police Department	Speed and Aggressive Driving Subgrant	SC-2022-00170	\$35,000	\$35,000
Tampa Police Department	Operation Safe Travels	SC-2022-00179	\$190,000	\$190,000
West Miami Police Department	Speed and Aggressive Driving Subgrant	SC-2022-00263	\$30,000	\$30,000
West Palm Beach Police Department	Speed and Aggressive Driving	SC-2022-00053	\$116,000	\$116,000



# TEEN DRIVER SAFETY

## DESCRIPTION OF THE PROBLEM

As any parent knows, handing the car keys to a new driver is a proud yet terrifying experience. Florida has over 800,000 registered teen drivers, age 15 to 19. Teen drivers are involved in approximately 85,000 crashes resulting in over 200 fatalities and 2,000 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 fatalities and serious injuries involving teen drivers in crashes, safety belts were not worn. Teens are more likely to underestimate dangerous situations, speed, and allow shorter distances between vehicles.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Educate and train beginning and experienced road users to improve driving and riding skills and understand traffic laws.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.
- Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.
- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Create safer communities through greater interaction of parents and caregivers in the teen driver license process by engaging caregivers during orientation events, parent groups, and other teen/caregiver-targeted functions.

- Provide resources to educate teen road users on how to safely use other modes of transportation, such as walking, bicycling, transit, micromobility, and shared or automated vehicles.
- Prioritize projects and initiatives providing a demonstrated reduction in teen driving crashes.
- Pursue school policies that correlate teen safe driving behavior with student privileges.
- Expand Florida's Driver Education curriculum to be comprehensive in its promotion of proven teen driver safety practices and principles.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Young Drivers - Driver Education  
Pre-Licensure Driver Education (CTW: Chapter 6, Page 19)
- Young Drivers - Driver Education  
Post-Licensure or Second-Tier Driver Education (CTW: Chapter 6, Page 20)
- Young Drivers - Parents  
Parental Role in Teaching and Managing Young Drivers (CTW: Chapter 6, Page 21)
- Young Drivers - Traffic Law Enforcement  
Enforcement of GDL and Zero-Tolerance Laws (CTW: Chapter 6, Page 22)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

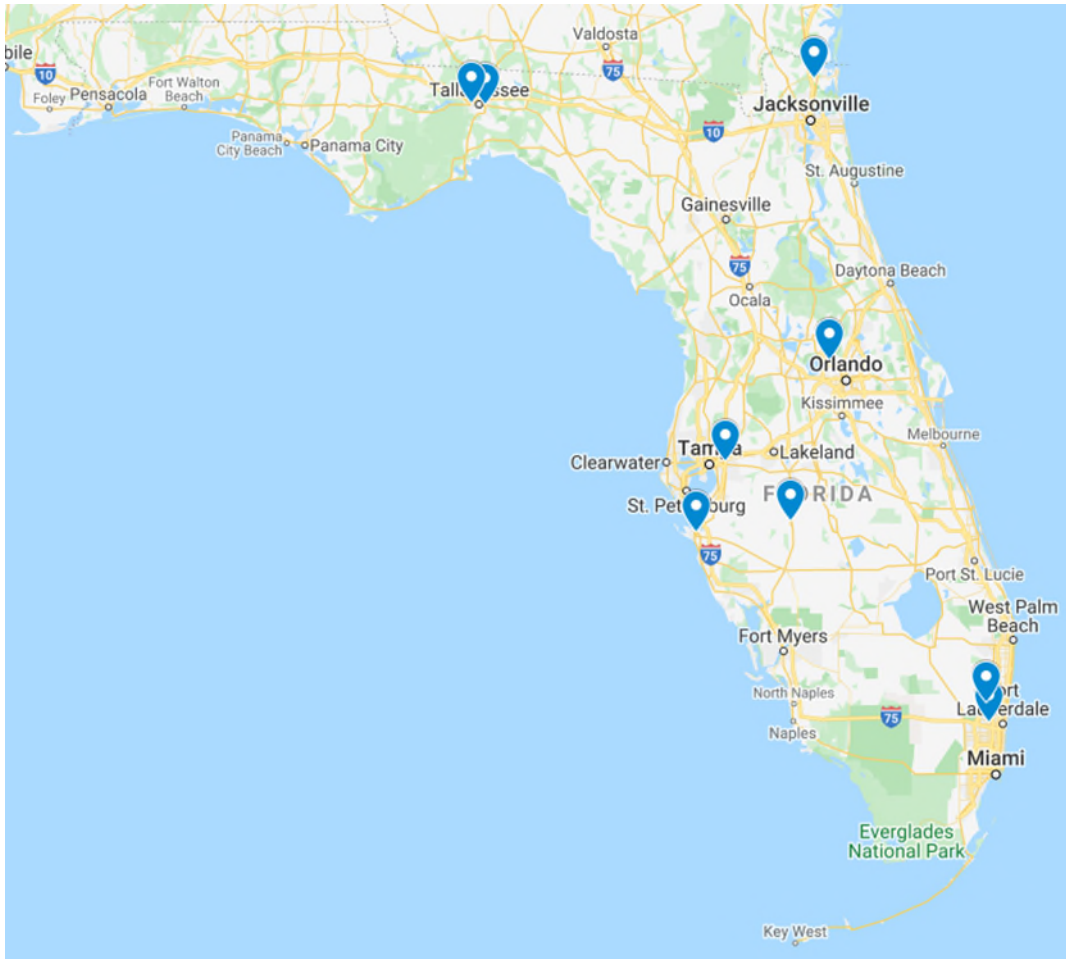
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF TEEN DRIVER SAFETY PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$210,500

**Project Description:** The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to teen driving and currently rank in the top 25% of the FY 2022 Highway Safety Matrix. They will receive funding to conduct teen driver related countermeasures, such as education, GDL enforcements, distracted driving, and zero-tolerance laws that include overtime salaries and benefits necessary for successful enforcement. The goal of each project is to reduce teen driver related fatalities and injuries by using data-driven approaches.

**Budget:** \$210,500

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Apopka Reinforces Teen Safety	TSP-2022-00033	\$7,500	\$7,500
City of Plantation Police Department	Teen Driver Safety	TSP-2022-00245	\$33,000	\$33,000
Coral Springs Police Department	Teen Driver Safety	TSP-2022-00252	\$30,000	\$30,000
Hillsborough County Sheriff's Office	HCSO Teen Driver Education and Enforcement Operation	TSP-2022-00026	\$100,000	\$100,000
Nassau County Sheriff's Office	Teens Avoiding Disaster	TSP-2022-00100	\$20,000	\$20,000
Wauchula Police Department	Teen Driver Safety	TSP-2022-00228	\$20,000	\$20,000

**Agency:** Florida Department of Highway Safety and Motor Vehicles

**Project Name:** Teen Driver Safety

**Project Number:** TSP-2022-00084

**Funding Source:** 402

**Local Benefit:** \$32,000

**Project Description:** The Florida Department of Highway Safety and Motor Vehicles will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, 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. This will be accomplished by providing printed guides, posters, parent/teen logs, teen/parent driving agreements, various educational materials, digitally creative files to partnered organizations, presentations, and outreach events.

**Budget:** \$32,000



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

**Project Name:** Florida Teen Traffic Safety

**Project Number:** TSP-2022-00199

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** Tallahassee Community College will continue to support a full-time coordinator and specialist to administer and oversee teen traffic safety related activities and the statewide Florida Teen Safe Driving Coalition (FTSDC). The coordinator will continue to plan and execute the coalition's quarterly meetings, during which time members with specific knowledge, expertise and commitment to teen traffic safety generate and support strategically developed initiatives driven by data and community need. The FTSDC members will be working toward the creation and distribution of educational materials, as well as continuing its work on the implementation and furtherance of the items outlined within the coalition's strategic plan. Community outreach and education will also be facilitated through "Weeks of Awareness" during which time a traffic safety presentation will be presented to students at approximately 60 high schools across Florida. Speaker topics and stories can range from distracted driving, impaired driving, occupant protection, peer pressure in a vehicle, speed/aggressive driving, and how to speak up when you feel unsafe in a car as a passenger.

**Budget:** \$325,000





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**Agency:** Manatee County Sheriff's Office

**Project Name:** Teen Driver Education and Enforcement Operation

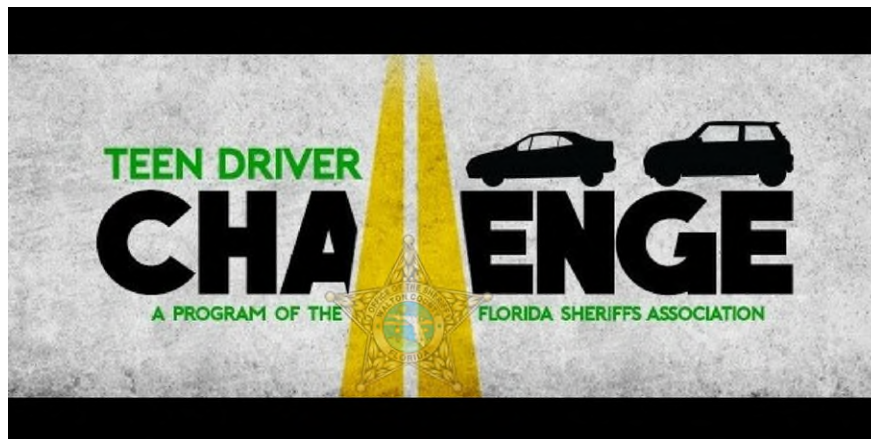
**Project Number:** TSP-2022-00320

**Funding Source:** 402

**Local Benefit:** \$15,000

**Project Description:** The Manatee County Sheriff's Office will educate and train teen/young drivers through the Teen Driver Challenge (TDC) program created by the Florida Sheriffs Association in 2007. Licensed teens ages 16-19 in Manatee County will have the opportunity to take a post-licensure or second-tier driver education program, free of charge. Funding will be used to pay law enforcement overtime to meet the goal of the program, which is to educate the teens of Manatee County and help reduce the rate of fatalities, crashes, and injuries amongst teen drivers in the area.

**Budget:** \$15,000



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**Agency:** Children and Parent Resource Group, Inc.

**Project Name:** Life Changing Experience Community Education Project

**Project Number:** TSP-2022-00323

**Funding Source:** 402

**Local Benefit:** \$52,000

**Project Description:** The Children and Parent Resource Group, Inc. will continue its pilot project in three Northwest Florida counties; Bay, Okaloosa, and Santa Rosa. The program offers a sophisticated 3D interactive program, transforming school auditoriums into interactive cinemas, during which time students are actively engaged in a multi-sensory education experience that has been proven to effect change by improving teens' understanding of impairment, along with the dire consequences of speeding, drinking and driving, driving while texting, driving without a seatbelt, and other destructive decisions. The participating students will also receive the ability to download a free a phone app called Revolving Door, which continues to provide insight and education for long-lasting influence.

**Budget:** \$52,000



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**Agency:** TjohnE Productions, Inc.

**Project Name:** ThinkFast Interactive Teen Driver Safety Program

**Project Number:** TSP-2022-00023

**Funding Source:** 402

**Local Benefit:** \$56,000

**Project Description:** The TjohnE Productions, Inc. will begin its pilot project focusing on teen driver-related at-risk county high schools in Florida. The program offers teens an interactive platform that is geared toward educating on the issues they face as newly licensed driver. The program uses state rules, regulations, fines, goals, and performance measures to guide teens through the driving experience. Countermeasures such as reinforcing GDL laws, effects of alcohol-impaired driving, the use of seat belts and child restraints, the dangers of speeding and/or aggressive driving, and the risks behind distracted and drowsy driving are all used to educate teens on the risky factors behind driving.

**Budget:** \$56,000



# TRAFFIC RECORDS

## DESCRIPTION OF THE PROBLEM

Data is the foundation of any effort to improve traffic safety. Using data to identify safety challenges 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.



## COUNTERMEASURE STRATEGIES FROM SHSP

- Promote the collection, analysis, distribution, and use of quality and timely crash data so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.
- Expand data collection and analysis to address emerging trends and risks, such as micromobility and e-commerce (i.e., impact of on-line shopping and goods delivery).

- Improve data analysis tools and methodologies and strengthen business intelligence capabilities among traffic safety partners.
- Identify high risk locations and behaviors related to fatal and serious injury crashes through a systematic approach.
- Develop analysis tools, visualization approaches, and dashboards to turn information into useable knowledge that meets the needs of users and decision-makers.
- Improve data analysis tools and methodologies by facilitating a fully integrated traffic records data system with up-to-date and consistent data dictionaries and data elements that incorporates all roads.
- Improve data collection and analysis efforts through training and education of law enforcement officers regarding accuracy and detail of crash report information.
- Augment analysis of traffic records with broader data on community context, land use, demographics, and public health.
- Expand data collection and analysis to incorporate emerging mobility options such as micromobility and connected and automated vehicles, as well as real-time data sources.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- While the NHTSA Countermeasures that Work do not provide proven strategies for traffic data improvement, The FDOT State Safety Office has identified the following projects to improve accuracy, completeness, uniformity, timeliness, integration, and accessibility of Florida's traffic data and data systems. These projects were selected in collaboration with its six data system owners and within the guidance of recent traffic data assessments with the expectation of quantifiable progress in the improvement of Florida traffic data systems.

## RATIONALE FOR SELECTION

Projects selection for traffic records funding was made by the Florida Traffic Records Coordinating Committee (TRCC). The membership of the TRCC Executive Board includes representatives from agencies either responsible for managing at least one of the six information systems of the Traffic Safety Information System or with a vital interest in one or more of those systems. These agencies include FDOT, FDOH, FLHSMV, the State Court System, FHP, Florida Sheriff's Association, Florida Police Chief's Association. Members of the Executive Board are appointed by the heads of their respective agencies. Projects were evaluated based on their support of the state's traffic records goals for coordination, data quality, integration, accessibility, and utilization along with cost effectiveness.

## SAFETY IMPACTS

Improved coordination, data quality, integration, accessibility, and utilization of traffic data promotes the increase of accurate problem identification, effective decision making, and efficient resource management for improvements, enforcement, and education of traffic safety issues.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.



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<b>Agency:</b>	Florida Department of Health, Division of Emergency Preparedness and Community Support (DEPCS), Bureau of Emergency Medical Oversight
<b>Project Name:</b>	Field Data Collection for National Emergency Medical Services Information System (NEMSIS)
<b>Project Number:</b>	M3DA-2022-00056
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	The Health Information and Policy Analysis Section operates the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Currently that program and data repository is administered using an existing commercial off-the-shelf solution known as EMSTARS-CDX. This system collects Emergency Medical Services (EMS) incident-level data in compliance with the Florida Emergency Medical Services Advisory Council Data Committee's Data Dictionary Versions 3.3.4, 3.4 and the National Emergency Medical Services Information System (NEMSIS) Version 3. Florida must continue to provide the resources to support and train on multiple NEMSIS data standards and pursue the participation of EMS providers with electronic data collection and reporting under all versions of the NEMSIS standard, while concurrently continuing to support all national standards. Project efforts will impact the timeliness, completeness, accuracy, uniformity, accessibility, and integration of traffic records data which will improve Florida's Crash, Roadway, Vehicle, and EMS/Injury Surveillance data systems.
<b>Project Description:</b>	The implementation of the NEMSIS Version 3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process. The Florida Department of Health (FDOH) will work on increasing the number of agencies submitting data to the state repository in compliance with the current NEMSIS standards. Specifically, the FDOH will continue to transition agencies to the new national data collection standards while maintaining compliance with the prior NEMSIS Version 3 data standards. They will also assist and support licensed EMS agencies

via direct technical support and training as these agencies continue their transition to NEMSIS Version 3 and begin the planning for the transition to the recently released Version 3.5.

In coordination with University of Florida's Signal Four Analytics, FLHSMV, and FDOT, the FDOH team will also be researching and possibly implementing an EMS data exchange, along with possible traffic data linkage and integration opportunities in Signal Four Analytics.

Resources will contribute to improvements needed to the technical environment to enable greater abilities to link, analyze, and make the data further accessible to stakeholders. The subgrant will fund a Project Manager, Technical Business Analyst, Data Modeler/Migration Specialist and Business Intelligence Analyst/Developer, along with data hosting services, required vendor change orders, and travel expenses to educate local EMS agencies on data collection standards and to attend conferences for implementation planning.

**Budget:** \$408,835





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<b>Agency:</b>	Florida Department of Highway Safety and Motor Vehicles
<b>Project Name:</b>	Crash and Uniform Traffic Citation (UTC) Data Improvement
<b>Project Number:</b>	M3DA-2022-00050
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	<p>The FLHSMV serves as the official custodian of Florida’s driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. NHTSA has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida’s roadways. Improving the data quality attributes of the crash and UTC datasets support the FLHSMV’s Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the State’s data-driven approach in developing traffic safety initiatives and law enforcement countermeasures. This project directly affects Florida’s Citation/Adjudication and Crash traffic data systems, by using the established performance measures to implement actionable strategies to improve the accuracy, completeness, and uniformity of these two key parts of the Traffic Records Information System.</p> <p>The Crash and UTC staff at FLHSMV will be tasked with improving Florida’s crash and UTC data to provide the ability for the FLHSMV and traffic safety stakeholders to make more informed and accurate decisions and countermeasures. Using the recommendations provided by the NHTSA 2020 Traffic Records Assessment, FLHSMV will improve the crash data quality program by developing a sample-based audit to create the ability to compare the electronic crash report data submitted by Law Enforcement Agencies (LEAs) and the FLHSMV crash database. The sample-based audit results will expose various discrepancies such as software and/or technical issues, identify updates needed to validation rules and prompting form revisions, generate new training content, and provide feedback to improve the crash manual. The ability to synchronize local and State crash data will also reduce the labor and time required for fatal crash report reconciliation that is necessary for the annual Crash Facts report.</p>

Another critical need for safety initiatives are accurate and timely crash location data, however this data is not readily available. The crash program staff will continue to develop a location accuracy report, establish minimum accuracy location standards for LEAs to meet, and encourage LEAs to utilize the tools available to improve the geo-location of crash reports during training sessions.

In addition, the NHTSA 2020 Traffic Records Assessment recommended Florida establish an accessibility performance measure for citation data. To establish this performance measure and baseline, the FLHSMV will create a survey to collect feedback from stakeholders regarding how accessible citation and adjudication data is. Project funding will be provided for an Other Personnel Services (OPS) Management Analyst, an OPS Project Coordinator, office supplies, and training materials.

**Budget:** \$121,100

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**Agency:** Florida Department of Highway Safety and Motor Vehicles

**Project Name:** Driver and Vehicle Data Quality Improvement

**Project Number:** TR-2022-00066

**Funding Source:** 402

**Local Benefit:** \$0

**Problem ID:** The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) serves as the official custodian of Florida’s driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. NHTSA has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida’s roadways. In November of 2020, the NHTSA concluded their Traffic Records Assessment to provide their recommendations for improving Florida’s six traffic records systems. These recommendations will improve the data quality attributes of the driver and vehicle datasets and will also support the FLHSMV’s Strategic Plan to improve the Traffic Records Information System (TRIS). An improvement in these strategic objectives further enhances the State’s data-driven approach in developing traffic safety initiatives and law enforcement countermeasures.

With over 87 million records in the FLHSMV driver and vehicle records systems and 3,185 traffic fatalities in 2019, ensuring accurate and complete data is paramount for decision making. Vulnerability to data quality issues is not only due to the high-volume of data but also due to this data being utilized by many external sources and added to the FLHSMV records systems. This project directly affects Florida's driver and vehicle traffic data systems and aims to improve and establish performance measures to implement actionable strategies to improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of the Traffic Records Information System.

**Project Description:**

As the third most populated state in the nation and 87,550,346 records in the FLHSMV driver and vehicle records systems, the FLHSMV team will be tasked with improving its data quality control program and performance monitoring efforts for their driver and vehicle datasets. In 2020, FLHSMV offices, third-party vendors, and county tax collectors' offices conducted 34,922,952 transactions to pull data from external sources and add data to the FLHSMV records systems. Reliance of this data is evident as there were 1,093 Memorandums of Understanding for data sharing with other entities and 54,000 public records requests for driver and vehicle data received by the Bureau of Records Public Records Unit in 2020.

To improve these data sets, the NHTSA 2020 Traffic Records Assessment recommended Florida improve its data quality control program and performance monitoring efforts by capturing baseline data and developing numeric goals to provide internal and external stakeholders high-quality data for research and decision making. A Project Analyst with expertise in process improvement, project management, data analysis and reporting, data security, and systems evaluation will be hired to create and monitor a project plan and charter to clarify responsibilities and goals for the project as well as gather feedback from data managers and users. This position will also provide recommendations for ongoing monitoring and data quality management, create, and maintain a report with performance measurements and metrics, and will report data measurements, plans and recommendations to internal and external stakeholders.

Overall, this project will lay the groundwork for a comprehensive data quality management program with performance measures for all six data quality attributes of timeliness, accuracy, completeness, uniformity, accessibility, and integration for both the driver and vehicle data systems.

**Budget:** \$150,000

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**Agency:** Florida State University

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

**Project Number:** TR-2022-00219

**Funding Source:** 402

**Local Benefit:** \$500,000

**Project Description:** The Florida State University's ELVIS Team will continue to maintain and upgrade a data tool that provides access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data. This web-based service tool is provided without charge and currently being utilized by 21,000 users and 212 various agencies such as Florida Law Enforcement Agencies, Clerk of Courts, and other approved Florida Department of Law Enforcement entities.

The proposed ELVIS System will provide all Florida law enforcement agencies the ability to run queries and import driver license and vehicle tag information onto multiple traffic data forms that are submitted to the state repositories. Not only will the quality of traffic records data be improved but the ELVIS system will reduce the redundancy and labor costs associated with manual entry.

This solution will improve the accuracy, accessibility, completeness, timeliness, uniformity and integration of the crash, citation/adjudication, vehicle, and driver datasets. Resources will be allocated to a full-time Systems Architect, Systems Administrator, Information Technology (IT) Support Specialist, part-time Principal Investigator, along with maintenance of the tool, operational costs, travel expenses to conduct trainings and provide technical support, an annual user forum as well as finalizing a secondary site for disaster recovery efforts.

**Budget:** \$500,000

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<b>Agency:</b>	Florida State University
<b>Project Name:</b>	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training
<b>Project Number:</b>	M3DA-2022-00086
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	<p>Across the State of Florida, many agencies collect, store, and submit traffic and criminal data using a wide variety of software tools, but there are agencies still completing paper forms by hand despite corresponding issues with accuracy and timeliness. The data collected assists in identifying traffic safety problem areas to plan accordingly in reducing crashes, serious injuries, and fatalities. To accomplish data collection and storage, each law enforcement agency (LEA) must endure costs associated with hardware, software, virtual private network costs and staff to manage, maintain, and support the infrastructure.</p> <p>The Traffic and Criminal Software (TraCS) offers a cost-effective, field-based collection solution, providing an alternative for agencies that would otherwise continue filling out traffic reports on paper. The TraCS project will improve traffic records data by means of accessibility, accuracy, completeness, timeliness, uniformity, and integration for Florida's Crash, Citation/Adjudication, Roadway, Vehicle and Driver data systems.</p>
<b>Project Description:</b>	<p>The Florida State University's TraCS Team will continue development and enhancements to the TraCS National Model software to include updates to meet state and federal guidelines. Currently TraCS Florida has approximately 23,000 users across 190 LEAs and is responsible for about 33% of statewide electronic crash report submittals. The TraCS staff will support current users and future officers and IT staff at user agencies with technical support and training. Efforts will focus on rewriting external interfaces for case and form management, Florida Crime Information Center and National Crime Information Center imports through various vendors and Signal Four (S4) Analytics' geo-location tool to work on both physical and web-based platforms. At this time, 167 LEAs (82% of</p>

TraCS users) are required to use the S4 geo-location tool for crash reporting and 21 LEAs to submit citations.

Resources will maintain a centralized cloud hosting environment for LEAs at the Florida Department of Law Enforcement (FDLE) approved Digital Systems Management (DSM) hosting center. Due to the vast number of users, data storage capacity limits were constantly being increased which caused staff resources to assist with technical support to manage the physical hardware at the primary and secondary hosting sites. The DSM Cloud-based environment is housed in a category 5 rated facility and allows for scalability and necessary growth flexibility versus purchasing and deploying physical hardware. The solution ensures no more than 4 seconds of downtime per month since operations will not be dependent on physical hardware and it is designed to switch over instantaneously when hardware fails or when the load is greater than what a physical server can handle. Contractual Services will still be needed for the FDLE Sponsoring Lead Criminal Justice Agency, Panama City Police Department, to continue to provide services to maintain Criminal Justice Information compliance. This solution will not only relieve the TraCS staff by means of administrative and equipment upkeep, but it also offers a team of network, security, and system administrator experts to better serve the TraCS agencies.

Resources will be allocated to full-time positions such as a Systems Architect, Application Developer I, Application Developer II, Systems Administrator, an IT Support Specialist, and a part-time Principal Investigator. Funds will also be used for the cloud hosting and service fees, maintenance and operational expenses, travel for training, and an enterprise national model fee.

**Budget:** \$996,253



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

**Project Name:** Traffic Records Coordinating Committee Support

**Project Number:** TR-2022-00197

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** Tallahassee Community College will contract with a consultant to provide technical advice and support to the TRCC Executive Board and its subcommittees. The consultant will assist with the facilitation of meetings, preparation of meeting summary reports, host and maintain the Florida TRCC website, and provide additional meeting assistance and support for special projects.

**Budget:** \$67,000



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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Central Crash Data Repository and Improved Crash Data Quality
<b>Project Number:</b>	TR-2022-00289
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>The FLHSMV crash database annually receives approximately 700,000 crash reports. As the statutory custodian of Florida’s crash data, FLHSMV distributes daily copies of statewide crash data and images to two statewide recipients, FDOT and University of Florida’s (UF) Signal Four Analytics creating three copies of the same information. Considering a 10-year period, over 6 million crash reports are being stored in 3 different servers which not only creates discrepancies in data analyses but also causes the user to question the reliability of the crash data source they are using.</p>

NHTSA Go Team findings highlighted these issues and provided several recommendations for improvements. Two main recommendations were to reduce the duplication of efforts of Florida’s crash systems by: 1) establishing a single central crash data repository for users to access and 2) make further crash data quality improvements. This project will finalize the development of a web service tool to serve the crash report images directly from the statutory crash data custodian, FLHSMV, to eliminate the need for FLHSMV to distribute daily copies of statewide crash data and images to both the FDOT and UF’s S4 Analytics. This solution will also reduce the likelihood of misuse as copies of the data will not be stored in various servers and will improve the timeliness of data availability.

In FY2021 a light synchronization of the FLHSMV and S4 crash databases was conducted to unify the datasets but a phase II to fully synchronize the databases is still needed. To accomplish this goal S4 and FLHSMV will continue coordination to develop, test, and operationalize a process in their environments to ensure synchronization. Once completed, users will have full confidence on the reliability of the S4 data source as it will match the original and allow access to the most current data in the state.



It has also become apparent that LEAs are using aerial photography as a reference layer when submitting crash diagrams to reduce in field time, but the current FLHSMV data ingestion process is unable to support the high-resolution aerial photography causing a reduction in resolution of the photo and sometimes causing the diagram to be unreadable. The UF team will finalize the support for aerial photo-based crash diagrams in the current FLHSMV ingestion process to contribute to data quality improvement at present and prepare the necessary requirements to support the web-based diagramming tool in development.

This project will improve traffic records data by means of accessibility, accuracy, and timeliness for Florida's Crash and Roadway data systems. Resources will be allocated to personnel services such as a Principal Investigator, Data Engineer, IT System Administrator, Administrative Assistant, Database Developer, Graduate Assistants, travel expenses and server and network support.

**Budget:** \$140,000

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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
<b>Project Number:</b>	M3DA-2022-00294
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	The TRCC's vision is to provide users access to quality traffic records data when, where, and in the form needed. The TRCC has invested considerable resources in the development of Signal Four (S4) Analytics, a statewide crash and citations analytical system that allows local, regional, and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform, and timely fashion. S4 Analytics has been a success that has greatly contributed to improving traffic records data accessibility, accuracy, completeness, timeliness, uniformity, and integration of three of Florida's traffic data systems: Crash, Citation/Adjudication, and Roadway data systems. Although S4 has been successful in

linking the three data systems, the ultimate TRCC goal is to integrate and link all six traffic data systems to maximize the efficiency and effectiveness of traffic records data resources, collection, analysis, and reporting. This project will continue its efforts to accomplish the TRCC's mission.

**Project Description:**

The University of Florida's S4 Analytics team will continue to provide a statewide crash and citation analytical system to approximately 4,100 users across 840 agencies and vendors. S4 Analytics allows users at local, regional, and state agencies the ability to analyze and create maps and statistical reports of crash and citation data in a consistent, uniform, and timely fashion.

This fiscal year will focus on updating the S4 database to include all historical crash and citations data and continue to build on the public viewable crash dashboard that was developed in FY2021. The dashboard will be improved and expanded with additional attributes, comparison statistics, mapping, and the ability to work on a mobile platform. To keep up with increasing user needs, the S4 team will begin developing a similar dashboard for citation data and continue to determine relevant Emergency Medical Services (EMS) data elements that can be integrated within S4 in coordination with FDOH. The latter will require creating an extract, transform, load (ETL) process to obtain the data as well as developing the necessary dashboard and analytical functions to analyze the data.

This project will address several S4 Analytics feature requests and overall system improvements. It will expand the integration of citations with crashes statewide via spatial attributes, perform data quality analysis, database updates, system monitoring and updates, and conduct marketing and training presentations. Resources will contribute to personnel services to maintain and enhance S4 Analytics, travel for marketing and training, travel expenses and server and network support.

**Budget:**

\$466,624

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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Geo-location-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality
<b>Project Number:</b>	TR-2022-00287
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0

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

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

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

This project with the University of Florida (UF) will continue efforts to reduce these three systems to a single unified geo-location system for the State of Florida, by enhancing the S4 geo-location tool to be utilized by the FDOT crash mapping staff to verify crash locations for FDOT analysts and other traffic improvement stakeholders. The UF team will also complete the development of the web-based diagram tool to work in compatibility with S4's geo-location tool to improve location accuracy, reduce the time for an officer to complete the crash diagram in the field thus improving timeliness of the data, and to increase the utilization of the crash data. Resources will contribute to personnel services to finalize the development of the tools, travel for marketing and training, travel expenses and server and network support.

**Budget:** \$425,000

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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Unified and Sustainable Solution to Improve Geo-location Accuracy and Timeliness of Crashes and Citations
<b>Project Number:</b>	M3DA-2022-00297
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	Crash location fields exhibit the highest error rate of all crash data elements when it comes to mapping crashes. Citations present an even more severe problem. These shortcomings are frequently not addressed in our crash and citations data systems leading to several issues such as, post-report geocoding of crashes by stakeholders leading to recurring costs and duplication of efforts, lack of timeliness of useful crash data for analysis, and lack of accuracy and consistency across the various geo-location efforts which creates major concerns about the integrity of the data and therefore raises questions about the validity of any crash analysis that depends upon it.

The University of Florida's (UF) Signal Four (S4) Analytics' geo-location tool resolves the issues stated above by allowing crashes and citations to be geolocated at the time of report completion. The geolocated data will be immediately available after the report is submitted to the state repository and also increase location accuracy. This solution will improve traffic records data by means of accessibility, accuracy, completeness, integration, timeliness and uniformity for Florida's Crash, Citation/Adjudication, EMS/Injury Surveillance and Roadway traffic data systems.

**Project Description:**

The UF's S4 team will address the error rate in location data by providing a solution to automatically geo-locate crashes and citations. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the state. The project will create a unified geo-location and validation service that can be accessed via the internet by any electronic crash and citation data collection system of any vendor in Florida. This web service solution accomplishes the geo-location and validation of the location by using the Florida Department of Transportation's Unified Roadway Basemap.

In partnership with the Traffic and Criminal Software (TraCS), the geo-location tool will continue to be incorporated within the TraCS crash and citation reporting forms. At this time, 167 LEAs (82% of TraCS users) are required to use the location tool for crash reporting and 21 LEAs to submit citations. Coordination with FDOH on exploring the use of this tool to map EMS reports will continue as well. Location data is key as it will influence and increase opportunities towards data integration and linkage of the EMS data within S4 Analytics.

Another critical problem that results from errors in location data is the lack of timeliness to run safety analyses. Timely availability of geolocated data will enable earlier detection of challenges and identification of solutions, ultimately saving lives and preventing loss of property. Resources will contribute to personnel services to provide service of this tool, perform updates, technical support and trainings, travel, and equipment expenses.

**Budget:**

\$168,372

# WORK ZONE SAFETY

## DESCRIPTION OF THE PROBLEM

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 two percent of serious injuries and fatalities, 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.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement targeted outreach and communications strategies to improve road users' awareness of safety issues, including sharing the road with other users, driver responsibilities when involved in a crash, as well as their understanding of roadside and in-vehicle technologies, best practices, and other safety countermeasures.
- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Speed and Speed Management - Enforcement  
High Visibility Enforcement (CTW: Chapter 3, Page 27)
- Speed and Speed Management - Enforcement  
Other Enforcement Methods (CTW: Chapter 3, Page 28)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

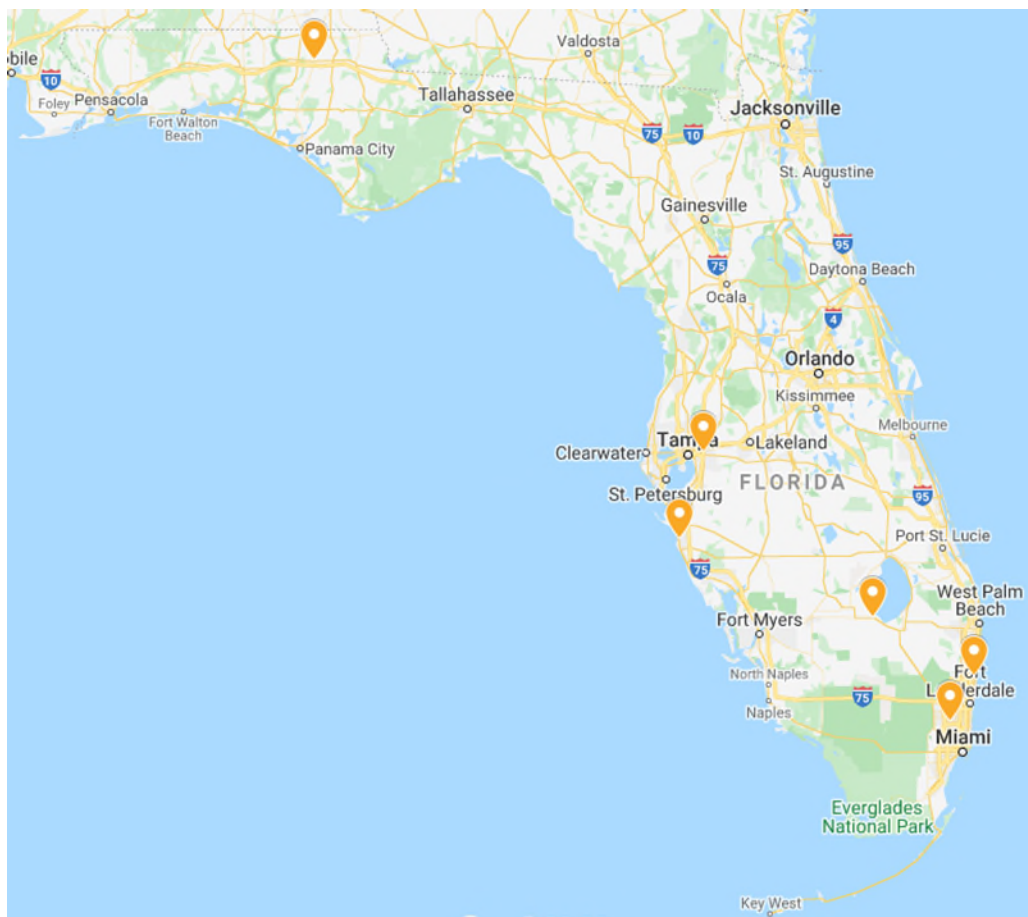
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF WORK ZONE SAFETY PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.





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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$585,000

**Project Description:** The following agencies will receive funding to conduct work zone safety enforcement and education initiatives consisting of overtime salaries and benefits. The goal of each project is to reduce fatalities and injuries in work zone areas by 5% based on data driven approaches. The State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program.

**Budget:** \$585,000

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Work Zone Safety Enforcement Program	RS-2022-00077	\$125,000	\$125,000
City of Miramar	Work Zone Safety Initiatives	RS-2022-00087	\$63,000	\$63,000
Clewiston Police Department	Work Zone Safety Program	RS-2022-00332	\$16,000	\$16,000
Hillsborough County Sheriff's Office	Work Zone Education and Enforcement Operation	RS-2022-00024	\$230,000	\$230,000
Sarasota Police Department	Work Zone Safety	RS-2022-00185	\$71,000	\$71,000
Washington County Sheriff's Office	Increasing Safety and Reducing Work Zone Crashes	RS-2022-00275	\$80,000	\$80,000

# PROJECT LIST

Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount
405d (Impaired Driving)	Impaired Driving	Apopka Police Department	M5HVE-2022-00030	Arresting Impaired Motorists	\$0.00	\$15,000
402 (Grants)	Speeding and Aggressive Driving	Apopka Police Department	SC-2022-00031	Heavy Enforcement of Aggressive	\$49,000.00	\$49,000
402 (Grants)	Distracted Driving	Apopka Police Department	DD-2022-00032	Apopka Distracted Driving Program	\$25,000.00	\$25,000
402 (Grants)	Teen Driver Safety	Apopka Police Department	TSP-2022-00033	Apopka Reinforces Teen Safety	\$7,500.00	\$7,500
402 (Grants)	Occupant Protection and Child Passenger Safety	Apopka Police Department	OP-2022-00034	Seat Belts Save Lives	\$10,000.00	\$10,000
405d (Impaired Driving)	Impaired Driving	Baker County Sheriff's Office	M5HVE-2022-00036	Impaired Driving Program	\$0.00	\$25,000
402 (Grants)	Speeding and Aggressive Driving	Bay County Sheriff's Office	SC-2022-00021	Speed and Aggressive Driving Subgrant	\$50,000.00	\$50,000
405d (Impaired Driving)	Impaired Driving	Bay County Sheriff's Office	M5HVE-2022-00022	Enhanced Impaired Driving	\$0.00	\$30,000
405d (Impaired Driving)	Impaired Driving	Boynton Beach Police Department	M5HVE-2022-00221	Boynton Beach Impaired Driving Enforcement	\$0.00	\$41,000
402 (Grants)	Speeding and Aggressive Driving	Boynton Beach Police Department	SC-2022-00222	Boynton Beach Speed and Aggressive Driving	\$50,000.00	\$50,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Boynton Beach Police Department	OP-2022-00223	Boynton Beach Occupant Protection and Child Passenger Safety Program	\$35,000.00	\$35,000
402 (Grants)	Motorcycle Safety	Boynton Beach Police Department	MC-2022-00280	Boynton Beach Motorcycle Safety Initiative	\$40,000.00	\$40,000
402 (Grants)	Speeding and Aggressive Driving	Bradenton Police Department	SC-2022-00291	Lets Not Meet By Speed	\$35,000.00	\$35,000
405d (Impaired Driving)	Impaired Driving	Bradford County Sheriff's Office	M5HVE-2022-00226	Bradford County Impaired Driving Enforcement	\$0.00	\$50,000
402 (Grants)	Motorcycle Safety	Broward Sheriff's Office	MC-2022-00037	Broward Motorcycle Safety and Enforcement Program	\$125,000.00	\$125,000
402 (Grants)	Speeding and Aggressive Driving	Broward Sheriff's Office	SC-2022-00038	Broward Aggressive Driving and Speed Enforcement (BASE) Program	\$200,000.00	\$200,000
402 (Grants)	Work Zone Safety	Broward Sheriff's Office	RS-2022-00077	Broward Work Zone Safety Enforcement Program	\$125,000.00	\$125,000
402 (Grants)	Teen Driver Safety	Children and Parent Resource Group, INC	TSP-2022-00323	Life Changing Experience Community Education Project	\$52,000.00	\$52,000
402 (Grants)	Distracted Driving	Calhoun County Sheriff's Office	DD-2022-00082	Calhoun County Distracted Driving Program	\$50,000.00	\$50,000
402 (Grants)	Speeding and Aggressive Driving	Cape Coral Police Department	SC-2022-00008	Cape Coral Speed and Aggressive Driving Enforcement	\$86,500.00	\$86,500
405d (Impaired Driving)	Impaired Driving	Cape Coral Police Department	M5HVE-2022-00110	Cape Coral Impaired Driving Enforcement and Education	\$0.00	\$67,000
402 (Grants)	Speeding and Aggressive Driving	Citrus County Sheriff's Office	SC-2022-00019	Just Drive Citrus	\$120,000.00	\$120,000
402 (Grants)	Motorcycle Safety	Citrus County Sheriff's Office	MC-2022-00020	Motorcycle Safety and Education	\$30,000.00	\$30,000
405d (Impaired Driving)	Impaired Driving	Miami Beach Police Department	M5HVE-2022-00121	Impaired Driving Initiative	\$0.00	\$80,000
402 (Grants)	Motorcycle Safety	Miami Beach Police Department	MC-2022-00123	Motorcycle Safety Campaign	\$75,000.00	\$75,000
402 (Grants)	Speeding and Aggressive Driving	Miami Beach Police Department	SC-2022-00124	Speed and Aggressive Driving Initiative	\$75,000.00	\$75,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Miami Beach Police Department	OP-2022-00125	Occupant Protection and Child Passenger Safety	\$75,000.00	\$75,000
405d (Impaired Driving)	Impaired Driving	City of Miami Police Department	M5HVE-2022-00229	Miami Impaired Driving Enforcement Project	\$0.00	\$90,000
402 (Grants)	Speeding and Aggressive Driving	City of Miami Police Department	SC-2022-00236	Speed and Aggressive Driving Enforcement Saturation Patrol Project	\$270,000.00	\$270,000

402 (Grants)	Motorcycle Safety	City of Miami Police Department	MC-2022-00237	Motorcycle Safety Initiative Overtime Patrol Project	\$80,000.00	\$80,000
405d (Impaired Driving)	Impaired Driving	Tampa Police Department	M5HVE-2022-00097	Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"	\$0.00	\$410,000
402 (Grants)	Speeding and Aggressive Driving	Tampa Police Department	SC-2022-00179	Operation Safe Travels	\$190,000.00	\$190,000
402 (Grants)	Motorcycle Safety	Tampa Police Department	MC-2022-00180	Tampa SMART Safe Motorcycle and Rider Techniques (SMART)	\$194,000.00	\$194,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Tampa Police Department	OP-2022-00283	Sit Tight and Belt Right	\$175,000.00	\$175,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Clewiston Police Department	OP-2022-00330	Occupant Protection Project	\$5,000.00	\$5,000
405d (Impaired Driving)	Impaired Driving	Clewiston Police Department	M5PEM-2022-00331	Impairment Detection and Enforcement Project	\$0.00	\$10,000
402 (Grants)	Work Zone Safety	Clewiston Police Department	RS-2022-00332	Work Zone Safety Program	\$16,000.00	\$16,000
402 (Grants)	Motorcycle Safety	Collier County Sheriff's Office	MC-2022-00089	Citizen Motorcycle Class	\$51,000.00	\$51,000
402 (Grants)	Teen Driver Safety	Coral Springs Police Department	TSP-2022-00252	Teen Driver Safety	\$30,000.00	\$30,000
402 (Grants)	Distracted Driving	Coral Springs Police Department	DD-2022-00257	Distracted Driving	\$16,000.00	\$16,000
402 (Grants)	Motorcycle Safety	City of Daytona Beach Police Department	MC-2022-00014	Increasing the Safety of Motorcyclists Through Enforcement and Education	\$55,000.00	\$55,000
402 (Grants)	Speeding and Aggressive Driving	City of Daytona Beach Police Department	SC-2022-00017	Obey the Sign or Pay the Fine - Addressing Speed and Aggressive	\$50,000.00	\$50,000
402 (Grants)	Occupant Protection and Child Passenger Safety	DeFuniak Springs Police Department	OP-2022-00207	Occupant Protection and Child Passenger Safety Subgrant	\$15,000.00	\$15,000
402 (Grants)	Speeding and Aggressive Driving	Delray Beach Police Department	SC-2022-00188	Delray Beach Police Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Delray Beach Police Department	OP-2022-00209	Delray Beach Police Occupant Protection and Child Passenger Safety	\$60,000.00	\$60,000
402 (Grants)	Speeding and Aggressive Driving	DeSoto County Sheriff's Office	SC-2022-00308	Speed and Aggressive Driving Subgrant	\$37,000.00	\$37,000
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida State University (FSU)	M3DA-2022-00086	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	\$0.00	\$996,253
402 (Grants)	Traffic Records	Florida State University (FSU)	TR-2022-00219	Electronic License and Vehicle Information System (ELVIS)	\$500,001.00	\$500,001
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Office of the Executive Director	M5TR-2022-00039	Legal Training for Driving Under the Influence (DUI) Administrative	\$0.00	\$35,500
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Division of Motorist Services, Bureau of Records	M3DA-2022-00050	Crash and Uniform Traffic Citation (UTC) Data Improvement	\$0.00	\$121,100
402 (Grants)	Traffic Records	Division of Motorist Services, Bureau of Records	TR-2022-00066	Driver and Vehicle Data Quality Improvement	\$0.00	\$150,000
402 (Grants)	Teen Driver Safety	Office of the Executive Director	TSP-2022-00084	Teen Driver Safety - Drive with CARE	\$32,000.00	\$32,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Florida Dept. of Law Enforcement	M5CS-2022-00011	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	\$0.00	\$50,000
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida Department of Health, Division of Emergency Preparedness and Community Support	M3DA-2022-00056	Field Data Collection for National EMS Information System(NEMIS)	\$0.00	\$408,835
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District One	CP-2022-00120	Public Information and Education Program - District 1	\$35,000.00	\$35,000
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District 2	CP-2022-00136	Public Information and Education Program - District 2	\$30,000.00	\$30,000
402 (Grants)	Community Traffic Safety Outreach	FLORIDA DEPARTMENT OF TRANSPORTATION	CP-2022-00220	Public Information and Education Program - District 3	\$40,000.00	\$40,000
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation District Four	CP-2022-00009	Public Information and Education Program - District 4	\$30,000.00	\$30,000
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation	CP-2022-00215	Public Information and Education Program - District 5	\$30,000.00	\$30,000

402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District Six	CP-2022-00001	Public Information and Education Program - District 6	\$30,000.00	\$30,000
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation	CP-2022-00093	Public Information and Education Program - District 7	\$30,000.00	\$30,000
405b (Occupant Protection)	Paid Media - Occupant	FDOT State Safety Office	M2PEM-2022-00333	Florida Click It or Ticket Media	\$0.00	\$2,000,000
402 (Grants)	Paid Media - Distracted Driving	FDOT State Safety Office	PM-2022-00334	Distracted Driving Media Campaign	\$0.00	\$750,000
402 (Grants)	Paid Media - Railroad Safety	FDOT State Safety Office	PM-2022-00335	Railroad Crossing Safety Media Campaign	\$0.00	\$750,000
405d (Impaired Driving)	Paid Media - Impaired Driving	FDOT State Safety Office	M5PEM-2022-00336	Impaired Driving Statewide Media Campaign	\$0.00	\$2,000,000
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2022-00337	Operation of the Highway Traffic Safety Grant Section	\$0.00	\$350,000
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2022-00338	Highway Safety Travel and Training	\$0.00	\$20,000
402 (Grants)	Paid Media - Speeding and Aggressive Driving	FDOT State Safety Office	PM-2022-00339	Stop Speeding Safety Campaign	\$0.00	\$750,000
402 (Grants)	Motorcycle Safety	Florida State University Police Department	MC-2022-00098	Preventing Street Racing Through Legal Alternatives	\$106,000.00	\$106,000
402 (Grants)	Aging Road Users	Pepper Institute on Aging and Public Policy	CP-2022-00290	Safe Mobility for Life Coalition	\$0.00	\$318,000
402 (Grants)	Motorcycle Safety	Fort Lauderdale Police Department	MC-2022-00309	Fort Lauderdale Police Motorcycle Safety Campaign	\$30,000.00	\$30,000
405d (Impaired Driving)	Impaired Driving	Fort Myers Police Department	M5HVE-2022-00259	Fort Myers Police Department Impaired Driving Enforcement	\$0.00	\$56,000
402 (Grants)	Motorcycle Safety	Gainesville Police Department	MC-2022-00273	City of Gainesville Motorcycle and Scooter Safety Education Program	\$65,000.00	\$65,000
402 (Grants)	Distracted Driving	Gainesville Police Department	DD-2022-00292	City of Gainesville Distracted Driving Program	\$30,000.00	\$30,000
405d (Impaired Driving)	Impaired Driving	Gainesville Police Department	M5HVE-2022-00293	City of Gainesville Safe Gator Program	\$0.00	\$70,500
402 (Grants)	Occupant Protection and Child Passenger Safety	Gainesville Police Department	OP-2022-00329	City of Gainesville Occupant Protection Program	\$30,000.00	\$30,000
402 (Grants)	Work Zone Safety	Hillsborough County Sheriff's Office	RS-2022-00024	Work Zone Education and Enforcement Operation	\$230,000.00	\$230,000
402 (Grants)	Motorcycle Safety	Hillsborough County Sheriff's Office	MC-2022-00025	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$195,000.00	\$195,000
402 (Grants)	Teen Driver Safety	Hillsborough County Sheriff's Office	TSP-2022-00026	Teen Driver Education and Enforcement Operation	\$100,000.00	\$100,000
405d (Impaired Driving)	Impaired Driving	Hillsborough County Sheriff's Office	M5HVE-2022-00027	Operation Trident: Outreach, Education, and Enforcement	\$0.00	\$350,000
402 (Grants)	Speeding and Aggressive Driving	Hillsborough County Sheriff's Office	SC-2022-00028	Speed: Know Your Limits	\$125,000.00	\$125,000
402 (Grants)	Speeding and Aggressive Driving	Holly Hill Police Department	SC-2022-00040	Speed and Aggressive Driving	\$40,000.00	\$40,000
402 (Grants)	Speeding and Aggressive Driving	Hollywood Police Department	SC-2022-00279	Speed and Aggressive Driving Enforcement	\$60,000.00	\$60,000
405d (Impaired Driving)	Impaired Driving	City of Homestead, FL	M5HVE-2022-00216	Homestead Impaired Driving Safety Program	\$0.00	\$84,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Homestead Police Department	OP-2022-00267	South Miami Dade County Occupant Protection Program	\$55,000.00	\$55,000
402 (Grants)	Motorcycle Safety	Jacksonville Sheriff's Office	MC-2022-00012	Safe Motorcycle and Rider Techniques (SMART)	\$25,000.00	\$25,000
402 (Grants)	Motorcycle Safety	Key West Police	MC-2022-00042	Motorcycle and Scooter Enforcement Project	\$75,000.00	\$75,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Lake City Police Department	OP-2022-00101	Strategic Traffic Enforcement Program for Occupant Protection	\$25,000.00	\$25,000
402 (Grants)	Speeding and Aggressive Driving	Lake City Police Department	SC-2022-00189	Strategic Traffic Enforcement Program for Speed and Aggressive Driving	\$40,000.00	\$40,000

405d (Impaired Driving)	Impaired Driving	Lake City Police Department	MSHVE-2022-00201	Strategic Traffic Enforcement Program for Impaired Driving	\$0.00	\$30,000
402 (Grants)	Speeding and Aggressive Driving	Lauderhill Police Department	SC-2022-00247	Addressing Aggressive Driving Through Community Engagement and Enforcement	\$104,000.00	\$104,000
402 (Grants)	Speeding and Aggressive Driving	Live Oak Police Department	SC-2022-00111	Speed and Aggressive Driving	\$20,000.00	\$20,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Live Oak Police Department	OP-2022-00176	Occupant Protection	\$20,000.00	\$20,000
405d (Impaired Driving)	Impaired Driving	Mothers Against Drunk Driving (MADD)	MSX-2022-00126	Mothers Against Drunk Driving (MADD) Florida Safe and Aware	\$0.00	\$295,000
402 (Grants)	Teen Driver Safety	Manatee County Sheriff's Office	TSP-2022-00320	Teen Driver Education and Enforcement Operation	\$15,000.00	\$15,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Miami-Dade Police Department	OP-2022-00061	Miami-Dade Occupant Protection and Child Passenger Safety Program	\$200,000.00	\$200,000
405d (Impaired Driving)	Impaired Driving	Miami-Dade Police Department	MSHVE-2022-00090	Miami-Dade Impaired Driving	\$0.00	\$225,000
402 (Grants)	Distracted Driving	Miami-Dade Police Department	DD-2022-00091	Miami-Dade Distracted Driving	\$150,000.00	\$150,000
402 (Grants)	Work Zone Safety	City of Miramar	RS-2022-00087	Work Zone Safety Initiatives	\$63,000.00	\$63,000
402 (Grants)	Speeding and Aggressive Driving	Monroe County Sheriff's Office	SC-2022-00043	Speed and Aggressive Driving	\$100,000.00	\$100,000
402 (Grants)	Motorcycle Safety	Monroe County Sheriff's Office	MC-2022-00044	Motorcycle Safety	\$61,000.00	\$61,000
402 (Grants)	Teen Driver Safety	NASSAU COUNTY SHERIFF'S OFFICE	TSP-2022-00100	Teens Avoiding Disaster	\$20,000.00	\$20,000
402 (Grants)	Distracted Driving	North Palm Beach PD	DD-2022-00264	Distracted Driving	\$50,000.00	\$50,000
405d (Impaired Driving)	Impaired Driving	Ocala Police Department	MSHVE-2022-00177	Impaired Driving Subgrant	\$0.00	\$12,000
402 (Grants)	Motorcycle Safety	Ocala Police Department	MC-2022-00178	Motorcycle Safety Program	\$20,000.00	\$20,000
402 (Grants)	Speeding and Aggressive Driving	Ocala Police Department	SC-2022-00181	Speed and Aggressive Driving Program	\$21,000.00	\$21,000
405h (Non-Motorized Safety)	Pedestrian and Bicycle Safety	Okeechobee County Sheriff's Office	FHLE-2022-00244	Enhanced Pedestrian and Bicycle Safety Enforcement	\$0.00	\$20,000
405d (Impaired Driving)	Impaired Driving	Okeechobee County Sheriff's Office	MSHVE-2022-00246	Enhanced Impaired Driving	\$0.00	\$60,000
405d (Impaired Driving)	Impaired Driving	City of Orlando	MSHVE-2022-00041	Orlando Police Department Impaired Driving Enforcement Team	\$0.00	\$106,000
402 (Grants)	Motorcycle Safety	Osceola County Sheriff's Office	MC-2022-00284	Safe Motorcycle and Rider Techniques	\$73,000.00	\$73,000
402 (Grants)	Speeding and Aggressive Driving	Palm Bay Police Department	SC-2022-00113	"Know Your Limits" Aggressive Driving and Speed Initiative	\$44,000.00	\$44,000
402 (Grants)	Speeding and Aggressive Driving	Palm Beach Gardens Police Department	SC-2022-00268	Palm Beach Gardens Police Department Speed and Aggressive	\$35,000.00	\$35,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Palm Beach Gardens Police Department	OP-2022-00269	Palm Beach Gardens Police Department Occupant Protection	\$30,000.00	\$30,000
402 (Grants)	Speeding and Aggressive Driving	Palm Beach County Sheriff's Office	SC-2022-00227	Palm Beach County Speed and Aggressive Driving Strategy	\$75,000.00	\$75,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Palm Beach County Sheriff's Office	OP-2022-00299	Palm Beach County Occupant Protection Strategy	\$150,000.00	\$150,000
405d (Impaired Driving)	Impaired Driving	Palm Beach County Sheriff's Office	MSHVE-2022-00301	Village of Wellington Impaired Driving Strategy	\$0.00	\$75,000
402 (Grants)	Speeding and Aggressive Driving	Panama City Beach Police Department	SC-2022-00240	Targeted Enforcement Against Speed and Aggressive Driving	\$25,000.00	\$25,000
402 (Grants)	Speeding and Aggressive Driving	Panama City Police Department	SC-2022-00310	Speed and Aggressive Driving	\$48,500.00	\$48,500
405d (Impaired Driving)	Impaired Driving	Pasco County Sheriff's Office	MSPEM-2022-00048	Impaired Driving Operations	\$0.00	\$20,000

402 (Grants)	Speeding and Aggressive Driving	Pinellas County Sheriff's Office	SC-2022-00045	Strategic Policing through Education and Enforcement for Drivers (SPEED)	\$125,000.00	\$125,000
405d (Impaired Driving)	Impaired Driving	Pinellas County Sheriff's Office	M5HVE-2022-00047	Driving Under the Influence (DUI) Enhancement Project	\$0.00	\$50,000
402 (Grants)	Speeding and Aggressive Driving	Pinellas Park Police Department	SC-2022-00112	Speed Enforcement Program	\$69,500.00	\$69,500
402 (Grants)	Teen Driver Safety	City of Plantation Police Department	TSP-2022-00245	Teen Driver Safety	\$33,000.00	\$33,000
405d (Impaired Driving)	Impaired Driving	Port Richey Police Department	M5HVE-2022-00225	Impaired Driving Subgrant	\$0.00	\$19,000
405d (Impaired Driving)	Impaired Driving	Punta Gorda Police Department	M5HVE-2022-00131	Think Before You Drink Campaign	\$0.00	\$15,000
402 (Grants)	Speeding and Aggressive Driving	Santa Rosa Sheriff's Office	SC-2022-00002	Law Enforcement Speeding Solution (LESS) Program	\$50,000.00	\$50,000
402 (Grants)	Speeding and Aggressive Driving	Sarasota Police Department	SC-2022-00183	Speed and Aggressive Driving Subgrant	\$83,000.00	\$83,000
402 (Grants)	Work Zone Safety	Sarasota Police Department	RS-2022-00185	Work Zone Safety	\$71,000.00	\$71,000
402 (Grants)	Speeding and Aggressive Driving	Sarasota County Sheriff's Office	SC-2022-00340	Slow Down Sarasota 2022	\$100,000.00	\$100,000
402 (Grants)	Speeding and Aggressive Driving	Sebring Police Department	SC-2022-00272	Speed and Aggressive Driving Subgrant	\$21,000.00	\$21,000
402 (Grants)	Motorcycle Safety	SOUTH DAYTONA POLICE DEPARTMENT	MC-2022-00296	Motorcycle Safety Program	\$18,000.00	\$18,000
402 (Grants)	Speeding and Aggressive Driving	Sunrise Police Department	SC-2022-00127	Speed and Aggressive Driving Initiative	\$40,000.00	\$40,000
402 (Grants)	Motorcycle Safety	Sunrise Police Department	MC-2022-00260	Motorcyclist Safety and Education Initiative	\$50,000.00	\$50,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Tallahassee Police Department	OP-2022-00015	Occupant Protection Enforcement	\$50,000.00	\$50,000
402 (Grants)	Speeding and Aggressive Driving	Tampa International Airport Police Department	SC-2022-00170	Speed and Aggressive Driving Subgrant	\$35,000.00	\$35,000
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00029	Speed Measurement Instructor Training	\$30,000.00	\$30,000
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00058	Speed Measurement Training	\$45,000.00	\$45,000
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00187	Traffic Crash Reconstruction Training	\$65,000.00	\$65,000
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00190	Impaired Driving Major College Sports Marketing	\$0.00	\$459,000
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00191	Impaired Driving Sports Media Campaign	\$0.00	\$216,000
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00192	Impaired Driving Professional Sports Marketing	\$0.00	\$2,000,000
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00193	Advanced Traffic Homicide Investigation Training	\$70,000.00	\$70,000
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00194	Basic Traffic Homicide Investigation Training	\$75,000.00	\$75,000
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00195	Crash Scene Mapping with Speed Lasers Training	\$35,000.00	\$35,000
402 (Grants)	Planning and Administration	The District Board of Trustees of Tallahassee Community College	PA-2022-00196	Traffic Safety Support	\$0.00	\$200,000
402 (Grants)	Traffic Records	The District Board of Trustees of Tallahassee Community College	TR-2022-00197	Traffic Records Coordinating Committee Support	\$0.00	\$67,000
405d (Impaired Driving)	Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5CS-2022-00198	Traffic Safety Resource Prosecutor Program (TSRP)	\$0.00	\$465,000
402 (Grants)	Teen Driver Safety	The District Board of Trustees of Tallahassee Community College	TSP-2022-00199	Florida Teen Traffic Safety	\$0.00	\$325,000
402 (Grants)	Teen Driver Safety	TjohnE Productions, Inc.	TSP-2022-00023	ThinkFast Interactive Teen Driver Safety Program	\$56,000.00	\$56,000

405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	University of Florida	M2X-2022-00266	Occupant Protection Resources	\$0.00	\$220,000
402 (Grants)	Community Traffic Safety	University of Florida	CP-2022-00270	Florida Traffic Safety Resource Center	\$407,000.00	\$407,000
402 (Grants)	Pedestrian and Bicycle Safety	University of Florida Board of Trustees	PS-2022-00276	Pedestrian and Bicycle Safety Outreach and Support	\$0.00	\$42,000
402 (Grants)	Occupant Protection and Child Passenger Safety	University of Florida	OP-2022-00281	Florida Occupant Protection Coalition	\$0.00	\$115,000
402 (Grants)	Traffic Records	University of Florida	TR-2022-00287	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location	\$0.00	\$425,000
402 (Grants)	Traffic Records	University of Florida	TR-2022-00289	Central Crash Data Repository and Improved Crash Data Quality	\$0.00	\$140,000
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	University of Florida	M3DA-2022-00294	Expanding Accessibility, Utilization, and Data Integration of Signal Four	\$0.00	\$466,624
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	University of Florida	M2X-2022-00295	Child Passenger Safety Seat Fitting Station Database and Mapping	\$0.00	\$70,000
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	University of Florida	M3DA-2022-00297	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	\$0.00	\$168,372
402 (Grants)	Aging Road Users	University of Florida	CP-2022-00307	Aging Road User Information Systems	\$205,000.00	\$205,000
402 (Grants)	Motorcycle Safety	University of Miami	MC-2022-00069	Motorcycle Education and Injury Prevention Program in Trauma Center	\$260,000.00	\$260,000
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00065	Florida Law Enforcement Liaison Program	\$0.00	\$975,000
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	Institute of Police Technology and Management (IPTM)	M2X-2022-00070	Statewide Safety Belt and Child Passenger Safety Surveys	\$0.00	\$356,000
405d (Impaired Driving)	Impaired Driving	Institute of Police Technology and Management (IPTM)	MSX-2022-00072	Impaired Driving Media Awareness Survey	\$0.00	\$71,000
402 (Grants)	Motorcycle Safety	Institute of Police Technology and Management (IPTM)	MC-2022-00076	Motorcycle Awareness Survey	\$0.00	\$71,000
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00078	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	\$0.00	\$150,000
405d (Impaired Driving)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	MSX-2022-00079	Florida Law Enforcement Liaison Impaired Driving Awareness Program	\$0.00	\$75,000
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	OP-2022-00080	Florida Law Enforcement Liaison Occupant Protection Awareness Program	\$75,000.00	\$75,000
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00081	Region IV Law Enforcement Liaison Conference	\$0.00	\$45,000
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00085	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	\$0.00	\$100,000
405h (Non-Motorized Safety)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	FHTR-2022-00114	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	\$0.00	\$400,000
405h (Non-Motorized Safety)	Paid Media - Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	FHPE-2022-00117	Pedestrian and Bicycle Safety Public Education Program - Billboard and Transit Advertising	\$0.00	\$2,200,000
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00122	Pedestrian and Bicycle Program Evaluation and Data Collection	\$0.00	\$330,000
405d (Impaired Driving)	Impaired Driving	Institute of Police Technology and Management (IPTM)	MSX-2022-00130	Drug Recognition Expert (DRE) Call-Out	\$0.00	\$55,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00132	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$0.00	\$150,000
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00141	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$0.00	\$705,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00144	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor	\$0.00	\$35,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00145	Crash Data Retrieval (CDR) Tool Technician	\$40,000.00	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00149	Digital Photography for Traffic Crash Investigators	\$35,000.00	\$35,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00150	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	\$36,000.00	\$36,000

402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00151	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	\$40,000.00	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00152	Event Data Recorder Use in Traffic Crash Reconstruction - Level II	\$40,000.00	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00153	Forensic Evidence from Crash Fatalities	\$25,000.00	\$25,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00154	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$0.00	\$75,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00155	Medical Foundations of Visual Systems Testing	\$0.00	\$45,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00156	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$0.00	\$45,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00157	Sobriety Checkpoint Operations	\$0.00	\$30,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00158	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	\$0.00	\$225,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00159	Drug Evaluation and Classification Program	\$0.00	\$652,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00160	Human Factors in Traffic Crash Reconstruction	\$40,000.00	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00161	Investigation of Motorcycle Crashes - Level I	\$80,000.00	\$80,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00162	Drug Recognition Expert (DRE) Preparatory Class	\$0.00	\$25,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00163	Investigation of Motorcycle Crashes - Level II	\$40,000.00	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00164	Occupant Kinematics for the Traffic Crash Reconstructionist	\$30,000.00	\$30,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00165	Pedestrian/Bicycle Crash Investigation - Level I	\$80,000.00	\$80,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00166	Pedestrian/Bicycle Crash Investigation - Level II	\$40,000.00	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00167	Police Motorcycle Instructor	\$75,000.00	\$75,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00169	Traffic Crash Reconstruction - Level II	\$40,000.00	\$40,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00172	DUI: Roadside to Courtroom	\$0.00	\$70,000
402 (Grants)	Community Traffic Safety Outreach	Center for Urban Transportation Research	CP-2022-00018	Community Traffic Safety Support	\$0.00	\$740,000
402 (Grants)	Pedestrian and Bicycle Safety	Center for Urban Transportation Research	PS-2022-00106	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program	\$0.00	\$56,000
402 (Grants)	Paid Media - Work Zone Safety	Center for Urban Transportation Research	PM-2022-00108	Work Zone Safety Media Campaign	\$0.00	\$750,000
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00311	Florida's Comprehensive Motorcycle Safety Program	\$0.00	\$515,000
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00314	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	\$0.00	\$100,000
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00315	Motorcycle Program Evaluation and Data Collection	\$0.00	\$130,000
402 (Grants)	Impaired Driving	The Center for Urban Transportation Research	AL-2022-00316	Florida Impaired Driving Coalition	\$0.00	\$225,000
405f (Motorcyclist Safety)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	M11MA-2022-00317	Share the Road Media Campaign	\$0.00	\$252,000
405d (Impaired Driving)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	M5PEM-2022-00318	Impaired Motorcyclist Media Campaign	\$0.00	\$500,000
402 (Grants)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	PM-2022-00319	Motorcycle Safety Media Campaign	\$0.00	\$440,000
402 (Grants)	Impaired Driving	The Center for Urban Transportation Research	AL-2022-00341	Florida's Impaired Driving Assessment	\$0.00	\$60,000



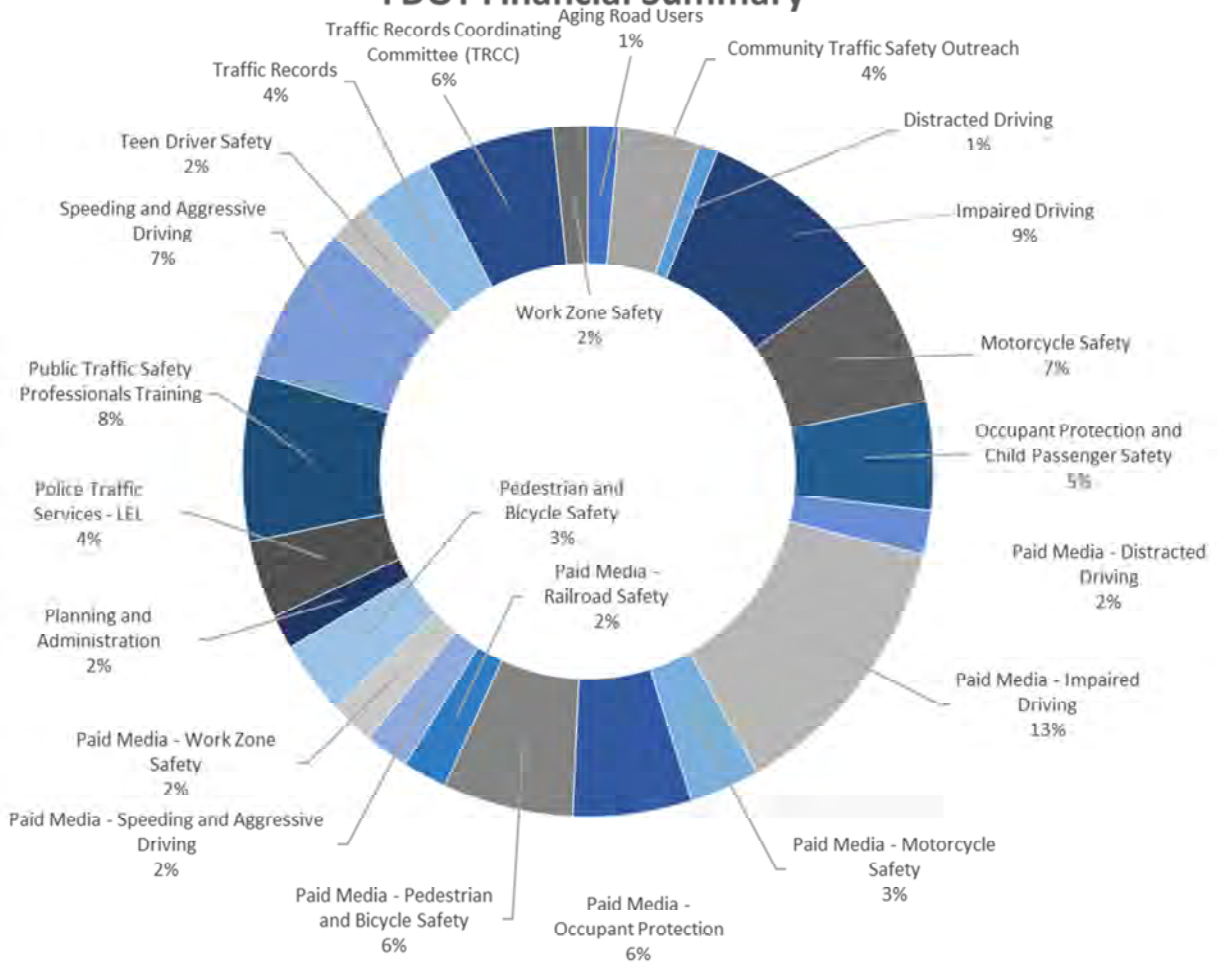
402 (Grants)	Work Zone Safety	Washington County Sheriff's Office	RS-2022-00275	Increasing Safety and Reducing Work Zone Crashes	\$80,000.00	\$80,000
405d (Impaired Driving)	Impaired Driving	Wauchula Police Department	M5HVE-2022-00217	Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety	\$0.00	\$20,000
402 (Grants)	Teen Driver Safety	Wauchula Police Department	TSP-2022-00228	Teen Driver Safety	\$20,000.00	\$20,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Wauchula Police Department	OP-2022-00250	Wauchula Police Department Occupant Protection and Child Safety	\$20,000.00	\$20,000
402 (Grants)	Speeding and Aggressive Driving	West Palm Beach Police Department	SC-2022-00053	Speed and Aggressive Driving	\$116,000.00	\$116,000
402 (Grants)	Occupant Protection and Child Passenger Safety	West Palm Beach Police Department	OP-2022-00055	Occupant Protection	\$108,000.00	\$108,000
402 (Grants)	Speeding and Aggressive Driving	West Miami Police Department	SC-2022-00263	Speed and Aggressive Driving Subgrant	\$30,000.00	\$30,000

# FINANCIAL SUMMARY

## FY 2022 Highway Safety Plan FDOT Financial Summary

Sum of Final Funding Amount	Funding Source						
FDOT Program Areas	402 (Grants)	405b (Occupant Protection)	405c (Traffic Records)	405d (Impaired Driving)	405f (Motorcyclist Safety)	405h (Non-Motorized Safety)	Grand Total
Aging Road Users	\$ 523,000						\$ 523,000
Community Traffic Safety Outreach	\$ 1,372,000						\$ 1,372,000
Distracted Driving	\$ 321,000						\$ 321,000
Impaired Driving	\$ 285,000			\$ 2,896,500			\$ 3,181,500
Motorcycle Safety	\$ 2,444,000						\$ 2,444,000
Occupant Protection and Child Passenger Safety	\$ 1,178,000	\$ 646,000					\$ 1,824,000
Paid Media - Distracted Driving	\$ 750,000						\$ 750,000
Paid Media - Impaired Driving				\$ 4,675,000			\$ 4,675,000
Paid Media - Motorcycle Safety	\$ 440,000			\$ 500,000	\$ 252,000		\$ 1,192,000
Paid Media - Occupant Protection		\$ 2,000,000					\$ 2,000,000
Paid Media - Pedestrian and Bicycle Safety						\$ 2,200,000	\$ 2,200,000
Paid Media - Railroad Safety	\$ 750,000						\$ 750,000
Paid Media - Speeding and Aggressive Driving	\$ 750,000						\$ 750,000
Paid Media - Work Zone Safety	\$ 750,000						\$ 750,000
Pedestrian and Bicycle Safety	\$ 1,233,000					\$ 20,000	\$ 1,253,000
Planning and Administration	\$ 570,000						\$ 570,000
Police Traffic Services - LEL	\$ 1,245,000			\$ 75,000			\$ 1,320,000
Public Traffic Safety Professionals Training	\$ 961,000			\$ 1,437,500		\$ 400,000	\$ 2,798,500
Speeding and Aggressive Driving	\$ 2,669,500						\$ 2,669,500
Teen Driver Safety	\$ 690,500						\$ 690,500
Traffic Records	\$ 1,282,000						\$ 1,282,000
Traffic Records Coordinating Committee (TRCC)			\$ 2,161,184				\$ 2,161,184
Work Zone Safety	\$ 585,000						\$ 585,000
<b>Grand Total</b>	<b>\$ 18,799,000</b>	<b>\$ 2,646,000</b>	<b>\$ 2,161,184</b>	<b>\$ 9,584,000</b>	<b>\$ 252,000</b>	<b>\$ 2,620,000</b>	<b>\$ 36,062,184</b>

## FY 2022 Highway Safety Plan FDOT Financial Summary

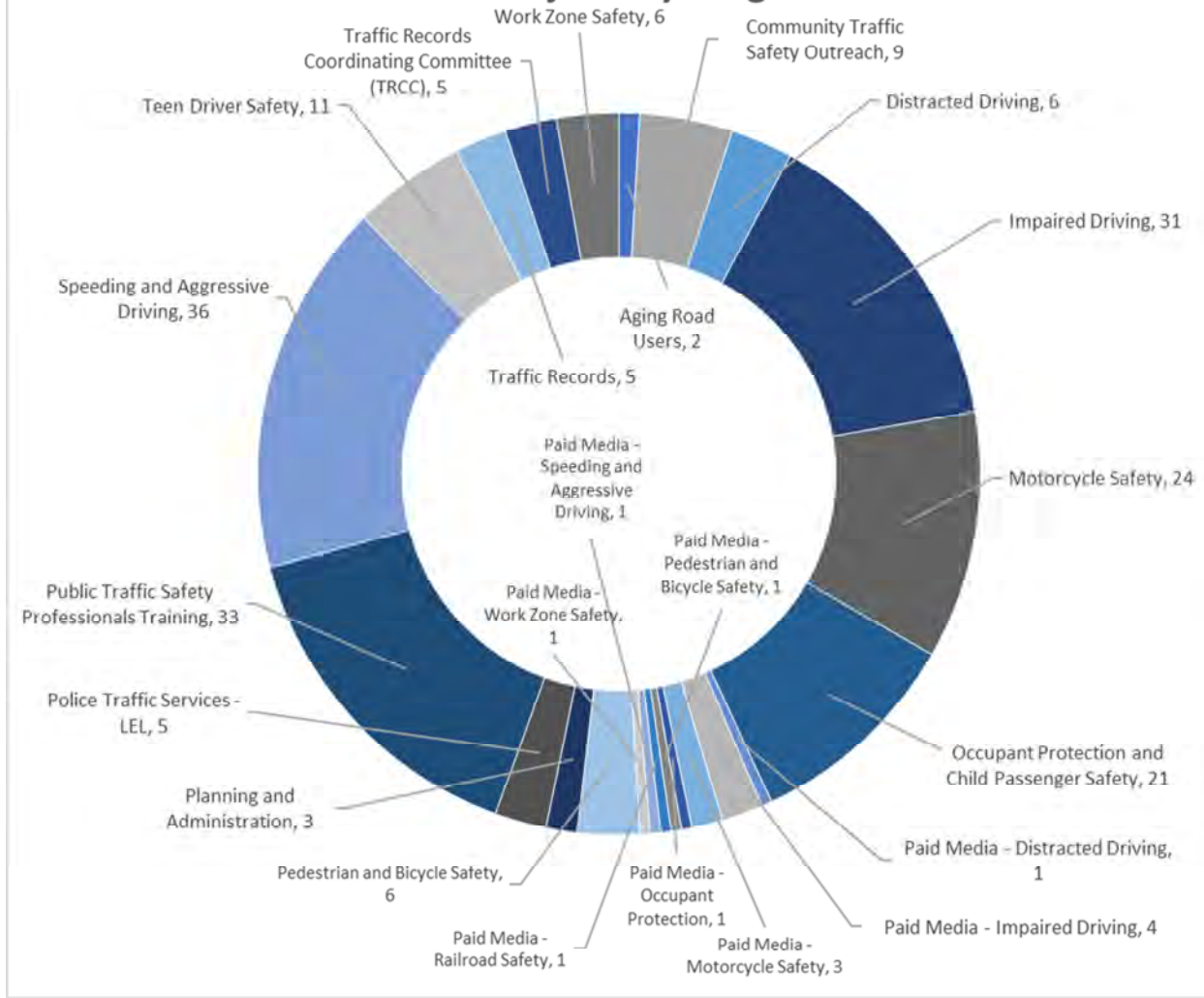


# PROJECT COUNT

## FY 2022 Highway Safety Plan Count of Projects

FDOT Program Areas	Count of Subgrant Project Number	Sum of Final Funding Amount
Aging Road Users	2 \$	523,000
Community Traffic Safety Outreach	9 \$	1,372,000
Distracted Driving	6 \$	321,000
Impaired Driving	31 \$	3,181,500
Motorcycle Safety	24 \$	2,444,000
Occupant Protection and Child Passenger Safety	21 \$	1,824,000
Paid Media - Distracted Driving	1 \$	750,000
Paid Media - Impaired Driving	4 \$	4,675,000
Paid Media - Motorcycle Safety	3 \$	1,192,000
Paid Media - Occupant Protection	1 \$	2,000,000
Paid Media - Pedestrian and Bicycle Safety	1 \$	2,200,000
Paid Media - Railroad Safety	1 \$	750,000
Paid Media - Speeding and Aggressive Driving	1 \$	750,000
Paid Media - Work Zone Safety	1 \$	750,000
Pedestrian and Bicycle Safety	6 \$	1,253,000
Planning and Administration	3 \$	570,000
Police Traffic Services - LEL	5 \$	1,320,000
Public Traffic Safety Professionals Training	33 \$	2,798,500
Speeding and Aggressive Driving	36 \$	2,669,500
Teen Driver Safety	11 \$	690,500
Traffic Records	5 \$	1,282,000
Traffic Records Coordinating Committee (TRCC)	5 \$	2,161,184
Work Zone Safety	6 \$	585,000
<b>Grand Total</b>	<b>216 \$</b>	<b>36,062,184</b>

# FY 2022 Highway Safety Plan Number of Projects by Program Area



# \$5,000 EQUIPMENT LIST

## Florida FY2022 HSP - \$5,000 Equipment List

FDOT Program Area					
Implementing Agency / Project Name	Project Number	Funding Source	Item	Maximum Units	Maximum Unit Cost
<b>Aging Road Users</b>					
N/A					
<b>Community Traffic Safety Outreach</b>					
N/A					
<b>Distracted Driving</b>					
N/A					
<b>Impaired Driving</b>					
Okeechobee County Sheriff's Office / Enhanced Impaired Driving Enforcement	MSHVE-2022-00246	405 (d)	In-Car Video System	1	\$18,000
City of Orlando / Orlando Police Department Impaired Driving Enforcement Team	MSHVE-2022-00041	405 (d)	Fatal Vision Opioid Program Kit	1	\$6,000
Port Richey Police Department / Impaired Driving Subgrant	MSHVE-2022-00225	405 (d)	Intoxilyzer and Printer	1	\$9,000
<b>Motorcycle Safety</b>					
Tampa Police Department / Safe Motorcycle and Rider Techniques (SMART)	MC-2022-00180	402	Pickup Truck	1	\$55,000
Florida State University Police Department / Preventing Street Racing Through Legal Alternatives	MC-2022-00098	402	Trailer	1	\$11,000
<b>Occupant Protection</b>					
N/A					
<b>Paid Media</b>					
N/A					
<b>Pedestrian and Bicycle Safety</b>					
N/A					
<b>Planning and Administration</b>					
N/A					
<b>Police Traffic Services – LEL</b>					
Institute of Police Technology and Management (IPTM) / Florida Law Enforcement Liaison Program	PT-2022-00065	402	Minivan	1	\$25,000

Last Updated: 6/01/21  
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## Florida FY2022 HSP - \$5,000 Equipment List

Public Traffic Safety Professionals Training					
N/A					
Speeding and Aggressive Driving					
Cape Coral Police Department / Cape Coral Speed and Aggressive Driving Enforcement	SC-2022-00008	402	Speed Measurement and Message Board Combo Trailer	1	\$21,500
Citrus County Sheriff's Office / Just Drive Citrus	SC-2022-00019	402	Speed Measurement and Message Board Combo Trailer	2	\$20,000
City of Miami Police Department / Speed and Aggressive Driving Enforcement Saturation Patrol Project	SC-2022-00236	402	Digital Radar Speed Signs	3	\$6,666
Panama City Police Department / Speed and Aggressive Driving Reduction	SC-2022-00310	402	Speed Measurement Trailer	1	\$8,500
			Message Board	1	\$16,000
Pinellas Park Police Department / Speed Enforcement Program	SC-2022-00112	402	Speed Trailer	1	\$8,500
Sarasota Police Department / Speed and Aggressive Driving Subgrant	SC-2022-00183	402	Speed Measurement and Message Board Combo Trailer	1	\$20,000
Teen Driver Safety					
N/A					
Traffic Records					
Florida State University (FSU) / Electronic License and Vehicle Information System (ELVIS)	TR-2022-00219	402	Server	1	\$10,000
Work Zone Safety					
City of Miramar / Work Zone Safety Initiatives	RS-2022-00087	402	Message Board	1	\$14,000
Sarasota Police Department / Work Zone Safety	RS-2022-00185	402	Speed Message Board	1	\$20,000
Washington County Sheriff's Office / Increasing Safety and Reducing Work Zone Crashes	RS-2022-00275	402	Speed Message Board	1	\$20,000

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

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# APPENDIX A - CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

## **Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)**

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

State: Florida

Fiscal Year: 2022

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, 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

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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



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

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

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

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

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

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
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**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

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](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

## SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. 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))
4. 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.)
5. 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))
6. 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))
7. 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;
  - Submission of information regarding mobilization participation into the HVE Database;
  - 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))

8. 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))
9. 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))

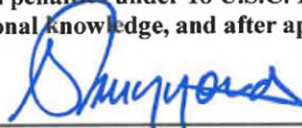
The State: **[CHECK ONLY ONE]**

Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

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



6/24/2021

Signature Governor’s Representative for Highway Safety

Date

**Courtney Drummond, P.E.**

Printed name of Governor’s Representative for Highway Safety

# APPENDIX B – APPLICATION REQUIREMENTS FOR SECTION 405 GRANTS

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

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor’s Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Florida

Fiscal Year: 2022

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

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### ■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

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

#### All States:

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

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State’s occupant protection program area plan for the upcoming fiscal year is provided in the HSP at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State’s planned participation is provided in the HSP at pages 233 and Attachment FL\_405b\_CIOT Participation. \_\_\_\_\_ (location).

- Countermeasure strategies and planned activities demonstrating the State’s active network of child restraint inspection stations are provided in the HSP at pages 236 and Attachment FL\_405b\_Fitting Stations by County \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Countermeasure strategies and planned activities, as provided in the HSP at pages 238-239 \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**Lower Seat Belt Use States Only:**

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

- The State’s **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 7/1/1986 (date) and last amended on 3/19/2015 (date), is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citation(s):** Florida Statutes 316.614(8).
- The State’s **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citations:**
  - \_\_\_\_\_ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
  - \_\_\_\_\_ Coverage of all passenger motor vehicles;
  - \_\_\_\_\_ Minimum fine of at least \$25;
  - \_\_\_\_\_ Exemptions from restraint requirements.
- The countermeasure strategies and planned activities demonstrating the State’s **seat belt enforcement plan** are provided in the HSP at \_\_\_\_\_ (location).
- The countermeasure strategies and planned activities demonstrating the State’s **high risk population countermeasure program** are provided in the HSP at \_\_\_\_\_ (location).

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

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date May 17-21, 2021 (date);
- Multi-year strategic plan: HSP at Attachment FL-405b\_FPOC Strategic Plan\_June 2020 Addendum (location);
- The name and title of the State's designated occupant protection coordinator is Leilani Gruener, Traffic Safety Program Manager.
- List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at \_\_\_\_\_ (location).

■ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on May 17-21, 2021 (date) (within 3 years of the application due date);

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

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

**All States:**

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

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

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at page 250 (location).
- The name and title of the State's Traffic Records Coordinator is Melissa Gonzalez, Traffic Safety Program Manager/TRCC Coordinator
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at page 251 and Attachment FL-FY22\_405c\_TRCC Membership (location).
- The State Strategic Plan is provided as follows:
  - Description of specific, quantifiable and measurable improvements at Attachment FL\_FY22\_405c\_Planned Activities Overview (location);
  - List of all recommendations from most recent assessment at: Attachment FL\_FL22\_TR Assessment Priorities (location);
  - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at Attachment FL\_FY22\_TR Assessment Priorities (location);
  - Recommendations not to be addressed, including reasons for not implementing: HSP at Attachment FL\_FY22\_TR Assessment Priorities (location).

- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at FL\_FY22\_405c\_FL\_Quantitative Progress (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on November 21, 2020 (date).

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

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

**All States:**

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**Mid-Range State Only:**

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

■ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on April 9, 2020 (date).

Specifically –

- HSP at Attachment FL\_FY22\_405d\_FIDC Charter (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at Attachment FL\_FY22\_405d\_Membership List (location) contains the list of names, titles and organizations of all task force members;
- HSP at Attachment FL\_FY22\_405d\_Florida Statewide Impaired Driving Strategic Plan (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

■ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on April 9, 2020 (date) and continues to use this plan.

**High-Range State Only:**

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

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State’s impaired driving program conducted on \_\_\_\_\_ (date). Specifically, –

- HSP at \_\_\_\_\_ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at \_\_\_\_\_ (location) contains the list of names, titles and organizations of all task force members;
- HSP at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State’s impaired driving program;
- HSP at \_\_\_\_\_ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at \_\_\_\_\_ (location) describes how the spending supports the State’s impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the HSP at \_\_\_\_\_ (location).

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

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

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.



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

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

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

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

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

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

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

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

*Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at \_\_\_\_\_ (location).

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

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

**Comprehensive Distracted Driving Grant**

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at \_\_\_\_\_ (location).
- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on texting while driving;
- \_\_\_\_\_ Definition of covered wireless communication devices;
- \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
- \_\_\_\_\_ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on youth cell phone use while driving;
  - \_\_\_\_\_ Definition of covered wireless communication devices;
  - \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
  - \_\_\_\_\_ Exemptions from youth cell phone use ban.
- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

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

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

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

**■ Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Terry L. Rhodes, Executive Director, FLHSMV.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*

**■ Motorcycle Safety Foundation Basic Rider Course;**

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

- In the HSP at Page 265-266 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

**■ Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Terry L. Rhodes, Executive Director, FLHSMV.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at pages 263 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at pages 264 (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

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

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

**□ Impaired driving program:**

- In the HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at \_\_\_\_\_ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of fatalities and accidents involving impaired motorcyclists:**

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

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

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

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY \_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

**Legal citation(s):** \_\_\_\_\_  
\_\_\_\_\_

Applying as a Data State –

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

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

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

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

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

**Learner's Permit Stage –**

**Legal citations:**

- \_\_\_\_\_ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- \_\_\_\_\_ Applicant must pass vision test and knowledge assessment;
- \_\_\_\_\_ In effect for at least 6 months;
- \_\_\_\_\_ In effect until driver is at least 16 years of age;
- \_\_\_\_\_ Must be accompanied and supervised at all times;
- \_\_\_\_\_ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- \_\_\_\_\_ Prohibits use of personal wireless communications device;
- \_\_\_\_\_ Extension of learner's permit stage if convicted of a driving-related offense;
- \_\_\_\_\_ Exemptions from learner's permit stage.

**Intermediate Stage –**

**Legal citations:**

- \_\_\_\_\_ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- \_\_\_\_\_ Applicant must pass behind-the-wheel driving skills assessment;

- \_\_\_\_\_ In effect for at least 6 months;
- \_\_\_\_\_ In effect until driver is at least 17 years of age;
- \_\_\_\_\_ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
- \_\_\_\_\_ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
- \_\_\_\_\_ Prohibits use of personal wireless communications device;
- \_\_\_\_\_ Extension of intermediate stage if convicted of a driving-related offense;
- \_\_\_\_\_ Exemptions from intermediate stage.

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

*[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]*

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

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

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

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

- In the HSP at \_\_\_\_\_ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
- In the HSP at \_\_\_\_\_ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

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

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

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

Signature  Governor's Representative for Highway Safety

Date

*6/22/2021*

**Courtney Drummond, P.E.**

Printed name of Governor's Representative for Highway Safety

# Florida's FY 2022 405(B) Occupant Protection Grants

## Occupant Protection Plan

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

In FY 2021, Florida's SHSP was updated, and the state conducted a National Highway Traffic Safety Administration (NHTSA) occupant protection assessment. To ensure Florida's Occupant Protection Strategic Plan and associated action plan remains aligned with the updated SHSP and draws input from the upcoming occupant protection assessment, the FOPC has elected to extend the existing Occupant Protection Strategic Plan through calendar year 2021. The existing plan remains consistent with Florida's vision of zero transportation fatalities and serious injuries and data analysis confirms that the strategies and actions included in the existing the plan remain focused on the correct target audiences. The FOPC will continue to advance the strategies and actions in the FOPC action plan. With guidance from the updated SHSP and NHTSA occupant protection assessment, the FOPC will update the Occupant Protection Strategic Plan in FY 2022 to guide efforts in 2022–2026. A copy of the current



FOPC Strategic Plan is attached to this application as attachment **FL-FY22\_405b\_FOPC Strategic Plan June 2020-Addendum**.

## Click It or Ticket Mobilization Participation

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

The campaign wave will include the following elements:

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

### PUBLIC INFORMATION AND EDUCATION

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

## PAID MEDIA

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.

## DIGITAL AND SOCIAL MEDIA

The FDOT Safety CIOT website, [www.clickitfla.com](http://www.clickitfla.com), shall be updated with campaign materials. Social Media to reflect campaign #CIOT, BuckleUpFL, etc. Analytics measuring digital and social media to be provided following the campaign.

## LAW ENFORCEMENT TRAINING

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

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

## ENFORCEMENT EFFORTS

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

- Increasing enforcement of Florida's safety belt and child passenger safety laws

- Increasing seat belt and child restraint usage rates
- Reducing crashes, fatalities, and injuries

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

## ENFORCEMENT REPORTING

Each LEA that participates in the 2022 campaign wave will be required to report all activities conducted during the enforcement periods to the LEL program via an online reporting system. All applicable forms will be completed and returned in the specified time frame.

## PROGRAM EVALUATION

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

- Florida Department of Highway Safety and Motor Vehicles Traffic Crash Facts
- Florida Department of Transportation's Seat Belt and Child Restraint Use in Florida Final Report
- FY 2022 CIOT Public Opinion/Attitude Survey
- The number of LEAs participating in the Click It or Ticket campaign wave.
- The number of seat belt citations written during the Click It or Ticket campaign wave.
- The number of child restraint citations written during the Click It or Ticket campaign wave.
- Analytics measuring digital and social media following the Click It or Ticket campaign wave.

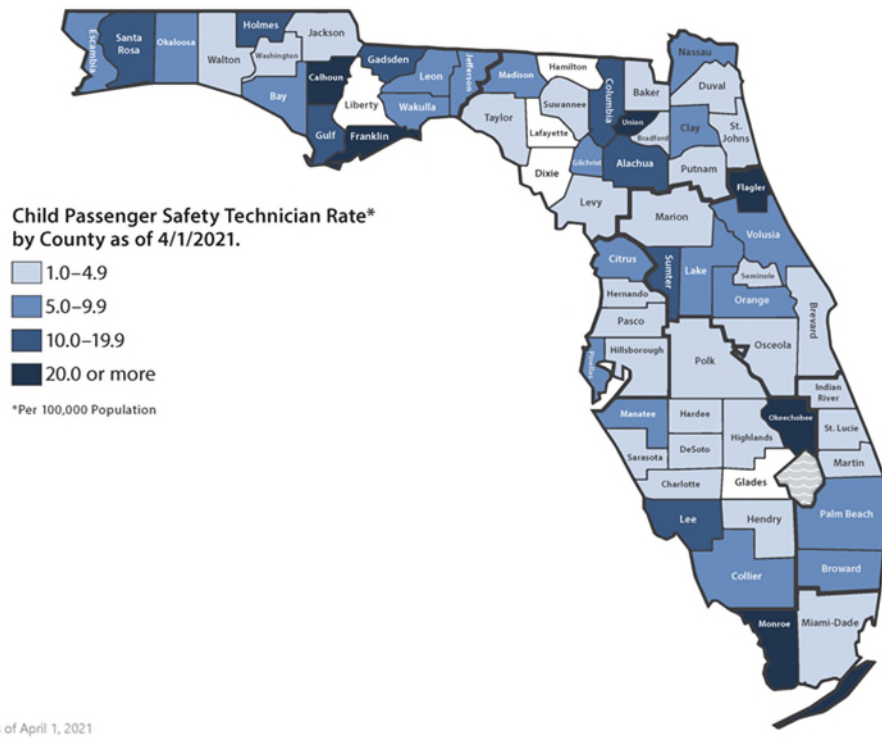
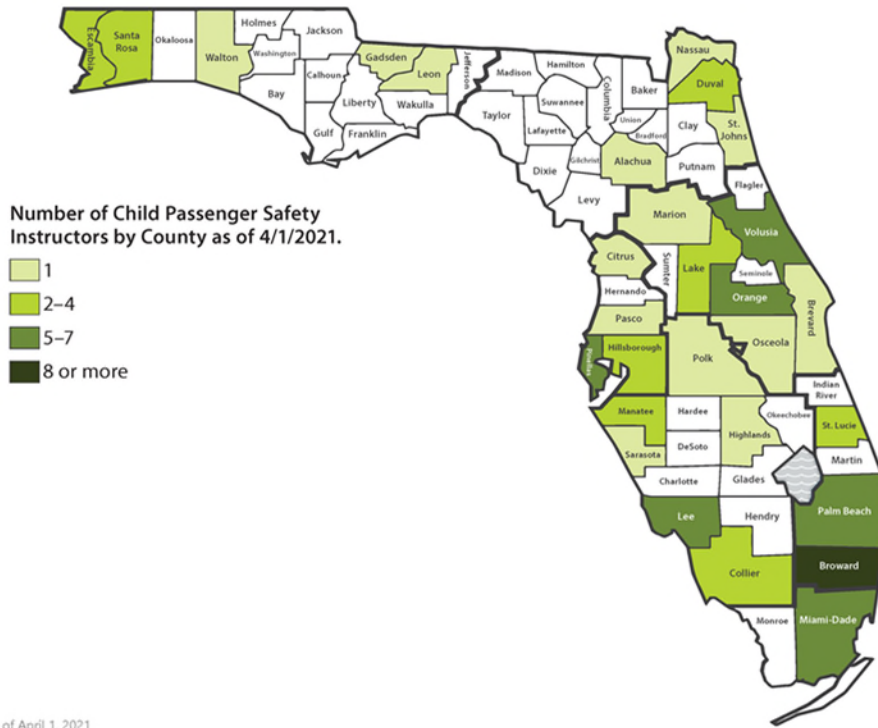
# Active Child Restraint Inspection Stations

	Population 2019 Estimate*	# Stations	Rural/Urban County	FY22 Matrix Top 25% (At-Risk)
Alachua	266,649	3	Urban	No
Baker	28,089	1	Rural	Yes
Bay	179,900	3	Urban	Yes
Bradford	28,455	2	Rural	No
Brevard	593,372	3	Urban	No
Broward	1,927,014	15	Urban	Yes
Calhoun	14,982	0	Rural	No
Charlotte	182,298	1	Urban	No
Citrus	147,735	1	Urban	Yes
Clay	217,109	0	Urban	No
Collier	377,700	2	Urban	No
Columbia	70,614	1	Rural	Yes
Desoto	35,718	1	Rural	Yes
Dixie	16,516	0	Rural	No
Duval	971,842	3	Urban	Yes
Escambia	322,901	2	Urban	No
Flagler	110,636	0	Urban	No
Franklin	12,017	0	Rural	No
Gadsden	47,926	1	Rural	Yes
Gilchrist	17,682	0	Rural	No
Glades	13,098	0	Rural	No
Gulf	16,507	1	Rural	No
Hamilton	14,787	0	Rural	No
Hardee	27,311	0	Rural	Yes
Hendry	40,089	1	Rural	No
Hernando	189,661	2	Urban	No
Highlands	103,391	1	Rural	No
Hillsborough	1,445,243	3	Urban	Yes
Holmes	20,218	1	Rural	No
Indian River	155,308	0	Urban	No
Jackson	50,325	2	Rural	Yes
Jefferson	14,842	1	Rural	No
Lafayette	8,613	0	Rural	No
Lake	354,537	4	Urban	No
Lee	734,630	5	Urban	No
Leon	296,717	3	Urban	No
Levy	41,354	2	Rural	Yes
Liberty	9,167	1	Rural	No
Madison	19,533	1	Rural	No
Manatee	388,729	3	Urban	No
Marion	360,053	4	Urban	No
Martin	158,006	3	Urban	No
Miami-Dade	2,830,500	5	Urban	Yes
Monroe	73,253	1	Rural	No
Nassau	85,135	1	Urban	No
Okaloosa	201,104	3	Urban	No
Okeechobee	41,347	0	Rural	No
Orange	1,389,297	5	Urban	Yes
Osceola	368,678	1	Urban	No
Palm Beach	1,458,576	15	Urban	Yes
Pasco	527,174	2	Urban	No
Pinellas	979,558	9	Urban	Yes
Polk	688,770	5	Urban	No
Putnam	73,012	1	Urban	Yes
Saint Johns	249,734	0	Urban	No
Saint Lucie	309,073	0	Urban	No
Santa Rosa	179,875	3	Urban	No
Sarasota	426,977	4	Urban	No
Seminole	472,775	7	Urban	No
Sumter	130,642	3	Urban	No
Suwannee	45,482	0	Rural	Yes
Taylor	22,652	1	Rural	No
Union	15,985	0	Rural	No
Volusia	539,563	1	Urban	No
Wakulla	32,418	1	Rural	No
Walton	70,352	1	Rural	No
Washington	25,347	1	Rural	No
<b>TOTALS:</b>	<b>21,268,553</b>	<b>147</b>		

Florida has an active network of CPS inspection stations located in areas that service the majority of the State's population. Florida currently has 6 CPS inspection stations that support virtual assistance and a total of 147 CPS Inspection Stations that service 94% of the state, which includes service for over 63% of Florida's rural counties and almost 89% of At-Risk counties. Each station is staffed with at least one CPST. Population estimates from the Florida Legislature, Office of Economic and Demographic Research and the locations of Florida's inspection stations were used to determine the population covered. A list of Florida's active CPS Inspection Station locations is provided as attachment [FL\\_FY22\\_405b\\_CPS Fitting Stations by County](#)

	# of Counties Covered	# Stations	Population Served	% Category Served
All Counties:	51	147	19,998,873	94.0%
Rural Counties:	24	18	765,834	63.3%
Urban Counties:	33	114	19,147,503	86.5%
At-Risk Counties:	18	68	11,704,014	88.9%

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



# Child Passenger Safety Technical and Instructor Plan

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

- Florida has 77 certified CPS Instructors (CPST-I) and 1 instructor candidate
- Florida has 10 certified Technician Proxies
- Florida has 1,014 certified CPS Technicians (CPST)

## RECRUITMENT AND TRAINING

Based on the total number of classes held and technicians trained during FY 2020 and FY 2021 (partial—through the beginning of June), an additional five Certification Courses and one Renewal Course are currently scheduled for FY 2021.

FY 2020 TOTALS		FY 2021 TOTALS*	
Certification Courses:	19	Certification Courses:	16
Renewal Courses:	1	Renewal Courses:	0
Students Certified/Recertified:	138	Students Certified/Recertified:	98

\*As of June 6, 2021

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

The following table indicates those priority counties for CPS certification training during the FY 2022 year:

### FY22 CPST Certification Course Priority Counties

2019 State Data

County	# Techs	# Instructors	# Tech Proxies	# Instructor Candidates	Population All Ages	CPST-I Per 100,000*	# Techs Needed
Miami-Dade	69	5	2	0	2,830,500	2.7	66
Hillsborough	44	4	0	0	1,445,243	3.3	25
Duval	29	2	0	0	971,842	3.2	18
Polk	17	1	1	0	688,770	2.8	16
Marion	6	1	0	0	360,053	1.9	12
Brevard	18	1	0	0	593,372	3.2	11
Pasco	15	1	0	0	527,174	3.0	11
St. Johns	10	1	0	0	426,977	2.6	11
Osceola	8	1	0	0	368,678	2.4	10
St. Lucie	11	4	0	1	472,775	3.2	8
Charlotte	3	0	0	0	182,298	1.6	7
Indian River	1	0	0	0	155,308	0.6	7
Hernando	4	0	0	0	189,661	2.1	6
Highlands	2	1	0	0	103,391	2.9	3
Putnam	1	0	0	0	73,012	1.4	3
Sarasota	12	1	0	0	309,073	4.2	3
Clay	9	0	0	0	217,109	4.1	2
DeSoto	0	0	0	0	35,718	0.0	2
Hendry	1	0	0	0	40,089	2.5	2
Martin	6	0	0	0	158,006	3.8	2
Suwannee	1	0	0	0	45,482	2.2	2
Walton	1	1	0	0	70,352	2.8	2
Baker	1	0	0	0	28,089	3.6	1
Bradford	1	0	0	0	28,455	3.5	1
Dixie	0	0	0	0	16,516	0.0	1
Glades	0	0	0	0	13,098	0.0	1
Hamilton	0	0	0	0	14,787	0.0	1
Hardee	1	0	0	0	27,311	3.7	1
Jackson	2	0	0	0	50,325	4.0	1
Lafayette	0	0	0	0	8,613	0.0	1
Levy	2	0	0	0	41,354	4.8	1
Liberty	0	0	0	0	9,167	0.0	1
Taylor	1	0	0	0	22,652	4.4	1
Washington	1	0	0	0	25,347	3.9	1

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

## RETENTION

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

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

The FOPRC has increased promotion of the certification/recertification scholarships and use of the instructor stipends. CPST-Is have also been encouraged to conduct additional CPST Certification Courses within counties with lower rates of CPSTs per 100,000 population.

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

## CPS RESOURCES

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

The lack of CPS resources available and retaining CPSTs and CPST-Is have been major hurdles for Florida. Safety countermeasures are more effective when proper equipment, tools, skills and information are provided. Families and the traveling public must be able to receive



educational materials about occupant protection safety to decrease the fatalities that occur due to the lack of child restraint and safety belt use.

Florida will continue to support our current infrastructure of nationally certified CPS instructors and technicians with the State's subgrant-funded Florida Occupant Protection Resource Center (FOPRC). The FOPRC was established during FY 2012 to serve as a web-based one stop shop for occupant protection and CPS resources and materials for CPS professionals, caregivers, and children.

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

The FOPRC provides the following:

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

## SPECIAL NEEDS PROGRAM

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

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

## Lower Seat Belt Use Criteria

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

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

## PRIMARY SEAT BELT USE LAW

Florida's Safety Belt Law (F.S. 316.614) requires use of safety belts by the operator of motor vehicles and all passengers under the age of 18. F.S. 316.614(8), states that any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in F.S. 318, which meets the primary enforcement criterion of this law.

- Requirement for all occupants to be secured in a seat belt is included in section F.S. 316.614.
- F.S. 316.614(8), states that any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in F.S. 318. F.S.318(2) advises the penalty for all nonmoving traffic violations is thirty dollars, which is in accordance with the minimum fine requirement of twenty-five dollars.
- The requirement for all occupants to be secured in an age-appropriate restraint can be found in F.S. 316.614(4).

## SEAT BELT ENFORCEMENT

Florida's Seat Belt Enforcement Plan includes provisions for the State's participation in the Click It or Ticket national mobilization along with sustained seat belt enforcement which covers at least 89% of the locations of the State's unrestrained passenger fatalities and serious injuries. In 2020, Florida elected not to participate in the Click It or Ticket national mobilization due to the limitations and challenges created by COVID-19 but resumed participation in 2021. A list of the agencies that participated in 2019 and are presumed to participate in 2022, representing the 92% participation is included as attachment **FL\_FY22\_405b\_FY22 CIOT Participation**.

## HIGH RISK POPULATION COUNTERMEASURE PROGRAM

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

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

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

Efforts to reduce the number of traffic-related fatalities and serious injuries involving unrestrained vehicle occupants in Florida continues to be a challenge in the state's goal to reach zero fatalities. The number of passenger occupant fatalities (where restraint use was known) declined by nearly 15 percent from 2007 to 2018 (from 1,813 to 1,540) and the unrestrained percent of these fatalities declined 14-percentage points (24% decrease in number), from 59 percent in 2007 to 45 percent in 2018.

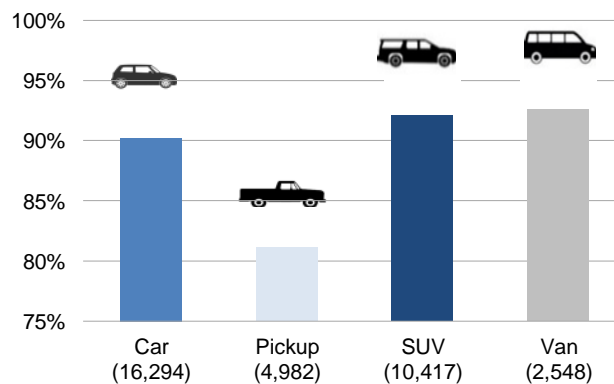
## Restraint Use Among Passenger Vehicle Occupant Fatalities in Florida: 2007–2018

Year	Restraint Used		Not Used		Use Unknown		Totals		% of Known Use	
	#	%	#	%	#	%	All Fatalities	Known Use	Use	Non-Use
2007	735	39%	1,078	57%	66	3.5%	1,879	1,813	41%	59%
2008	686	40%	1,000	58%	42	2.4%	1,728	1,686	41%	59%
2009	626	41%	846	56%	44	2.9%	1,516	1,472	43%	57%
2010	660	47%	706	50%	37	2.6%	1,403	1,366	48%	52%
2011	568	46%	609	49%	65	5.2%	1,242	1,177	48%	52%
2012	610	48%	580	46%	69	6%	1,259	1,190	51%	49%
2013	600	49%	553	45%	64	5%	1,217	1,153	52%	48%
2014	640	53%	511	42%	56	5%	1,207	1,151	56%	44%
2015	780	53%	602	41%	80	6%	1,462	1,382	56%	44%
2016	888	52%	740	44%	65	4%	1,693	1,628	55%	45%
2017	920	56%	670	41%	46	3%	1,636	1,590	58%	42%
2018	847	54%	693	44%	36	2%	1,576	1,540	55%	45%

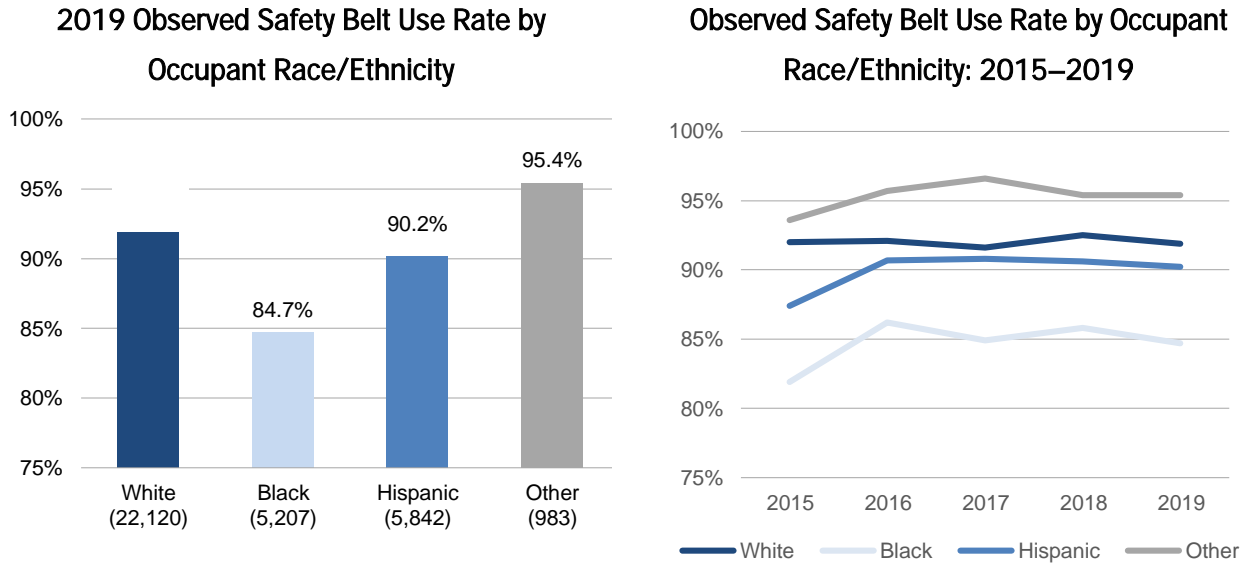
Source of data in this table and all tables that follow: Fatality Analysis Reporting System (FARS) 2007–2017 Final File and 2018 Annual Report File (ARF).

Annually, FDOT conducts a statewide observational safety belt survey. The 2019 survey identified several high-risk populations/groups with low safety belt use. Occupants in pickup trucks wore belts less often (81.1%) compared to occupants in other vehicle types. Occupants in pickup trucks have exhibited lower usage than those in other vehicle types every year of the survey.

### 2019 Observed Safety Belt Use Rate by Vehicle Type



African American occupants wore safety belts less often compared to other race/ethnicities. This has been the case historically and the gap has remained consistent.



**PROPOSED SOLUTION**

The Florida Department of Transportation’s State Safety Office (FDOT) will use education and enforcement as components of the state’s comprehensive high visibility zero tolerance Click It or Ticket (CIOT) Enforcement Mobilization.

**EDUCATION COMPONENT**

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

*Florida Occupant Protection Resource Center.* The Occupant Protection Resource Center serves the entire state as a one-stop-shop for occupant protection-related public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. The Resource Center will provide occupant protection



information and materials geared at Florida's low use populations: 18-34 year-old males, African Americans, Hispanics, and pickup truck drivers.

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

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

Currently Florida concentrates its marketing efforts on encouraging the public, primarily 18 to 34-year-old males, to buckle up through the Click It or Ticket national campaign. The National Highway Traffic Safety Administration (NHTSA) requires all states, to conduct this high visibility enforcement and media efforts each year in May/June. African American and Hispanic residents are also included in the Click It or Ticket campaign through specific tactics (ads in Black College Today and advertising in Spanish language media). Pickup truck drivers are not currently targeted specifically in the Click It or Ticket campaign.

### ***Enforcement Component***

*Florida's LEL Traffic Safety Challenge Subgrant.* IPTM will receive funding to continue the statewide incentive program to encourage Florida law enforcement officers to raise awareness through high-visibility enforcement of the primary safety belt law.

*Florida's Law Enforcement Liaison Program (LEL)* will be responsible for soliciting and coordinating the participation of Law Enforcement Agencies (LEAs) taking part in 2022 Florida Law Enforcement Challenge.

The challenge was implemented to encourage active LEAs participation in the Florida Department of Transportation (FDOT) enforcement waves for incentives, training, and recognition. Law enforcement equipment will be made available to LEAs that actively participate in the program and its enforcement waves. Individual agencies and officers will be recognized for their outstanding efforts and accomplishments throughout the program. Saturation patrols will be used extensively during each enforcement period to impact desired results and goals. The agencies must agree to aggressively enforce Florida's primary seat belt and child restraint laws during the enforcement periods. Historically, Florida averages 200 LEAs that participate in each wave.

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the 2022 Florida Law Enforcement Challenge. This training may include:

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

*FY2022 Highway Traffic Safety Program Subrecipients.* The following local enforcement agencies will receive funding to conduct high visibility safety belt enforcement and education programs during FY 2022. 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 campaign and enforcement waves.

- Apopka Police Department
- Boynton Beach Police Department
- DeFuniak Springs Police Department
- Delray Beach Police Department
- Gainesville Police Department
- Homestead Police Department
- Lake City Police Department
- Live Oak Police Department
- Miami-Dade Police Department
- Palm Beach County Sheriff's Office
- Palm Beach Gardens Police Department
- Tallahassee Police Department
- Tampa Police Department
- Wauchula Police Department
- West Palm Beach Police Department



## COMPREHENSIVE OCCUPANT PROTECTION PROGRAM

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

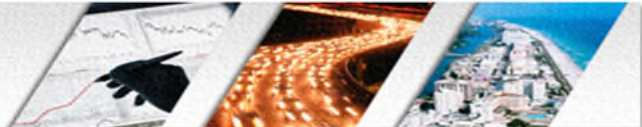
- The last NHTSA facilitated program assessment was conducted within 5 years prior to the application date on May 17-21, 2021.
- The three-year occupant protection strategic Plan is provided as **FL-FY22\_405b\_FOPC Strategic Plan June 2020-Addendum**.
- The name and title of the State's designated occupant protection coordinator is Leilani Gruener, Traffic Safety Program Manager.
- The list of names, titles and organizations of the Florida Occupant Protection Coalition are provided below and also attached as **FL-FY22\_405b\_FOPC Membership List**.

Florida's Occupant Protection Coalition Membership List			
First Name	Last Name	Organization	Field Represented
Amy	Artuso	National Safety Council	Advocacy Group
Andrea	Atran	Florida Department of Transportation—District 2	Community Traffic Safety Team
Michael	Binder	University of North Florida	University System, Research Facilities
Art	Bodenheimer	Florida Police Chiefs Association	Law Enforcement
Melanie	Brocato	Broward Sheriff Fire Rescue	Law Enforcement
Danielle	Campbell	Orlando Police Department	Law Enforcement
Fran	Carlin-Rogers	CarFit	Advocacy Group
Robert	Chaffe	Preusser Research Group	University System, Research Facilities
Ryan	Hathaway	Okeechobee County Fire Rescue	Law Enforcement
Sarah	Haverstick	Goodbaby International	For-Profit Agency
Ginny	Hinton	University of Florida	University System, Research Facilities
Andrew	Hopkins	Public Opinion Research Lab at the University of North Florida	University System, Research Facilities
Carrisa	Johns	Orange County Sheriff's Office	Law Enforcement
Charles	Kane	Florida Law Enforcement Liaison Program	Law Enforcement
Danielle	Kessenger	The PLAYERS Center for Child Health at Wolfson Children's Hospital	Health
Doreen	Kobelo	Florida A&M University, Construction/Civil Engineering Technology	University System, Research Facilities
Sally	Kreuscher	The Children's Hospital of South Florida, Child Advocacy Program	Health
Alan	Mai	Florida Department of Health	State Agency
Marilyn	Merced	Layperson	Layperson
Mostyn	Mullins	Lake Placid Police Department	Law Enforcement
Zakkiyah	Osuigwe	Escambia-Santa Rosa Safety Coalition	Community Traffic Safety Team
Krista	Ott	Gainesville Fire Rescue	Fire/Rescue
Dewey	Painter	South East American Indian Council, Inc.	Advocacy Group
Thomas	Pikul	Florida Highway Patrol	State Agency
Kelly	Powell	Safe Kids	Advocacy Group
Tonya	Randolph	St. Joseph's Children's Hospital, Child Advocacy Center	Health
Patrick	Riordan	Florida Highway Patrol	State Agency
Gregory	Rittger	Orange County Sheriff's Office	Law Enforcement
Tim	Roberts	Florida Law Enforcement Liaison Program	Law Enforcement
Al	Roop	University of North Florida	University System, Research Facilities
Bob	Smallacombe	Palm Beach County Fire Rescue	Fire/Rescue
Mark	Solomon	Preusser Research Group	University System, Research Facilities
Joe	Steward	Florida Department of Transportation	Community Traffic Safety Team
David	Summers	Health Care District Palm Beach County	Health
Amanda	Thronsdon	Florida Department of Health, Florida Safe Kids Coordinator	Health
Melissa	Valido	Florida SADD	Advocacy Group
Petra	Vybralova	Johns Hopkins All Children's Hospital	Health
Mark	Welch	Department of Highway Safety and Motor Vehicles	State Agency
Morya	Willis	Layperson	Layperson

# Florida's FY2022 405(C) State Traffic Safety Information System Improvements Grants

## Traffic Records Coordinating Committee

- The Florida Traffic Records Coordinating Committee (TRCC) is an active coalition that meets at least quarterly. The last three meeting dates preceding this application were:
  - September 11, 2020
  - December 4, 2020
  - April 9, 2021
- The Florida TRCC Coordinator is Melissa Gonzalez, Traffic Safety Program Manager/TRCC Coordinator within the Florida Department of Transportation State Safety Office.
- Florida TRCC membership includes at least one representative for the core data bases a) Crash, b) Citation or adjudication, c) Driver, d) Emergency Medical Services or Injury surveillance system, e) Roadway and f) Vehicle. A copy of the current TRCC membership is provided below.



Name	Title	System	Agency	Email	Member Status
Beth Allman	Senior Manager	Driver License / History Data, Citation / Adjudication Data	FCCC	<a href="mailto:Allman@flclerks.com">Allman@flclerks.com</a>	Chair
Steve McCoy	EMS Administrator	EMS / Injury Surveillance	FDOH	<a href="mailto:Steve_McCoy@flhealth.gov">Steve_McCoy@flhealth.gov</a>	Vice Chair
Lora Hollingsworth	Chief Safety Officer	Roadway, Crash	FDOT	<a href="mailto:Lora.Hollingsworth@dot.state.fl.us">Lora.Hollingsworth@dot.state.fl.us</a>	EB
Robert Kynoch	Division Director	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	<a href="mailto:Robertkynoch@flhsmv.gov">Robertkynoch@flhsmv.gov</a>	EB
Captain Lisa Barnett	FHP Captain	Crash, Citation/Adjudication	FHP / FLHSMV	<a href="mailto:Lisabarnett@flhsmv.gov">Lisabarnett@flhsmv.gov</a>	EB
Deputy Chief Tonya Smith	Deputy Chief	Crash, Citation/Adjudication	Tallahassee Police Department	<a href="mailto:Toniab.smith@talegov.com">Toniab.smith@talegov.com</a>	EB
Chief Virgil Sandlin	Police Chief	Chiefs' Representative	FL Chief's Association	<a href="mailto:Vsandlin@cedarkeyfl.us">Vsandlin@cedarkeyfl.us</a>	EB
Thomas Austin	Management Analyst	Crash	FLHSMV	<a href="mailto:ThomasAustin@flhsmv.gov">ThomasAustin@flhsmv.gov</a>	SC
Seth Barte	Systems Administrator	TraCS	FSU	<a href="mailto:Sethb@tracsflorida.org">Sethb@tracsflorida.org</a>	SC
Dr. Ilir Bejiri	Associate Professor/Principal Investigator	Signal Four Analytics	UF	<a href="mailto:Ilir@ufl.edu">Ilir@ufl.edu</a>	SC
Karen Card	Reporting and Analysis Unit Manager	EMS / Injury Surveillance	FDOH	<a href="mailto:Karen.Card@flhealth.gov">Karen.Card@flhealth.gov</a>	SC
Brenda Clotfelter	EMSTARS Project Manager	EMS / Injury Surveillance	FDOH	<a href="mailto:Brenda_Clotfelter@doh.state.fl.us">Brenda_Clotfelter@doh.state.fl.us</a>	SC
Chris Craig	Traffic Safety Administrator	None	FDOT	<a href="mailto:Chris.craig@dot.state.fl.us">Chris.craig@dot.state.fl.us</a>	SC
Margaret Edwards	Systems Administrator	ELVIS	FSU	<a href="mailto:Medwards@elvisflorida.org">Medwards@elvisflorida.org</a>	SC
Zoe Faulkner	Systems Architect	ELVIS	FSU	<a href="mailto:Zwilliams@elvisflorida.org">Zwilliams@elvisflorida.org</a>	SC
Richie Frederick	Bureau Chief of Records	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	<a href="mailto:Richiefrederick@flhsmv.gov">Richiefrederick@flhsmv.gov</a>	SC
Dr. Rupert Giroux	Safety Data Coordinator, Public Transportation Specialist II	Roadway, Crash	FDOT	<a href="mailto:Rupert.Giroux@dot.state.fl.us">Rupert.Giroux@dot.state.fl.us</a>	SC
Benjamin Jacobs	Crash Records & Research Administrator	Roadway, Crash	FDOT	<a href="mailto:Benjamin.jacobs@dot.state.fl.us">Benjamin.jacobs@dot.state.fl.us</a>	SC
Wilton Johnson	Program Manager	Crash	FLHSMV	<a href="mailto:WiltonJohnson@flhsmv.gov">WiltonJohnson@flhsmv.gov</a>	SC
Angela Lynn	Program Manager	Crash, Citation	FLHSMV	<a href="mailto:AngelaLynn@flhsmv.gov">AngelaLynn@flhsmv.gov</a>	SC
Amy Pontillo	Systems Architect	TraCS	FSU	<a href="mailto:Amc@tracsflorida.org">Amc@tracsflorida.org</a>	SC
Michele Snow	Program Manager	Signal Four Analytics	UF	<a href="mailto:Msnow@dcp.ufl.edu">Msnow@dcp.ufl.edu</a>	SC
Melissa Gonzalez	TRCC Coordinator	None	FDOT	<a href="mailto:Melissa.gonzalez@dot.state.fl.us">Melissa.gonzalez@dot.state.fl.us</a>	TRCC Coordinator
Ian Anderson	Data Sharing Project Manager	None	FDLE	<a href="mailto:IanAnderson@fdle.state.fl.us">IanAnderson@fdle.state.fl.us</a>	
David Brand	Law Enforcement Coordinator	Sheriffs' Representative	FL Sheriffs Association	<a href="mailto:Dbrand@flsheriffs.org">Dbrand@flsheriffs.org</a>	
Blake Canter	Support Specialist	Signal Four Analytics	UF	<a href="mailto:Blakecanter@dcp.ufl.edu">Blakecanter@dcp.ufl.edu</a>	
Chief Jeffrey Dixon	FHP Chief	FHP Representative	FHP / FLHSMV	<a href="mailto:Jeffreydixon@flhsmv.gov">Jeffreydixon@flhsmv.gov</a>	
Joey Gordon	Transportation Data Analysis Supervisor	Roadway	FDOT	<a href="mailto:Joey.Gordon@dot.state.fl.us">Joey.Gordon@dot.state.fl.us</a>	
Larry Gowen	Chief Performance Officer	Crash, Citation, Driver, Vehicle	FLHSMV	<a href="mailto:Larry.Gowen@flhsmv.gov">Larry.Gowen@flhsmv.gov</a>	
Danielle King	Traffic Safety Programs Operations Coordinator	None	FDOT	<a href="mailto:Danielle.king@dot.state.fl.us">Danielle.king@dot.state.fl.us</a>	
Scott Lindsay	Chief Data Officer	Crash, Citation, Driver, Vehicle	FLHSMV	<a href="mailto:Scottlindsay@flhsmv.gov">Scottlindsay@flhsmv.gov</a>	
Thomas Rast	Inventory Control Manager	Vehicle, Driver License	FLHSMV	<a href="mailto:Thomasrast@flhsmv.gov">Thomasrast@flhsmv.gov</a>	
Tim Roberts	Law Enforcement Liaison	None	FDOT	<a href="mailto:Coordinator@floridalel.info">Coordinator@floridalel.info</a>	
William Roseburgh	Business Intelligence Analyst	Crash	FHP	<a href="mailto:WilliamRoseburgh@flhsmv.gov">WilliamRoseburgh@flhsmv.gov</a>	
Daniel Shopf	Transportation Analyst	None	Cambridge Systematics	<a href="mailto:Dshopf@camsys.com">Dshopf@camsys.com</a>	
Dr. Lisa Spainhour	Professor / Principal Investigator	TraCS / ELVIS	FSU	<a href="mailto:Spainhour@engfamu.fsu.edu">Spainhour@engfamu.fsu.edu</a>	
Maya Taylor	Transportation Analyst	None	Cambridge Systematics	<a href="mailto:Mtaylor@camsys.com">Mtaylor@camsys.com</a>	
Deborah Todd	Program Manager	Crash, Citation	FLHSMV	<a href="mailto:Deborahtodd@flhsmv.gov">Deborahtodd@flhsmv.gov</a>	
Brian Watts	Manager, Performance and Trends	Roadway	FDOT	<a href="mailto:Brian.Watts@dot.state.fl.us">Brian.Watts@dot.state.fl.us</a>	
Joel Worrell	Transportation Data Inventory Manager	Roadway	FDOT	<a href="mailto:Joel.Worrell@dot.state.fl.us">Joel.Worrell@dot.state.fl.us</a>	

Updated: 04/12/2021

FCCC- Florida Court Clerks & Comptrollers

FDOH- Florida Department of Health

FLHSMV- Florida Department of Highway Safety & Motor Vehicles

FDLE- Florida Department of Law Enforcement

FDOT- Florida Department of Transportation

FHP- Florida Highway Patrol

FSU- Florida State University

UF- University of Florida

TraCS- Traffic and Criminal Software

ELVIS- Electronic License and Vehicle Information System

EB- Executive Board

SC- Application and/or Data Subcommittee



# State Traffic Records Strategic Plan

The Florida TRCC Strategic Plan describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress. The State tracks and identifies which traffic records assessment recommendations that it does and does not intend to address in the fiscal year and explains the reason for not implementing the recommendations in a separate tracking spreadsheet. A copy of the Florida Traffic Safety Information System TRCC Strategic Plan is provided as attachment **FL\_FY22\_405c\_ Strategic Plan Update**. Florida's action regarding assessment recommendation priorities is provided as attachment **FL\_FY22\_405c\_ TR Assessment Priorities**. A list of the planned traffic records activities for FY 2022 with breakout of performance measures and data system impacts is provided as attachment **FL\_FY22\_405c\_Planned Activities Overview**.

## Proof of Quantitative Improvement

A written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application in relation to one or more of the significant data program attributes is provided as attachment **FL\_FY22\_405c\_FL Quantitative Progress**.

## State Traffic Records Assessment

The date of the most recent Traffic Records assessment is November 21, 2020.

# Florida's FY2021 405(D) Impaired Driving Countermeasures Grants

Florida is submitting this application for 405(D) Impaired Driving Countermeasures Grants as a mid-range State, based NHTSA Fatality on 2,536 alcohol-impaired-driving fatalities and VMT 656,193 between 2016-2018 for alcohol-impaired-driving fatality rate of 0.39 which is within the mid-range qualification 0.30 and 0.60.

## Mid-Range State Requirements

- A State Impaired Driving Task Force with authority and process to develop approve and implement the State Impaired Driving Plan.
- A list of the 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 and possibly 24-7 sobriety programs, drivers licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.
- A State Impaired Driving Plan that covers Prevention, Criminal Justice System, Communication programs, Alcohol and other drug use misuse, and Program Evaluation and data.

# Florida's Impaired Driving Coalition Charter



## State of Florida Impaired Driving Coalition (FIDC) Charter

### **Mission**

The mission of the Florida Impaired Driving Coalition (FIDC) is to identify and prioritize the state's most pressing impaired driving issues and to develop and approve a strategic plan to maximize the state's ability to reduce impaired driving crashes, serious injuries, and fatalities. The vast network of partners will work collaboratively to review strategies which have been proven effective in reducing the occurrence of Driving Under the Influence (DUI).

### **Purpose**

The FIDC is a non-legislative, non-judicial, and non-executive body, that functions strictly in an advisory role to the state of Florida, with an emphasis on decreasing the instances of impaired driving statewide. It supports activities to improve prevention, laws, the legal system, the administration of justice, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. This is accomplished through the development of model legislative language, the development of best practices, and analysis of Florida crash and citation data. The FIDC pursues the recommendations of assessments done by the National Highway Traffic Safety Administration, as well as the objectives established by the Florida Strategic Highway Safety Plan.

### **Membership**

The coalition is comprised of individuals who have expertise and familiarity with Florida-specific impaired driving related programs, infrastructure, and needs. Coalition members represent agencies and organizations at the national, state, and local level, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, educators, and public health officials.

FIDC membership is on a voluntary basis, and members receive no compensation for services. All coalition members must be approved by the Florida Department of Transportation State Safety Office (FDOT) and the agency supporting the coalition subgrant.

All potential coalition members will be asked to complete a coalition application prior to membership status being considered. An application submission does not guarantee coalition membership.

FDOT will review membership applications and may approve membership based on individual qualifications, benefit, and to fill gaps in overall coalition representation.

Coalition members serve at the pleasure of FDOT and the agency supporting the coalition subgrant. Members may be dismissed and have their membership status revoked at any time with or without cause by either FDOT or the agency supporting the coalition subgrant.

Continued membership on the coalition will be based on:

- Attendance and active participation at a majority of the coalition meetings each year unless a designee has been identified or the absence is excused by FDOT.
- Active participation in any assigned FIDC subgroup(s).

#### **Governance of the FIDC**

FDOT oversees the coalition and subgrant activities.

The FIDC will meet at least three times a year. The year shall be the same as the federal fiscal year beginning October 1 and ending September 30.

FDOT will appoint a chair and vice chair from its membership based on representatives' ability and time commitments needed to drive down impaired driving related fatalities in Florida. The vice chair will serve as chair in the chair's absence. FDOT will appoint another chair or vice chair from its membership when the current chair or vice chair are unable to continue serving, or can no longer fulfill their duties.

#### **Subgroups**

The FIDC can create subgroups or technical task teams to perform the work of the coalition and can include representatives from any relevant entity that has an interest in or knowledge of impaired driving related issues. The chair of a technical task team must be a member of the FIDC. Technical task teams can meet as often as needed to perform the work assigned.

# Florida's Impaired Driving Coalition Membership



**KYLE CLARK - CHAIR**  
International Association of Chiefs of Police

**RAY GRAVES - VICE CHAIR**  
Florida Department of Highway Safety and Motor Vehicles

## Current Members

Name	Title	Discipline	Department/Agency/Organization
Anne Rollyson	Director of DUI and Behavior Management Programs	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Florida Safety Council
Chief Art Bodenheimer	Police Chief	Criminal Justice System	Lake Alfred Police Department
Sgt. Ben Kenney	Sergeant	Criminal Justice System	Hillsborough County Sheriff's Office
Brandy Howard	Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	SunCoast Safety Council
Dr. Brett Kirkland	Program Manager, Alcohol Testing Program	Criminal Justice System	Florida Dept. of Law Enforcement, Alcohol Testing Program
Chief Brett Railey	Retired Police Chief, Member IACP Highway Safety Committee	Criminal Justice System	Florida Police Chiefs Association
Brittany Fox	Assistant State Attorney	Criminal Justice System	Second Judicial Circuit, Felony Division C
Carol Jolly	Florida DRE Coordinator	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Lt. Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Criminal Justice System	Florida Highway Patrol
Chris Craig	Traffic Safety Administrator	Program Management and Strategic Planning / Communications Program	Florida Dept. of Transportation, State Safety Office
Chris Earl	EMSTARS Project Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Florida Safety Council
Christy Crump	Director of Operations	Prevention	Florida Restaurant & Lodging Association
Daniel Darren	Corporal	Criminal Justice System	Collier County Sheriff's Office
Darrell Edmonds	Online Training Coordinator	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Dennis Siewert	Crime Laboratory Analyst Supervisor	Criminal Justice System	Florida Dept. of Law Enforcement, Toxicology
Elvia Marcus	County Court Chief	Criminal Justice System	Miami-Dade State Attorney's Office
Ernie Brady	Traffic Safety Program Manager	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Helen Justice	Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	DUI Counterattack, Hillsborough, Inc.



Name	Title	Discipline	Department/Agency/Organization
Sgt. Hugh Gross	Sergeant	Criminal Justice System	Hillsborough County Sheriff's Office
Isabel Perez-Morina	Chief Executive Officer/President	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Advocate Program, Inc./Florida Association of Community Corrections
Juan Cardona	Criminal Justice System Liaison	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Kathy Jimenez-Morales	Chief Counsel, Driver License	Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Ofc. Kenneth Leedham	Officer	Criminal Justice System	Stuart Police Department
Det. Kevin Millan	Detective	Criminal Justice System	Miami Beach Police Department
Kyle Clark	Project Manager – Drug Evaluation and Classification Program (DECP) National	Criminal Justice System / Program Management and Strategic Planning	International Association of Chiefs of Police
Larry Coggins	West Central Florida Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Mothers Against Drunk Driving (MADD)
Dr. Lisa Reidy	Director of Toxicology Lab and Assistant Research Professor	Criminal Justice System	University of Miami, Division of Toxicology
Lora Hollingsworth	Chief Safety Officer	Program Management and Strategic Planning	Florida Dept. of Transportation, State Safety Office
Malcom Osteen	U.S. Probation Officer/Chief Warrant Officer	Criminal Justice System	United States Probation/United States Coast Guard (Reserve)
Marcie Padron	DUI Supervisor	Criminal Justice System	Orange County Sheriff's Office
Chief Mark Brown	Chief	Criminal Justice System	Florida Highway Patrol
Sgt. Mark Eastly	DUI Supervisor	Criminal Justice System	Pinellas County Sheriff's Office
Sgt. Matthew Rosenbloom	Sergeant	Criminal Justice System	Pasco County Sheriff's Office
Melissa Valido	Coordinator	Prevention / Communications Program	Students Against Destructive Decisions (SADD)
Lt. Michael Marden	Lieutenant	Criminal Justice System	Lake County Sheriff's Office
Nicholas Tiscione	Toxicology Unit Manager	Criminal Justice System	Palm Beach County Sheriff's Office
Nick Trovato	Assistant State Attorney	Criminal Justice System	Florida Association of State Prosecutors
Capt. Rachel Bryant	Captain	Criminal Justice System	Florida Fish and Wildlife Conservation Commission, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit
Ray Graves	Chief, Bureau of Motorist Compliance	Program Management and Strategic Planning / Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Richie Frederick	Program Manager	Program Evaluation and Data / Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Sgt. Robert Hager	Sergeant	Criminal Justice System	Broward County Sheriff's Office

Name	Title	Discipline	Department/Agency/Organization
Sgt. Anthony Palese	Sergeant	Criminal Justice System	Florida Highway Patrol
Cpl. Scott Parker	Corporal	Criminal Justice System	University of South Florida Police Department
Shayla Platt	Quality Assurance Manager	Criminal Justice System	Florida Dept. of Criminal Justice System, Alcohol Testing Program
Spencer Hathaway	Managing Assistant State Attorney / Public Information Officer	Criminal Justice System	7th Judicial Circuit State Attorney's Office
Stephen Talpins	Assistant State Attorney, Chief of Staff	Criminal Justice System	Miami-Dade County State Attorney's Office
Thomas Graham	Senior Management Analyst Supervisor	Criminal Justice System	Florida Dept. of Law Enforcement, Alcohol Testing Program
Sgt. Tim Cornelius	Sergeant	Criminal Justice System	Collier County Sheriff's Office
Sgt. Tim Dempsey	Sergeant	Criminal Justice System	Indian River Shores Public Safety
Tom Moffett	Deputy Chief Counsel	Program Management and Strategic Planning	Florida Dept. of Highway Safety and Motor Vehicles
Vernon Howell	Program Manager	Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Vincent Petty	Traffic Safety Resource Prosecutor Program	Criminal Justice System	Tallahassee Community College, Florida Public Safety Institute
Lt. William Jarvis	Lieutenant, Bureau of Criminal Justice System	Criminal Justice System	Florida Dept. of Business and Professional Regulation
Hon. William Overton	Senior Judge-Retired	Criminal Justice System	Trial Court Judge
Sgt. William Weaver	Sergeant	Criminal Justice System	Orlando Police Department

### Traffic Safety Partners

Name	Title	Discipline	Department/Agency/Organization
Chanyoung Lee	Program Director	Program Management and Strategic Planning / Program Evaluation and Data Communications Program	Center for Urban Transportation Research
Danny Shopf	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Joe Pecchio		Communications Program	AAA
Julissa Sarmiento	Research Associate	Program Evaluation and Data	University of Miami Miller School of Medicine / Department of Surgery
Karen Morgan		Communications Program	AAA
Matt Nasworthy	Florida Public Affairs Director	Communications Program	AAA
Megan Cott	Program Assistant	Program Management and Strategic Planning / Program Evaluation and Data	Center for Urban Transportation Research

Name	Title	Discipline	Department/Agency/Organization
Murray Brooks	Southeast Account Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation	SCRAM Systems
Nusrat Sharmin	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Olimpia Jackson	NAS Jax Security Department Training Staff Major	Criminal Justice System	United States Navy
Dr. Patricia Byers	Professor of Clinical	Program Evaluation and Data	University of Miami Miller School of Medicine / Department of Surgery
Sandy Ho	Human Resources	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Great Bay Distributors
TBD		Prevention	Florida Dept. of Health Office of Medical Marijuana Use

Last Updated: 05/12/2021

# Florida's Impaired Driving Strategic Plan

- Below is a copy of the outline for the Florida Strategic Impaired Driving Plan which outlines the minimum components of prevention; criminal justice system; communication programs; alcohol and other drug misuse; and program evaluation and data. The 2019 – 2021 Impaired Driving Strategic Plan was approved by the Florida Impaired Driving Coalition (FIDC) on April 9, 2020, as is attached as **FL\_FY22\_405d\_Florida Statewide Impaired Driving Strategic Plan** and **FL-FY22\_405d\_FIDC Action Plan** for review. Florida's FIDC Strategic Plan expires December 2021, and an Impaired Driving Assessment is scheduled for FY 2022 to support the creation of a new 5-year Strategic Plan.

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# Florida's FY2022 405(F) Motorcyclist Safety Grants

Florida is submitting this application for 405(F) Motorcycle Safety Grants with the qualifying criteria of having a motorcycle riding training course and motorcycle awareness program.

## Motorcycle Riding Training Course

- Florida Statute 322.025 Driver improvement establishes Florida Department of Highway Safety and Motor Vehicles (FLHSMV) as the state authority over motorcycle safety issues. Terry L. Rhodes is the Executive Director of the Florida Department of Highway Safety and Motor Vehicles. A copy of F.S. 322.025 is provided as attachment **FL\_FY22\_405f\_State Law Identifying State Authority**.
- The Motorcycle Safety Foundation Basic Rider Course is the chosen course for introductory rider curricula determined by FLHSMV.
- A list of counties in the State where motorcycle rider training courses will be conducted during the fiscal year is provided as attachment **FL\_FY22\_405f\_Florida Motorcycle Training Calendar and Locations** and the number of registered motorcycles in each county is provided under the data tables section of this document.

# Motorcycle Awareness Program

- Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is the state authority over motorcycle safety issues. Terry L. Rhodes is the Executive Director of the Florida Department of Highway Safety and Motor Vehicles.
- The State's motorcyclist awareness program was developed in coordination with FLHSMV along with other agencies of Florida's Motorcycle Safety Coalition.
- Florida's motorcycle paid media projects for implementing awareness communications is provided on page 126 of the FY 2022 HSP. This media outreach will be distributed in a majority of the top 10 counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest, based on the list that identifies the counties within the State ranked in order of highest to lowest number of crashes involving motorcycle and another motor vehicle per county provided under the data tables section of this document. The Share the Road campaign is funded with the 405f funding and will educate motor vehicle drivers on best practices on how to safely "Share the Road" with motorcyclists. This campaign uses advertisements such as billboards, social media, gas toppers, radio commercials, and restaurant/coffee store advertising in the top ten 10 counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

The state will also conduct two other paid media campaigns regarding motorcycle safety. One focuses on discouraging drinking and riding using 405d funding and the other is a comprehensive motorcycle safety media campaign focusing on all aspects of motorcycle safety awareness using 402 funds. These two media campaigns will concentrate efforts on educating motorcyclists on safe driving habits and are focused in the top 10 counties for all motorcycle crashes.

# Motorcycle Data Tables

County	Number of Motorcycle Registrations
MIAMI-DADE	52139
BROWARD	40833
VOLUSIA	35805
PALM BEACH	31704
PINELLAS	31097
HILLSBOROUGH	30187
ORANGE	29217
BREVARD	26437
DUVAL	25126
LEE	24133
PASCO	18970
POLK	18622
SARASOTA	15358
MARION	14730
LAKE	14652
SEMINOLE	12706
MANATEE	11377
ST LUCIE	10742
COLLIER	10741
OSCEOLA	9996
ST JOHNS	9399
CHARLOTTE	9257
MONROE	9025
ESCAMBIA	8770
OKALOOSA	8643
CITRUS	8396
HERNANDO	8063
BAY	7660
CLAY	7623
ALACHUA	7380
FLAGLER	7270
SANTA ROSA	7151
MARTIN	5880
INDIAN RIVER	5846
LEON	5273
NASSAU	3904
SUMTER	3833
HIGHLANDS	3338
PUTNAM	2862
WALTON	2735
COLUMBIA	2194
LEVY	1730
SUWANNEE	1341
OKEECHOBEE	1191
WAKULLA	1185
JACKSON	1067
GADSDEN	998
HENDRY	925
DESOTO	882
WASHINGTON	788
BRADFORD	779
BAKER	661
GILCHRIST	581
TAYLOR	546
DIXIE	540
MADISON	512
HOLMES	483
GULF	423
GLADES	395
HARDEE	392
JEFFERSON	384
HAMILTON	339
CALHOUN	321
FRANKLIN	316
UNION	299
LIBERTY	145
LAFAYETTE	124
<b>Grand Total</b>	<b>616,421</b>

## REGISTRATIONS BY COUNTY

The table to the left provides a list of all 67 counties in Florida and their respective number of motorcycle registrations within each county sorted from greatest to smallest, based on FY 2019 data. The top 10 counties are Miami-Dade, Broward, Volusia, Palm Beach, Pinellas, Orange, Hillsborough, Brevard, Duval and Lee counties (outlined in the back box). The total registrations for the top 10 counties is 326,678 which is 53% of the total registrations within the state. Training and public outreach in FY 2022 will be focused in these counties.

## CRASHES INVOLVING A MOTORCYCLE AND AT LEAST ONE OTHER MOTOR VEHICLE

County	Crashes Involving a Motorcycle and at least one other Motor Vehicle
MIAMI-DADE	1051
BROWARD	636
HILLSBOROUGH	535
ORANGE	473
PALM BEACH	387
VOLUSIA	380
PINELLAS	368
DUVAL	334
LEE	235
POLK	223
BREVARD	218
PASCO	211
MONROE	181
SEMINOLE	159
OSCEOLA	152
MARION	150
SARASOTA	149
BAY	137
LAKE	126
ALACHUA	120
MANATEE	112
ESCAMBIA	106
OKALOOSA	92
ST LUCIE	84
LEON	80
COLLIER	77
CHARLOTTE	75
ST JOHNS	69
HERNANDO	67
CITRUS	64
FLAGLER	55
MARTIN	54
SANTA ROSA	47
CLAY	37
INDIAN RIVER	34
SUMTER	31
HIGHLANDS	25
WALTON	22
COLUMBIA	16
PUTNAM	12
OKEECHOBEE	12
DESOTO	12
LEVY	11
NASSAU	9
WAKULLA	8
HENDRY	8
JACKSON	7
GADSDEN	7
HARDEE	7
SUWANNEE	5
BRADFORD	5
WASHINGTON	4
GULF	4
FRANKLIN	4
GILCHRIST	3
TAYLOR	3
HOLMES	3
GLADES	3
BAKER	2
MADISON	2
CALHOUN	2
LIBERTY	2
JEFFERSON	1
HAMILTON	1
UNION	1
DIXIE	0
LAFAYETTE	
<b>Grand Total</b>	<b>7,510</b>

The table to the left provides a list of all 67 counties in Florida and their respective number of motorcycle crashes involving a motorcycle and at least one other vehicle within each county sorted from greatest to smallest, based on FY 2019 data. The top 10 counties are Miami-Dade, Broward, Hillsborough, Orange, Palm Beach, Volusia, Pinellas, Duval, Lee and Polk counties (outlined in the back box). The total number of crashes for the top 10 counties is 4,622 which is over 62% of the total crashes within the state. Training and public outreach in FY 2022 will be focused in these counties.



# Motorcycle Training Information

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-20	Apr-21	May-21	Jun-21	Jul-21
	Alachua	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Baker		No													
Bay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bradford	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Brevard	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Broward	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Calhoun		No													
Charlotte	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Citrus	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Collier	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dade	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Desoto		No													
Dixie		No													
Duval	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Escambia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Flagler	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Franklin		No													
Gadsden		No													
Gilchrist		No													
Glades		No													
Gulf		No													
Hamilton		No													
Hardee		No													
Hendry		No													

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
	Hernando	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highlands	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hillsborough	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Holmes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indian River	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jackson		No													
Jefferson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lafayette		No													
Lake	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Leon	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Levy		No													
Liberty															
Madison		No													
Manatee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marion	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Martin	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Monroe	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Nassau		No													
Okaloosa	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Okeechobee		No													
Orange	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Osceola	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Palm Beach	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pasco	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pinellas	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Polk	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
	Putnam	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Johns	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Lucie	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Santa Rosa		No													
Sarasota	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Seminole	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sumter		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Suwannee		No													
Taylor		No													
Union		No													
Volusia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wakulla		No													
Walton		No													
Washington	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

# Florida's FY2022 405(H) Non-Motorized Safety Grants

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

## Eligibility Determination

*The State of Florida hereby applies for non-motorized safety funds, based on the eligibility determination criteria specified in 23 CFR 1300.27(b). NHTSA's FARS indicate that Florida's total annual fatalities for 2018 were 3,135. Of those 3,135 fatalities, pedestrian and bicyclist fatalities were combined annual total of 866 fatalities. The combined annual total of pedestrian and bicyclists represent 27.62% of the total annual crash fatalities; therefore, exceeding the 15% eligibility requirement.*

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

National Highway Traffic Safety Administration Regional Operations and Program Delivery Office of Grants Management and Operations				
FY 2022 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)				
MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2018 FINAL				
State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Alabama	953	116	12.17%	Ineligible
Alaska	80	14	17.50%	Eligible
Arizona	1,011	260	25.72%	Eligible
Arkansas	520	66	12.69%	Ineligible
California	3,798	1,142	30.07%	Eligible
Colorado	632	111	17.56%	Eligible
Connecticut	293	60	20.48%	Eligible
Delaware	111	29	26.13%	Eligible
Dist of Columbia	31	14	45.16%	Eligible
<b>Florida</b>	<b>3,135</b>	<b>866</b>	<b>27.62%</b>	<b>Eligible</b>
Georgia	1,505	292	19.40%	Eligible
Hawaii	117	44	37.61%	Eligible
Idaho	234	19	8.12%	Ineligible

**Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)**

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

State: Florida

Fiscal Year: 2022

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

**GENERAL REQUIREMENTS**

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, 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

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

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

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

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

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

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

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;



- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
  - 1. Taking appropriate personnel action against such an employee, up to and including termination;
  - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
  
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
  
- 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
  
- 3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

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

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

**Instructions for Primary Tier Participant Certification (States)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Participant Certification

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

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

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

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

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

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

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

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

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

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

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

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

## **BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

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

## **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**

**(applies to subrecipients as well as States)**

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

## **POLICY ON SEAT BELT USE**

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

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

## **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. 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))
4. 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.)
5. 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))
6. 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))
7. 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;
  - Submission of information regarding mobilization participation into the HVE Database;
  - 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))

8. 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))
9. 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))

The State: **[CHECK ONLY ONE]**

Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

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

  
Signature Governor's Representative for Highway Safety

  
Date

**Courtney Drummond, P.E.**

Printed name of Governor's Representative for Highway Safety



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

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Florida

Fiscal Year: 2022

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

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

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

**All States:**

*[Fill in all blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at pages 233 and Attachment FL\_405b\_CIoT Participation. \_\_\_\_\_ (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at pages 236 and Attachment FL\_405b\_Fitting Stations by County \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at pages 238-239 \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**Lower Seat Belt Use States Only:**

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

The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 7/1/1986 (date) and last amended on 3/19/2015 (date), is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citation(s):** Florida Statutes 316.614(8).

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

**Legal citations:**

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

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

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

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

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date May 17-21, 2021 (date);
- Multi-year strategic plan: HSP at Attachment FL-405b\_FPOC Strategic Plan\_June 2020 Addendum (location);
- The name and title of the State's designated occupant protection coordinator is Leilani Gruener, Traffic Safety Program Manager.
- List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at \_\_\_\_\_ (location).

■ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on May 17-21, 2021 (date) (within 3 years of the application due date);

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

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

**All States:**

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

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

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at page 250 (location).
- The name and title of the State's Traffic Records Coordinator is  
Melissa Gonzalez, Traffic Safety Program Manager/TRCC Coordinator
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at page 251 and Attachment FL-FY22\_405c\_TRCC Membership (location).
- The State Strategic Plan is provided as follows:
  - Description of specific, quantifiable and measurable improvements at Attachment FL\_FY22\_405c\_Planned Activities Overview (location);
  - List of all recommendations from most recent assessment at: Attachment FL\_FL22\_TR Assessment Priorities (location);
  - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at Attachment FL\_FY22\_TR Assessment Priorities (location);
  - Recommendations not to be addressed, including reasons for not implementing: HSP at Attachment FL\_FY22\_TR Assessment Priorities (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at FL\_FY22\_405c\_FL\_Quantitative Progress (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on November 21, 2020 (date).

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

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

**All States:**

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**Mid-Range State Only:**

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

■ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on April 9, 2020 (date).  
Specifically –

- HSP at Attachment FL\_FY22\_405d\_FIDC Charter (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at Attachment FL\_FY22\_405d\_Membership List (location) contains the list of names, titles and organizations of all task force members;
- HSP at Attachment FL\_FY22\_405d\_Florida Statewide Impaired Driving Strategic Plan (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

■ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on April 9, 2020 (date) and continues to use this plan.

**High-Range State Only:**

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

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically, –

- HSP at \_\_\_\_\_ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at \_\_\_\_\_ (location) contains the list of names, titles and organizations of all task force members;
- HSP at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at \_\_\_\_\_ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the HSP at \_\_\_\_\_ (location).

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

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

*[Fill in all blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

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

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

*[Fill in all blanks.]*

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

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

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

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

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

*Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at \_\_\_\_\_ (location).

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

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

**Comprehensive Distracted Driving Grant**

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

- **Prohibition on Texting While Driving**

The State’s texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on texting while driving;
- \_\_\_\_\_ Definition of covered wireless communication devices;
- \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
- \_\_\_\_\_ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on youth cell phone use while driving;
- \_\_\_\_\_ Definition of covered wireless communication devices;
- \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
- \_\_\_\_\_ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.



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

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

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

**■ Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Terry L. Rhodes, Executive Director, FLHSMV.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*

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

- In the HSP at Page 265-266 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

**■ Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Terry L. Rhodes, Executive Director, FLHSMV.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at pages 263 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at pages 264 (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

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

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

**□ Impaired driving program:**

- In the HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at \_\_\_\_\_ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**□ Reduction of fatalities and accidents involving impaired motorcyclists:**

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

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

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

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY \_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

**Legal citation(s):** \_\_\_\_\_  
\_\_\_\_\_.

Applying as a Data State –

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

\_\_\_\_\_ (location).

---

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

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

*[Fill in all applicable blanks below.]*

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

**Learner's Permit Stage –**

**Legal citations:**

- \_\_\_\_\_ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- \_\_\_\_\_ Applicant must pass vision test and knowledge assessment;
- \_\_\_\_\_ In effect for at least 6 months;
- \_\_\_\_\_ In effect until driver is at least 16 years of age;
- \_\_\_\_\_ Must be accompanied and supervised at all times;
- \_\_\_\_\_ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- \_\_\_\_\_ Prohibits use of personal wireless communications device;
- \_\_\_\_\_ Extension of learner's permit stage if convicted of a driving-related offense;
- \_\_\_\_\_ Exemptions from learner's permit stage.

**Intermediate Stage –**

**Legal citations:**

- \_\_\_\_\_ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- \_\_\_\_\_ Applicant must pass behind-the-wheel driving skills assessment;

- \_\_\_\_\_ In effect for at least 6 months;
  - \_\_\_\_\_ In effect until driver is at least 17 years of age;
  - \_\_\_\_\_ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
  - \_\_\_\_\_ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
  - \_\_\_\_\_ Prohibits use of personal wireless communications device;
  - \_\_\_\_\_ Extension of intermediate stage if convicted of a driving-related offense;
  - \_\_\_\_\_ Exemptions from intermediate stage.
- 

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

[Check the box above *only applying for this grant AND only if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.*]

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

---

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

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

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

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

In the HSP at \_\_\_\_\_ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

---

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

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

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

Signature  Governor's Representative for Highway Safety

Date



**Courtney Drummond, P.E.**

Printed name of Governor's Representative for Highway Safety

# Florida's FY2021 405(D) Impaired Driving Countermeasures Grants

Florida is submitting this application for 405(D) Impaired Driving Countermeasures Grants as a mid-range State, based NHTSA Fatality on 2,536 alcohol-impaired-driving fatalities and VMT 656,193 between 2016-2018 for alcohol-impaired-driving fatality rate of 0.39 which is within the mid-range qualification 0.30 and 0.60.

## Mid-Range State Requirements

- A State Impaired Driving Task Force with authority and process to develop approve and implement the State Impaired Driving Plan.
- A list of the 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 and possibly 24-7 sobriety programs, drivers licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.
- A State Impaired Driving Plan that covers Prevention, Criminal Justice System, Communication programs, Alcohol and other drug use misuse, and Program Evaluation and data.



# Florida's Impaired Driving Coalition Charter



## State of Florida Impaired Driving Coalition (FIDC) Charter

### **Mission**

The mission of the Florida Impaired Driving Coalition (FIDC) is to identify and prioritize the state's most pressing impaired driving issues and to develop and approve a strategic plan to maximize the state's ability to reduce impaired driving crashes, serious injuries, and fatalities. The vast network of partners will work collaboratively to review strategies which have been proven effective in reducing the occurrence of Driving Under the Influence (DUI).

### **Purpose**

The FIDC is a non-legislative, non-judicial, and non-executive body, that functions strictly in an advisory role to the state of Florida, with an emphasis on decreasing the instances of impaired driving statewide. It supports activities to improve prevention, laws, the legal system, the administration of justice, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. This is accomplished through the development of model legislative language, the development of best practices, and analysis of Florida crash and citation data. The FIDC pursues the recommendations of assessments done by the National Highway Traffic Safety Administration, as well as the objectives established by the Florida Strategic Highway Safety Plan.

### **Membership**

The coalition is comprised of individuals who have expertise and familiarity with Florida-specific impaired driving related programs, infrastructure, and needs. Coalition members represent agencies and organizations at the national, state, and local level, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, educators, and public health officials.

FIDC membership is on a voluntary basis, and members receive no compensation for services. All coalition members must be approved by the Florida Department of Transportation State Safety Office (FDOT) and the agency supporting the coalition subgrant.

All potential coalition members will be asked to complete a coalition application prior to membership status being considered. An application submission does not guarantee coalition membership.

FDOT will review membership applications and may approve membership based on individual qualifications, benefit, and to fill gaps in overall coalition representation.

Coalition members serve at the pleasure of FDOT and the agency supporting the coalition subgrant. Members may be dismissed and have their membership status revoked at any time with or without cause by either FDOT or the agency supporting the coalition subgrant.

Continued membership on the coalition will be based on:

- Attendance and active participation at a majority of the coalition meetings each year unless a designee has been identified or the absence is excused by FDOT.
- Active participation in any assigned FIDC subgroup(s).

#### **Governance of the FIDC**

FDOT oversees the coalition and subgrant activities.

The FIDC will meet at least three times a year. The year shall be the same as the federal fiscal year beginning October 1 and ending September 30.

FDOT will appoint a chair and vice chair from its membership based on representatives' ability and time commitments needed to drive down impaired driving related fatalities in Florida. The vice chair will serve as chair in the chair's absence. FDOT will appoint another chair or vice chair from its membership when the current chair or vice chair are unable to continue serving, or can no longer fulfill their duties.

#### **Subgroups**

The FIDC can create subgroups or technical task teams to perform the work of the coalition and can include representatives from any relevant entity that has an interest in or knowledge of impaired driving related issues. The chair of a technical task team must be a member of the FIDC. Technical task teams can meet as often as needed to perform the work assigned.

# Florida's Impaired Driving Coalition Membership



**KYLE CLARK - CHAIR**  
International Association of Chiefs of Police

**RAY GRAVES - VICE CHAIR**  
Florida Department of Highway Safety and Motor Vehicles

## Current Members

Name	Title	Discipline	Department/Agency/Organization
Anne Rollyson	Director of DUI and Behavior Management Programs	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Florida Safety Council
Chief Art Bodenheimer	Police Chief	Criminal Justice System	Lake Alfred Police Department
Sgt. Ben Kenney	Sergeant	Criminal Justice System	Hillsborough County Sheriff's Office
Brandy Howard	Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	SunCoast Safety Council
Dr. Brett Kirkland	Program Manager, Alcohol Testing Program	Criminal Justice System	Florida Dept. of Law Enforcement, Alcohol Testing Program
Chief Brett Railey	Retired Police Chief, Member IACP Highway Safety Committee	Criminal Justice System	Florida Police Chiefs Association
Brittany Fox	Assistant State Attorney	Criminal Justice System	Second Judicial Circuit, Felony Division C
Carol Jolly	Florida DRE Coordinator	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Lt. Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Criminal Justice System	Florida Highway Patrol
Chris Craig	Traffic Safety Administrator	Program Management and Strategic Planning / Communications Program	Florida Dept. of Transportation, State Safety Office
Chris Earl	EMSTARS Project Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Florida Safety Council
Christy Crump	Director of Operations	Prevention	Florida Restaurant & Lodging Association
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Darrell Edmonds	Online Training Coordinator	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Dennis Siewert	Crime Laboratory Analyst Supervisor	Criminal Justice System	Florida Dept. of Law Enforcement, Toxicology
Elvia Marcus	County Court Chief	Criminal Justice System	Miami-Dade State Attorney's Office
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Capt. Rachel Bryant	Captain	Criminal Justice System	Florida Fish and Wildlife Conservation Commission, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit
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TBD		Prevention	Florida Dept. of Health Office of Medical Marijuana Use

Last Updated: 05/12/2021

# Florida's Impaired Driving Strategic Plan

- Below is a copy of the outline for the Florida Strategic Impaired Driving Plan which outlines the minimum components of prevention; criminal justice system; communication programs; alcohol and other drug misuse; and program evaluation and data. The 2019 – 2021 Impaired Driving Strategic Plan was approved by the Florida Impaired Driving Coalition (FIDC) on April 9, 2020, as is attached as **FL\_FY22\_405d\_Florida Statewide Impaired Driving Strategic Plan** and **FL-FY22\_405d\_FIDC Action Plan** for review. Florida's FIDC Strategic Plan expires December 2021, and an Impaired Driving Assessment is scheduled for FY 2022 to support the creation of a new 5-year Strategic Plan.

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Last Updated: 05/12/2021

# State of Florida

## Impaired Driving Strategic Plan 2019 - 2021



Last Updated: May 06, 2020

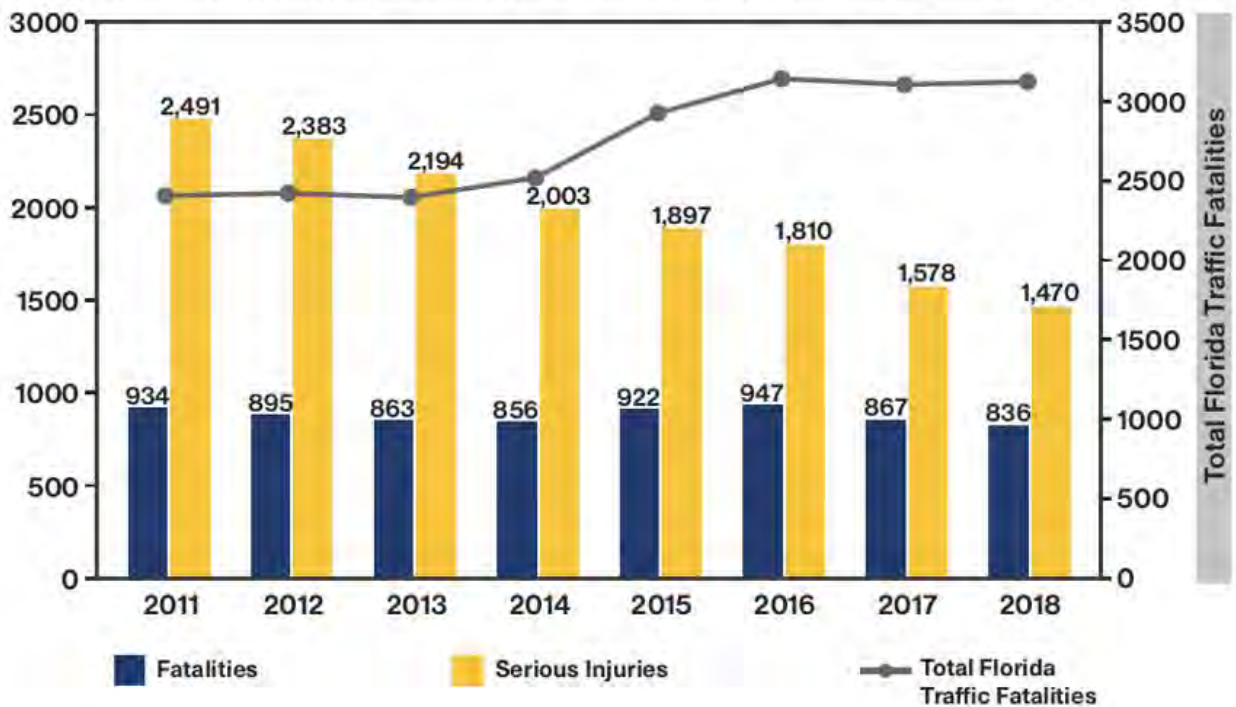
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# Executive Summary

Despite impressive efforts to reduce traffic-related fatalities and serious injuries in Florida over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. As a percent of all crash fatalities, impaired driving fatalities in Florida with a blood alcohol concentration (BAC) of .01 or higher has slowly declined from 34 percent in 2012 to 30 percent in 2018 ([National Highway Traffic Safety Administration, NHTSA](#)). Over an eight-year period (2011 to 2018), the State of Florida has observed a steady decrease in the number of serious injuries from alcohol-involved crashes, with a reduction by over 1,000 serious injuries. Traffic crashes are considered to be alcohol-involved if the crash report data indicated that (a) the driver had a positive BAC, or (b) the responding officer indicated “suspected alcohol-use” of the driver in the report. The term “driver” refers to any operator of a motor vehicle, including motorcycles. Meanwhile, the number of alcohol-involved traffic crashes resulting in fatalities has fluctuated only slightly, remaining within a range of 800 to 950 fatalities over the same time span. However, it is notable that Florida had observed a continued decrease in alcohol-involved fatalities in the past two years. Despite implementation of many proven countermeasures, the number of alcohol-impaired driving crashes, fatalities, and injuries continue to be unacceptable. Florida is dedicated to continuing to reduce the number of impaired driving fatalities and serious injuries.

### Alcohol-Involved Traffic Crashes, Florida (2011- 2018)



Source: FloridaDOT Crash Analysis Reporting System (CARS)



In 2009, the Florida Department of Transportation (FDOT) facilitated the establishment of the Florida Impaired Driving Coalition (FIDC). The FIDC was formed to identify and prioritize the State's most pressing impaired driving issues, review proven strategies, develop, and approve a strategic plan that maximizes the State's ability to impact these crashes, and oversee implementation of the strategic plan. Agencies and organizations responsible for components of Florida's impaired driving system, or those agencies working to impact the effects of impaired driving, participate in the FIDC. The FIDC strives to meet quarterly but will meet a minimum of three times each federal fiscal year. The FIDC Charter is available as Attachment A.

The FIDC Membership List is available as Attachment B.

Florida's first Impaired Driving Strategic Plan, released in May 2011, was based on the Uniform Guidelines for State Highway Safety Programs for Impaired Driving No. 8 (NHTSA, 2006). The FDOT State Safety Office conducted a NHTSA technical assessment of Florida's impaired driving countermeasures program in May 2015. Since the assessment, Florida has accomplished many of the goals set in response to the assessment recommendations. The assessment process and resulting recommendations were instructive for the FIDC and informed the development an updated Action Plan, which is available as Attachment C.

Links to referenced documents, programs, policies, and legislation are available in Appendix A.

# 1.0 Introduction

Driving while impaired can refer to operating a motor vehicle while under the influence of alcohol, drugs, or both. The impaired driving program targets those individuals driving under the influence (DUI) of alcohol or impairing drugs (prescription or illicit). In Florida under statute 316.193, it is unlawful for a person under the age of 21 to operate a motor vehicle with a blood-alcohol level or breath-alcohol level of 0.02 or higher (referred to as zero tolerance); 0.08 is the legal limit for drivers 21 and older. Florida's impaired driving program provides funding for DUI enforcement activities; awareness and education campaigns; proactive youth focused DUI education and outreach; and specialized law enforcement and prosecution education to increase effective DUI adjudication.

## 1.1 Strategies

Florida's impaired driving strategic plan focuses on the following overarching strategies:

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

## 1.2 Effectiveness of the Program

NHTSA provides guidance on the proven effectiveness of countermeasure programs in Countermeasures That Work: Ninth Edition, 2017 (CTW). The CTW citations below reference the programs that are being implemented in Florida, all of which can be found in CTW Chapter 1.

- Section 2: Enforcement (Pages 24-32)
- Section 3: Prosecution and Adjudication (Pages 33-39)
- Section 4: Deterrence: DWI Offender Treatment, Monitoring, and Control (Pages 40-50)
- Section 5: Prevention, Intervention, Communications and Outreach (Pages 51-58)
- Section 6: Underage Drinking and Alcohol-Related Driving (Pages 59-68)
- Section 7: Drug-Impaired Driving (Pages 69-74)

As the CTW is periodically updated, please visit the NHTSA [Highway Safety Grants Program's resources page](#) for the latest version.

## 1.3 Florida's Strategic Highway Safety Plan

Florida's [Strategic Highway Safety Plan \(SHSP\)](#) is a statewide, data-driven plan for all of Florida's road users. The plan is the State's five-year comprehensive roadway safety plan for achieving Florida's vision of zero traffic-related fatalities. The Impaired Driving Strategic Plan supports the SHSP goals and objectives, as well as the federal [Fixing America's Surface Transportation Act, or FAST Act](#), requirements.

As part of our process, the FDOT is continuously analyzing the linkages between specific safety investments and safety outcomes to track the association between the application of resources and results.

### *Stakeholders*

Florida's highway safety process is dynamic. The development and execution of the SHSP occurs through the continuous work of the agencies and organizations and safety stakeholders. Implementation of many of the SHSP emphasis areas are supported through the concerted efforts of the following coalitions. Links to each coalition can be found on the FDOT State Safety Office's [Traffic Safety Coalitions website](#):

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

Additional partners throughout the planning and implementation process include traffic safety advocates, FDOT District Traffic Safety Engineers, law enforcement, emergency responders, judges, MADD, SADD, and many state and local agencies.

## 1.4 Problem Identification

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

- Reviewing data from the annual [Traffic Crash Statistics Report](#) prepared by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and NHTSA's Fatality Analysis Reporting System;
- Reviewing data from FLHSMV's [Uniform Traffic Citation Statistics Annual Report](#);

- Analyzing data from the FDOT [Highway Safety Matrix](#) prepared by the FDOT State Safety Office;
- Meeting with advisory groups and [SHSP Emphasis Area Teams](#);
- Reviewing the results of public opinion and observational surveys; and
- Utilizing the knowledge and experience of Traffic Safety Section staff.

The FDOT receives crash data from the FLHSMV that includes all information collected on the crash reports. This data is used to create the Traffic Safety Section's annual Highway Safety Matrix. The staff utilize data from the matrix and the annual Traffic Crash Statistics Report, as well as citation data, to identify the traffic safety problems to be addressed in their program areas. The FDOT State Safety Office staff also works with advisory groups such as the Strategic Highway Safety Plan Emphasis area teams, EMS Advisory Council, and the State's many traffic safety coalitions to gather information about statewide problems. In addition, FDOT Program Managers work with the Law Enforcement Liaisons and local community traffic safety teams to identify problems.

Random digit dialed telephone surveys are conducted annually in conjunction with the [Drive Sober or Get Pulled Over national NHTSA campaigns](#) to evaluate the effectiveness of the awareness programs and to determine the public attitude related to traffic safety issues in the State. The FDOT State Safety Office uses this information in planning future activities.

## 1.5 Plan Structure

The following Sections 2.0 through 7.0 provide information on each component of Florida's impaired driving system:

- Program management and strategic planning
- Prevention
- Criminal justice system, including enforcement, prosecution, and adjudication
- Communication and outreach
- Screening, assessment, treatment, and rehabilitation
- Program evaluation and data

The FIDC's charter, membership directory, and action plan can be found in Appendices. The action plan identifies the objectives, strategies, action steps (including an Action Step Leader for each step) for improving each of the system's components.

## 2.0 Program Management and Strategic Planning

### Florida Impaired Driving Coalition

The FIDC was formed to identify and prioritize the State’s most pressing impaired driving issues and develop a plan to maximize the State’s ability to reduce the human and economic consequences of these crashes. FIDC members include representatives from agencies, organizations, and the private sector with a working knowledge and expertise in various parts of Florida’s impaired driving system, including how the parts interrelate.

Based on recommendations from the 2015 [Impaired Driving Program Assessment](#), the FIDC added new members, and continues to expand membership to fill gaps and increase representation from various organizations who all have the common goal of eliminating impaired drivers from Florida’s roadways.

### 2.1 Strategic Planning

All members of the FIDC are an integral part of the process of developing and approving the Impaired Driving Strategic Plan. The FDOT State Safety Office and FIDC members share the goal of zero traffic fatalities in our State and will continue to develop strategies to reduce those fatalities related to impaired driving.



### 2.2 Program Management

The FDOT State Safety Office manages federally funded highway safety projects for Florida. The Traffic Safety Program Manager responsible for the Office’s Impaired Driving Program serves on and actively participates in the FIDC. This creates an effective management information sharing platform which allows the coalition to receive updates and progress reports on efforts at all FIDC meetings. The FIDC charter states that a meeting will be conducted at least three times per year, however, traditionally the Coalition meets four times per year. Other written, electronic, and voice communication services are utilized to effectively manage the program between meetings. At all meetings, action step leaders report progress to the members and any necessary actions are discussed.

## 2.3 Data and Records

Data is integral to safety decision-making. Using crash data to identify safety problems creates an evidence-based transportation planning process, and results in better decision-making. Florida's [Traffic Records Coordinating Committee](#) (TRCC) coordinates the timeliness, accuracy, completeness, uniformity, integration, and accessibility of data for the State's six traffic safety information systems (crash, driver, vehicle, roadway, citation/adjudication and EMS/injury surveillance).

The FIDC, its members, and the TRCC look at opportunities to strengthen and improve the data and reporting systems in Florida. One goal of the FIDC is to implement a standardized web-based reporting system for impaired driving arrest reports that requires one-time entry of data to automatically populate all required forms. The FIDC also continues to study ways to develop a single repository for all impaired driving-related crash, citation, adjudication, and treatment data that can be easily accessed by law enforcement, prosecutors, the judiciary, providers, and government agencies working to address impaired driving.

## 2.4 Communication Program

The FIDC works with its stakeholders, members, and partners to support comprehensive communications. Together they support and promote the Drive Sober or Get Pulled Over national NHTSA campaigns. The FIDC and its partners continually spread impaired driving messages through paid media, earned media, social media, and other channels about the dangers and consequences of impaired driving, and to bring awareness to the issues we face to influence behavioral changes.

## 3.0 Prevention

Florida supports the prevention of alcohol abuse that many times leads to a person driving impaired. We will increase awareness of the dangers and consequences of impaired driving and look for opportunities to continue and expand effective programs. Law enforcement, Alcohol Beverage and Tobacco agents, alcohol services owners, and servers will be trained on the consequences of selling to minors and overserving impaired patrons. Florida will also work to develop new and innovative ways to reach individuals between 18 and 35 years old on the dangers of impaired driving.

### 3.1 Promote Responsible Alcohol Service

The FIDC will work with local alcohol services owners and distributors to educate them on the dangers and consequences of over service. Retailers have responsibilities toward the safe use of alcohol in their communities and are one line of defense in the prevention of access to alcohol by underage patrons, as well as to prevent over-service to individuals of all ages. Educating servers on recognizing false or fraudulent identifications and promoting cooperation with law enforcement are imperative. Staff training can also reduce the personal liability and risk of injury or death.

### 3.2 Promote Transportation Alternatives

Alternative transportation (AT) programs are one approach to reducing alcohol-impaired driving. These programs transport drinkers home from, and sometimes to and between, drinking establishments using taxis, ride-share programs, privately owned vehicles, buses, tow trucks, and law enforcement agents. Some programs provide a driver to drive the drinker's car home along with the drinker. The promotion of programs like those listed below will continue to be promoted in our State:

- Designated Drivers
- Limousines/Party Buses
- Public Transportation
- Taxi
- Trolleys
- Tow-to-Go
- Fixed-Route Shuttle Programs
- Point-to-Point Shuttle Programs
- Tipsy Taxi
- Sober Ride
- Lyft, Uber, and other ride-share programs

### 3.3 Conduct Community-Based Programs

These programs focus on the use of familiar and comfortable surroundings as a prevention method by using family, friends, colleagues, etc. to influence and potentially change behavior and actions. Places such as schools, places of employment, medical and health care environments, and community centers are used to implement traffic safety programs by coalitions, advocate, and other community groups.

#### 3.3.1 Schools

Florida Students Against Destructive Decisions (SADD) provides statewide coordination and assistance to over 200 SADD chapters and works in cooperation with state agencies, local school districts, law enforcement agencies, and other state and community-based organizations. The collaboration and cooperation between the state and community-based organizations enhances the “Triangle of Caring” which is comprised of school, home, and community.

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

Florida SADD chapters sponsor awareness campaigns at sporting events, theatrical productions, and other school sponsored activities to make their fellow students, faculty, parents, and community members aware of the problems associated with traffic safety, underage drinking, and other issues facing youth today. SADD members participate in peer education, serve as mentors to younger students, and make presentations that promote substance-free, healthy lifestyles.

Mothers Against Drunk Driving (MADD) Florida also provides statewide education to students, teachers, parents, school resource officers, and law enforcement agencies. Their prevention messages are shared at schools, town hall meetings, panel discussions, and other locations to reach underserved populations. MADD Florida’s message promotes community involvement, because it will take parents, youth, and the community members to solve the problem of impaired driving.

#### 3.3.2 Employers

Programs to support and educate both employers and employees of the dangers and consequences of impaired driving will be encouraged. Employers should understand the liability associated with company sponsored events where alcohol is available or provided to employees, such as holiday parties, and consider alternative transportation to remove the possibility of driving while intoxicated. Employee Assistance Programs provide individuals with a confidential resource if they believe they may have an alcohol or drug problem. Providing any of these services to employees and their families can benefit the



company, their employees, and the community.

### 3.3.3 Community Coalitions and Traffic Safety Programs

Community Traffic Safety Teams (CTSTs) are locally based groups committed to a common goal of improving traffic safety in their communities. CTSTs are multi-jurisdictional, with members from city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. CTST boundaries are determined by the organizations comprising the team and can be a city, a portion of a county, an entire county, multiple counties, or any other jurisdictional arrangement.

Integrating the efforts of the 4 "E" disciplines that work in highway safety, (Engineering, Enforcement, Education, and Emergency Services) is also encouraged. CTSTs address local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road.

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

The FIDC works with the CTSTs by educating the teams about the extent and impact of impaired driving in their communities. The FIDC will continue to identify opportunities to engage the CTSTs in helping them to address the problems associated with impaired driving.

## 4.0 Criminal Justice System

The criminal justice system includes enforcement, prosecution, the courts, and administrative sanctions. Training is a major component of the FDOT State Safety Office impaired driving related grants and are provided to training institutions to fulfill the needs of law enforcement agencies, prosecutors, judges, and other traffic safety professionals.

### 4.1 Enforcement

The FDOT State Safety Office supports frequent, highly visible impaired driving law enforcement efforts including checkpoints and saturation patrols, in locations where impaired driving related crashes and fatalities most often occur. The FDOT State Safety Office, subrecipients, and the FIDC support NHTSA's Drive Sober or Get Pulled Over national campaigns and participate in the Labor Day and Holiday Season campaigns. The campaigns include paid media, earned media, and joint efforts with partners to spread the word about the dangers and consequences of impaired driving, and the increased enforcement efforts by law enforcement agencies throughout the State.

Law enforcement is a critical partner in eliminating impaired driving from Florida's roadways. Each year, the FDOT State Safety Office and its subrecipients evaluate which training courses were the most often requested and highly attended, and which agencies may need support funding impaired driving related officer training. Courses typically offered include but are not limited to: Drug Recognition Expert training, Standardized Field Sobriety Testing (SFST) training, DUI Instructor training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Marijuana Impaired Driving Recognition.

#### *High Visibility Enforcement*

The impaired driving program is a priority for state and local law enforcement. The Law Enforcement Liaisons (LEL) work with agencies across the state on enforcement of impaired driving laws and educating community members about the prevention and consequences of impaired driving.

Local task forces comprised of various law enforcement agencies work collaboratively to encourage a high level of enforcement participation throughout the year. The task forces work with local media to obtain support through earned media. This program has proven to be successful by motivating law enforcement agencies to focus on impaired driving high visibility enforcement efforts year-round as well as national enforcement waves.

The FDOT State Safety Office provides grant funds to law enforcement agencies who conduct and publicize high visibility impaired driving law enforcement activities. Many law enforcement agencies announce the dates of upcoming checkpoints, saturation patrols, and wolf packs through their local media partners and on their own websites and social media pages. These agencies also publish results of their efforts through the same media channels.

## *Drug Recognition Expert Program*

Major efforts continue to focus on training and community outreach to inform judges, prosecutors, and law enforcement officers on the structure of the Drug Recognition Expert (DRE) program and its benefits. Tuition for Florida law enforcement officers to attend DRE training is paid via a subgrant to offset the training expenses that agencies may not be able to afford. Currently Florida is at an all-time high of approximately 337 certified DREs in the state, as of fall 2019. DRE attrition is common as they often get promoted or transferred and they lose agency support for participation in the program. As a result, Florida's DRE program continues to struggle with the needed growth but is working diligently in replacing those who were transferred, promoted, etc.

The number of drugged driving crashes, injuries, and fatalities continues to rise across the State. Unfortunately, it is anticipated these numbers will rise as recent legislation increased the availability of medical marijuana. Proactively increasing the number of DREs in the State will be instrumental in keeping those who are driving under the influence of drugs off the roads.

## 4.2 Prosecution

Impaired driving cases are perhaps the most litigious and complex cases in the judicial system; yet they are routinely handled by the most inexperienced prosecutors. The State utilizes a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts. The Traffic Safety Resource Prosecutor (TSRP) program provides prosecutors and law enforcement officers training in DUI investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRPs also train law enforcement officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. In addition to training, technical assistance on DUI prosecution, and assistance with cases on an as needed basis is available through the TSRP program.

## 4.3 Adjudication

Drug and DUI (alcohol) courts reduce recidivism among repeat and high-BAC offenders. These special courts involve all criminal justice stakeholders (prosecutors, defense attorneys, probation officers, and judges), along with alcohol and drug treatment professionals, who use a cooperative approach to systematically change participant behavior. This cooperative approach strengthens the effectiveness of the enforcement, increases the consistency of adjudication, improves case management by providing access to specialized personnel, and speeds up disposition and adjudication. These courts also increase access to testing and assessment to help identify impaired driving offenders (especially those with addiction problems) thus serving to prevent them from reoffending. Drug and DUI Courts currently only cover a limited number of jurisdictions, and their scope is limited due to funding considerations. The FIDC recognizes the value of these courts in sentence monitoring and enforcement. Our strategic plan

calls for increased staffing and training for probation programs with the necessary resources, including technological resources, to monitor and guide offender behavior.

Florida provides the opportunity for judges to enroll chronic DUI offenders in a 24-7 Sobriety Program. The purpose of these programs is to work with the offenders and other substance abusers toward changing their behavior and preventing additional substance abuse related arrests, such as impaired driving. These programs are an emerging trend nationally, and Florida previously had a pilot program in Jacksonville with other circuits evaluating the success of the program and how they may work in their communities. The program goals were to increase public safety, increase public health outcomes, and to reduce impaired driving recidivism.

Education opportunities for judges at the state level are provided through the Florida Supreme Court Education Council to ensure judges stay up-to-date on impaired driving issues, evolving investigative techniques, trending drugs of abuse and their effects on the body, and other changes in the legal landscape as it pertains to impaired driving.

#### 4.4 Administrative Sanctions and Driver Licensing Programs

The State uses administrative sanctions, including the suspension or revocation of an offender's driver's license; the impoundment, immobilization or forfeiture of a vehicle, and the use of ignition interlock devices. Programs under this category reinforce and complement the State's overall program to deter and prevent impaired driving. Examples include the following types of countermeasures:

- Graduated driver licensing (GDL) for novice drivers, especially those parts of the GDL that address impaired driving
- Education programs that explain alcohol's effects on driving
- The State's zero-tolerance laws for minors
- Efforts to prevent individuals from using a fraudulently obtained or altered driver's license

Florida's refusal rate is approximately 35 percent. Refusal of a test for alcohol or other drugs is only penalized by a license suspension unless a prior refusal precedes the refusal. Even then, the refusal is only punishable by a misdemeanor with a penalty less than the penalty for DUI. To combat such high rate of refusals, some states have enacted a penalty for refusing that is equal to the potential DUI charge. The FIDC continues to track legislation which would increase the penalty for refusing a test.

## 5.0 Communication Program

The FDOT State Safety Office implements a comprehensive communications plan annually to increase education efforts and awareness of impaired driving and its consequences. Safety grant funds are used to contract with media buying companies to deliver Florida's impaired driving paid media plan statewide. The locations and medium selected are based on the number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the State.

Florida's media plan supports two campaigns:

- Drive Sober or Get Pulled Over crackdowns over the Labor Day, December, and other drinking holidays that increase awareness of and compliance with impaired driving laws and the consequences of failing to do so.
- Drink + Ride = Lose, which reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired.

With this strategic plan, the FIDC will assist with the development and implementation of a comprehensive communications plan that supports priority policies and program efforts and is directed at impaired driving; underage drinking; and reducing the risk of injury, death, and resulting medical, legal, social, and other costs. This communications plan will complement the efforts of the FDOT State Safety Office's paid media campaigns.

The plan calls for a comprehensive communication program that supports priority policies and program efforts. Communication programs and materials will be developed to be culturally relevant and multilingual as appropriate.

## 6.0 Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

### 6.1 Screening and Assessment

Impaired driving frequently is a symptom of a larger problem of alcohol or other drug misuse. Many first-time impaired driving offenders and most repeat offenders have alcohol or other drug abuse or dependency problems. Without appropriate assessment and treatment, these offenders are more likely to repeat their crime. One-third of impaired driving arrests each year involve repeat offenders.

All drivers convicted of DUI are required to enroll in a DUI program. DUI programs are private and professional non-profit organizations that provide education, a psychosocial evaluation, and treatment referral services to DUI offenders to satisfy judicial and driver licensing requirements. Two educational services are offered - Level I for first-time offenders and Level II for multiple offenders.

The Level I course is to be a minimum of 12 hours of classroom instruction and incorporates didactic and interactive educational techniques. The Level II course is a minimum of 21 hours of classroom time using primarily interactive educational techniques in a group setting. The average class size is not to exceed 15 students for Level II. This course focuses on the problems of the repeat offender and treatment readiness as the majority of students are referred to treatment. In no case is placement in Level II used in lieu of treatment.

Certified DUI evaluators conduct evaluations to determine the existence of an alcohol or other drug problem. It is not the responsibility of the evaluator to develop a formal diagnostic impression. Evidence of addiction is not required for referral. Clients with evidence of alcohol or drug abuse are referred to treatment facilities certified by the Department of Children and Families (DCF).

Substance abuse services are provided at more than 900 facilities in Florida, including detoxification facilities, outpatient services, maintenance programs, residential centers, and transitional homes.

Medical and health care facilities throughout Florida provide screening and brief intervention to their patients who self-report or are suspected of being alcohol and/or substance abusers. Florida's health care system, especially in the Emergency Department and Trauma Units, frequently treat patients who test positive for alcohol or drugs, self-report uses, and/or exhibit signs of alcohol and/or drug use. These health care settings are responsible for creating their own policies, which may include procedures for Screening and Brief Intervention and Referral (SBIR) or Screening and Brief Intervention and Referral for Treatment (SBIRT). A hospital's Emergency Department or Trauma Unit may request to have a case manager or social worker meet with the patient and refer him or her to alcohol or substance use counseling. If a case manager or social worker is not able to meet with the patient, then alcohol and/or substance use recommendations may be given to the patient with their discharge documentation.

The FIDC and the FDOT State Safety Office will explore opportunities to provide education to medical professionals to ensure patients are being properly informed about the dangers of certain prescriptions and the need to refrain from driving while on these prescriptions.

## 6.2 Treatment and Rehabilitation

Following evaluation by DUI Evaluators in DUI Programs, clients with evidence of alcohol or drug abuse are referred to treatment facilities. Approximately 64 percent of first offenders and over 90 percent of second offenders are referred to treatment. All treatment providers must be licensed by the Florida Department of Children and Families (DCF) pursuant to [Chapter 397, F.S.](#) or exempt from such licensure. Convicted impaired drivers receive treatment services from local agencies certified by the DCF under [Chapter 65D-30](#) of Florida Administrative Code. Clients are responsible for all costs of treatment, including the DUI education program.

Drivers referred to treatment are monitored by the treatment agency. The treatment agency notifies the DUI Program of completion or non-compliance with the prescribed treatment. Completion of treatment under the DUI Program is required for driver license reinstatement.

## 6.3 24-7 Sobriety Programs

The 24-7 Sobriety Program is exactly as its name implies – a twenty-four hour a day and seven day a week sobriety program that has the goal of total sobriety for each offender in the program. The program monitors total abstinence from alcohol and drugs by requiring the participant to submit to the testing of their blood, breath, urine, or other bodily substances to determine the presence of alcohol, marijuana, or any controlled substance in their body.

The purpose of these programs is to change the behavior of offenders and other substance abusers and prevent additional substance abuse related arrests, as well as reduce impaired driving recidivism, and increase public safety and public health outcomes.

Florida provides the opportunity for judges to enroll chronic DUI offenders in a 24-7 Sobriety Program. In 2017, a 24-7 Sobriety Program was piloted in the City of Jacksonville. The FIDC is currently evaluating other circuits to participate in the 24-7 Sobriety Program.

## 6.4 Monitoring Impaired Drivers

Florida law requires that courts “shall” place all offenders convicted of violating Florida’s DUI laws on monthly reporting probation and shall require completion of a substance abuse course conducted by a DUI Program licensed by the FLHSMV which must include a psychosocial evaluation of the offender. If the DUI Program refers the offender to an authorized substance abuse treatment provider for substance

abuse treatment, in addition to any sentence or fine imposed, completion of all such education, evaluation, and treatment is a condition of reporting probation.

The offender assumes reasonable costs for such education, evaluation, and treatment. Florida only provides state-funded probation services for DUI offenders who have been adjudicated of felony offenses. County Court judges also have access to probation supervision services in their counties. These services are either provided through county agency providers or through private probation providers, which are self-sustaining. DUI defendants are assigned and monitored by probation officers who regularly report violations to the courts and obtain warrants for the arrest of defendants who have violated probation conditions.

Florida provides for installation of ignition interlock devices (IIDs) in the cases of second and subsequent offenders. It is optional for first-time offenders, as long as they do not fall under enhanced penalties such as a BAC of 0.15 or more or have a minor in the vehicle. IID requirements are not included as a normal condition of probation, although judges have the discretion to require IID use as a condition. Defendants, who are required to install and utilize IIDs, are monitored by the FLHSMV. Violations result in loss of driving privileges. Tampering is a non-criminal infraction.

## 6.5 Special Supervision

A Voluntary Restricted License program under [FS 322.292](#)

The purpose of the program is supervision of 5-year, 10 year and permanent license revocations eligible for a business or employment purpose only license. This is required by DHSMV for restricted licenses, during revocation periods. Strictly a voluntary program.

Applicants must be evaluated and supervised by the DUI Program which serves the county in which the applicant resides, is employed or attends school unless the program of residence, employment or school attendance does not object to attendance at the program. Applicants must also have a hearing at a local Bureau of Administrative Review (BAR) office to determine their initial eligibility for a hardship license. If eligible, the applicant will be given a hearing letter and can proceed with enrolling in the program.

The goal of the program is to help ensure the individual with the revoked license, who has made significant lifestyle changes, will comply with Florida Statute [322.271](#), if found to be trustworthy enough to be granted the privilege of a restricted license.

Content of the program consists of:

- Extensive records collection including criminal, medical, and/or treatment.
- A two-hour psychosocial evaluation with a certified DUI Special Supervision Services (SSS) Evaluator.



- Follow-up interviews with a certified DUI SSS Evaluator for the duration of the revocation period.
- Alcohol and drug tests conducted randomly and unannounced.
- Self-help group attendance and/or treatment may also be required.

An applicant with a revocation of 5 years or less is eligible when:

1. Twelve (12) months have elapsed after the date the revocation was imposed as a prerequisite to admission into the program;
2. He/she has not driven within the twelve (12) months prior to reinstatement; and
3. He/she has not used any drugs for at least the past twelve (12) months. Drugs include alcohol and those so-called non-alcoholic beers or wines which contain less than .5% of alcohol. Consuming medication prescribed for others is considered abuse and shall warrant a negative recommendation for acceptance into the program or cancellation if already in the program. Drugs do not include medication taken according to directions for its intended medicinal purpose.

An applicant with a revocation of more than 5 years, except those under permanent revocation, is eligible when:

1. At least twenty-four (24) months have elapsed as a prerequisite to admission into the program;
2. He/she has not have driven within the twelve (12) months prior to reinstatement;
3. He/she has not have used any drugs for at least the past twelve (12) months. Drugs include alcohol and those so-called non-alcoholic beers or wines which contain less than .5% of alcohol. Consuming medication prescribed for others is considered abuse and shall warrant a negative recommendation for acceptance into the program or cancellation if already in the program. Drugs do not include medication taken according to directions for its intended medicinal purpose.

An applicant with a permanent revocation (convicted of 4 or more DUI's or first conviction for DUI Manslaughter), is eligible when:

1. At least 5 years have elapsed after the date of the last conviction or the expiration of 5 years after the termination of any incarceration;
2. He/she has not have been arrested for a drug related offense during the 5 years preceding the filing of the petition;
3. He/she has not have driven a motor vehicle without a license for at least 5 years prior to the hearing;
4. He/she has been drug-free for at-least 5 years prior to the hearing; and
5. He/she Has completed a DUI program licensed by the Department.

If approved for a hardship license, the license will be restricted to employment purposes only for not less than one year. Furthermore, IID requirements must be met in addition to SSSP eligibility for driver license reinstatement.

## 6.6 Ignition Interlock Devices

Section [316.193](#), Florida Statutes, requires ignition interlock device (IID) to be installed on the vehicles of certain persons convicted of DUI.

The ignition interlock program affects those arrested and convicted of DUI after July 1, 2002, upon eligibility of reinstatement for a permanent or restricted driver license. The IID is also required when a driver convicted of DUI applies for a restricted license for work or business purposes ([s. 322.271, F.S.](#)).

If a person is otherwise eligible, a driver license will be issued with a “P” restriction indicating an IID is required. The required time period for an IID begins on the day the “P” restriction is issued.

DUI Conviction	Ignition Interlock Requirements
First Conviction	If Court Ordered
First Conviction if 0.15 or minor in car	At Least 6 Months
Second Conviction	At Least 1 year
Second Conviction if 0.15 or minor in car	At Least 2 years
Third Conviction	At Least 2 years
Fourth or Subsequent Conviction	At Least 5 years

Under the statute, DUI programs are the designated agencies that monitor interlock violations in Florida. The definition of a violation consists of the following:

- Any two breath tests above the 0.025 breath alcohol level upon initial startup of the vehicle.
- Any refusal to submit to a required rolling retest.
- Any retest above the 0.025 breath alcohol level.
- Any evidence of equipment tampering.

Additional requirements for IID violations are as follows:

1st Violation:

- Must report to the DUI program for a monitoring appointment.

2nd Violation:

- Must report to the DUI program for a monitoring appointment.
- Develop a Case Management Plan.
- Report monthly to the program for the duration of your IID time.

3rd or Subsequent IID Violation:

- Must report to the DUI program for referral to substance abuse treatment.
- Report to the DUI program for monthly monitoring appointments.
- Must complete substance abuse treatment, monthly monitoring with the DUI program, and the

duration of the IID is extended by one month for each subsequent violation beyond the third violation.

Drivers who are required to install an IID must contact one of the following providers for installation. The service providers listed below meet the requirements provided in [15A-9.007, F.A.C.](#), the National Highway Traffic Safety Administration Standards, and section [316.1938](#), Florida Statutes.

Contracted Provider	Contact Information	Approved Devices
Intoxalock	844-612-3952 <a href="https://www.intoxalock.com/florida/">https://www.intoxalock.com/florida/</a>	Model #: 1001A
ALCOLOCK	866-837-8646 <a href="https://alcolockusa.com/locations/florida-ignition-interlock/">https://alcolockusa.com/locations/florida-ignition-interlock/</a>	Model #: Alcolock LR
Draeger - Nationwide Interlock	800-880-3394 <a href="https://www.nationwideinterlock.com/">https://www.nationwideinterlock.com/</a>	Model #: Draeger Interlock 7000
Smart Start	800-880-3394 <a href="https://www.smartstartinc.com/">https://www.smartstartinc.com/</a>	Model #: SSI 2030
LifeSafer	855-527-1598 <a href="https://www.lifesafes.com/">https://www.lifesafes.com/</a>	Model #: L250
Guardian Interlock	800-499-0994 <a href="https://www.guardianinterlock.com/">https://www.guardianinterlock.com/</a>	Model #: AMS 2000

## 7.0 Program Evaluation and Data

The FIDC, its members, and the TRCC look at opportunities to strengthen and improve the data and reporting systems in Florida to enhance safety decision-making and encourage evaluation of the impaired driving system and programs.

### 7.1 Program Evaluation

An overall evaluation of all traffic safety funded projects and other non-funded impaired driving efforts is conducted annually via the FDOT State Safety Office Annual Report. The reported progress of funded efforts, along with the outcome of crash data trends, are used to assess gaps, identify successes, and plan new program strategies. Successes are documented and shared among impaired driving enforcement agencies and stakeholders. Specific performance requirements may be added to newly funded projects if a strategy is proven to be effective statewide.

### 7.2 Data

Florida effectively maintains a system of records that can:

- Identify impaired drivers
- Maintain a complete driving history of impaired drivers
- Receive timely and accurate arrest and conviction data from law enforcement agencies and the Clerk of Courts, including data on operators as prescribed by the commercial driver licensing regulations
- Provide timely and accurate driver history records to law enforcement and the courts

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

Convictions are submitted electronically by all county courts through the Traffic Citation Accounting and Transmission System (TCATS). Crash involvement is posted automatically in the driver file if a conviction is associated with the crash. Blood alcohol level (BAL) data are recorded in the driver file if present on a crash report or citation.

Traffic data interests are represented by the Florida TRCC. A NHTSA Traffic Records Assessment in May 2011 included a recommendation to assess the feasibility of using the Citation Tracking System as a basis for developing a DUI Tracking system; however, that recommendation was not supported by the TRCC nor the FIDC because Florida's driver history process thoroughly tracks offender records and was highly acclaimed in the same assessment.

## Appendix A: URL References

### Florida Statutes:

- 316.193 – Driving Under the Influence; Penalties.  
[http://www.leg.state.fl.us/Statutes/index.cfm?App\\_mode=Display\\_Statute&Search\\_String=&URL=0300-0399/0316/Sections/0316.193.html](http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0316/Sections/0316.193.html)
- 316.1938 – Ignition Interlock Devices, Certification; Warning Label.  
[http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App\\_mode=Display\\_Statute&Search\\_String=316.1938&URL=0300-0399/0316/Sections/0316.1938.html](http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=316.1938&URL=0300-0399/0316/Sections/0316.1938.html)
- 322.292 – DUI Programs Supervision; Powers and Duties of the Department.  
[http://www.leg.state.fl.us/Statutes/index.cfm?App\\_mode=Display\\_Statute&Search\\_String=&URL=0300-0399/0322/Sections/0322.292.html](http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0322/Sections/0322.292.html)
- 322.271 – Authority to Modify Revocation, Cancellation, or Suspension Order.  
[http://www.leg.state.fl.us/Statutes/index.cfm?App\\_mode=Display\\_Statute&Search\\_String=&URL=0300-0399/0322/Sections/0322.271.html](http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0322/Sections/0322.271.html)
- 397 – Substance Abuse Services  
[http://www.leg.state.fl.us/statutes/index.cfm?App\\_mode=Display\\_Statute&URL=0300-0399/0397/0397ContentsIndex.html](http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0397/0397ContentsIndex.html)

### Florida Administration Code & Florida Administration Register (Last visited 02/14/2020)

- 15A-9.007, F.A.C. – Breath Alcohol Ignition Interlock Devices  
<https://www.flrules.org/gateway/RuleNo.asp?ID=15A-9.007>
- Chapter 65D-30 – Substance Abuse Services Office
  - <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=65D-30>

### Federal Highway Administration (FHWA):

- Fixing America’s Surface Transportation Act, or FAST Act  
<https://www.fhwa.dot.gov/fastact/>

### National Highway Traffic Safety Administration (NHTSA):

- Highway Safety Grants Program Resources Page  
<https://www.nhtsa.gov/highway-safety-grants-program/resources-guide>
- National Center for Statistics and Analysis (NCSA) Motor Vehicle Traffic Crash Data Resource Page  
<https://crashstats.nhtsa.dot.gov/#/>
- 2018 Alcohol-Impaired Driving Traffic Safety Fact Sheet  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812864>

### Florida Department of Transportation (FDOT):

- Florida’s Strategic Highway Safety Plan (SHSP)  
<https://www.fdot.gov/safety/shsp2016/shsp-2012.shtm>
- State Safety Office’s Traffic Safety Coalitions  
<https://www.fdot.gov/safety/safety-coalitions/coalitionsresources.shtm>
- Traffic Records Coordinating Committee (TRCC)  
<http://www.fltrafficrecords.com/>
- Highway Safety Matrices  
<https://www.fdot.gov/safety/3-Grants/Grants-forms.shtm>

### Florida Department of Highway Safety and Motor Vehicles (FLHSMV):

- Crash and Citation Reports and Statistics/Uniform Traffic Citation Statistics Annual Report  
<https://www.flhsmv.gov/resources/crash-citation-reports/>

## Appendix A: URL References

### **Florida Impaired Driving Coalition (FIDC):**

- Home Page  
<http://www.flimpaireddriving.com>
- Florida Impaired Driving Program Assessment  
<http://www.flimpaireddriving.com/resources.html>

**Website URLs Last Visited: 02/14/2020**



# Florida Impaired Driving Coalition Impaired Driving Strategic Action Plan

*Last Updated 04/09/2020*

**GOAL 1: IMPROVE PROGRAM MANAGEMENT AND STRATEGIC PLANNING**

**Objective 1.1: Expand Impaired Driving Coalition membership to include, at minimum, representatives from the Prosecuting Attorneys and Judges Associations, the military, the Tribal Nations, education, and multi-cultural organizations.**

**Strategy 1.1.1: Gain membership through outreach to military representative, Department of Education, and multi-cultural organizations.**

Action Step #	Action Step Leader(s)	Description	Status
1.1.1a	Juan Cardona Kyle Clark	Reach out to military representative(s).	Ernie will draft a formal invitation from the coalition for Malcom Osteen. Ray will follow up with his contact at Federal Probation Courts and Coast Guard Reserves (is working with supervisors for approval).
1.1.1b	Group	Reach out to the Department of Education.	Chris Earl is working on scheduling a meeting with Orange County Superintendent.
1.1.1c	Chris Craig	Reach out to multi-cultural organizations.	Will work on including local CTST representatives to the coalition. No interest from multicultural bureau Chief in Orlando in joining the coalition.
1.1.1d	Vin Petty	Reach out for additional toxicological lab participation/representation.	Invitation sent to Chip Walls. Nick Tiscione agreed to participate. Nick and Lisa will reach out to Dennis Siewert.

**GOAL 2: IMPROVE PREVENTION**

**Objective 2.1: Draft model language to make over-service grounds for license action.**

**Strategy 2.1.1: Work with local vendors and distributors to educate and inform them on over-service.**

Action Step #	Action Step Leader(s)	Description	Status
2.1.1a	Frank Franco	Work with Department of Business Professional Regulations to draft model language to address over-service.	Complete. Available on FIDC Website.

**Objective 2.2: Develop a comprehensive multi-pronged approach to communicate with and inform vendors on the latest information related to their potential impact on impaired driving and the importance of driving sober.**

**Strategy 2.2.1: Engage local vendors and distributors to educate and inform them on over-service.**

Action Step #	Action Step Leader(s)	Description	Status
2.2.1a	TBD	Work with Department of Business Professional Regulations on the distribution of educational material related to addressing over-service.	Ongoing

**Objective 2.3: Ensure that Community Traffic Safety Teams develop and implement strategies to address impaired driving by educating the teams about the extent and impact of impaired driving in their communities, and identifying opportunities to engage them in helping to address the problem.**

**Strategy 2.3.1: Engage communities throughout the State in addressing impaired driving issues. Improve collaboration and communication between the FIDC and the FDOT CTSTs.**

Action Step #	Action Step Leader(s)	Description	Status
2.3.1a	Juan Cardona Ernie Bradley	LELs reach out to local Community Traffic Safety Teams (CTST) to educate and inform them on opportunities they may have to address and support impaired driving in their communities.	Ongoing



Attachment C: FIDC Action Plan

Action Step #	Action Step Leader(s)	Description	Status
2.3.1b	Ernie Bradley	Distribute list of FDOT CTST coordinators to FIDC membership.	Ongoing
2.3.1c	FDOT	Invite local FDOT CTST Coordinator(s) to each FIDC meeting.	Ongoing

**GOAL 3: CRIMINAL JUSTICE SYSTEM**

**Objective 3.1: Propose model language that increases the existing penalties for chemical test refusals.**

**Strategy 3.1.1: Draft model language for DUI refusal legislation.**

Action Step #	Action Step Leader(s)	Description	Status
3.1.1a	Chief Brett Railey Legal Representatives	Revise Refusal model language used previously and post on the FIDC website.	Complete. Available on FIDC Website.

**Objective 3.2: Support codification of a uniform statewide impaired driving diversion program, defining criteria for admission and successful completion, and limiting participation in specified cases involving aggravating factors including recidivism.**

**Strategy 3.2.1: Propose model language that includes parameters for deferral programs in the State and centralizing the data for offenders who have already been in a deferral program.**

Action Step #	Action Step Leader(s)	Description	Status
3.2.1a	Chief Brett Railey Karl Grube	Review best practices from other states, e.g., Pennsylvania, Louisiana, Connecticut, and Mississippi, that could be considered for model language in Florida.	Completed, included in White Paper. Available on FIDC Website.
3.2.1b	Karl Grube Nick Trovato	Communicate the list of best practices as they apply to Florida.	Included in White Paper.

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**Objective 3.3: Review existing legislation for compliance with the impaired driving components of the FAST Act.**

**Strategy 3.3.1: Publicize the extent to which Florida currently complies with the impaired driving requirements of the FAST Act.**

Action Step #	Action Step Leader(s)	Description	Status
3.3.1a	Chief Brett Railey Ray Graves Larry Coggins Chris Craig Ernie Bradley	Review current laws and determine legislative needs to comply with NHTSA incentive.	Ongoing.

**Objective 3.4: Establish a process to link the citation to the impaired driving court case.**

**Strategy 3.4.1: Work with the TRCC to encourage development of a process to link citations to the impaired driving court case numbering system.**

Action Step #	Action Step Leader(s)	Description	Status
3.4.1a	Judge Karl Grube Chris Craig	Develop speaking points to present to the TRCC.	Complete.
3.4.1b	Chris Craig	Follow up with FCCC to verify that search function was added to their tracking system.	Complete

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**Objective 3.5: Ensure the accuracy of toxicology labs that meet minimum recommendations for the toxicological investigation of suspected drug-impaired driving cases and encourage standard toxicological screening for drug testing labs as recommended by Journal of Analytical Toxicology.**

**Strategy 3.5.1: Determine current abilities of Florida’s toxicology labs to meet minimum recommendations for the toxicological investigation of suspected drug impaired driving cases.**

Action Step #	Action Step Leader(s)	Description	Status
3.5.1a	TBD	Identify toxicology labs being used for DUI enforcement cases and each lab’s current capabilities and compare to minimum targets.	Being handled by another committee, outside of the FIDC.
3.5.1b	TBD	Draft a white paper summarizing the results of the comparison of each lab with the minimum recommendations.	Being handled by another committee, outside of the FIDC.

**Strategy 3.5.2: Propose a standard toxicological screening for drug testing labs based on Journal of Analytical Toxicology standards.**

Action Step #	Action Step Leader(s)	Description	Status
3.5.2a	TBD	Draft a white paper proposing a standard toxicological screening for drug testing labs based on Journal of Analytical Toxicology standards.	Being handled by another committee, outside of the FIDC.

**Objective 3.6: Propose model language that improves the existing process for requesting blood draws to test for drug impaired driving.**

**Strategy 3.6.1: Draft model language for search warrants related to blood draws for drug impaired driving.**

Action Step #	Action Step Leader(s)	Description	Status
3.6.1a	Garett Berman	Draft model language for search warrants related to blood draws for drug impaired driving and post on the FIDC website.	Complete. Available on FIDC Website. Follow up with AAA, FPCA, FPAA, or MADD to see if they are interested in sponsoring.

**GOAL 4: COMMUNICATION PLAN**

**Objective 4.1: Develop a comprehensive multi-pronged approach to communicate to the public and impaired driving stakeholders the importance of driving sober.**

**Strategy 4.1.1: Develop an Impaired Driving Communications Plan to increase public awareness of the State’s focus on preventing, detecting, arresting, and adjudicating impaired drivers.**

Action Step #	Action Step Leader(s)	Description	Status
4.1.1a	Chris Craig	Draft an Impaired Driving Strategic Communications Plan.	Will start working on this in 2020
4.1.1b	Cambridge Systematics	Develop a year-round, data-driven, strategic, and tactical Impaired Driving Communications Plan that: <ul style="list-style-type: none"> <li>• Considers and refreshes or expands upon what is currently being done in Florida.</li> <li>• Addresses impaired driving target audiences; and promotes preventing, detecting, arresting, and adjudicating impaired drivers including the State’s high-visibility enforcement initiatives.</li> <li>• Includes a diverse set of print and digital informational/marketing materials.</li> <li>• Details toolkits and event materials for law enforcement and other stakeholders that can be branded for local use and/or distributed by CTST and other Florida coalition partners.</li> <li>• Identifies the various professionals and champions and provides talking points to promote preventing, detecting, arresting, and adjudicating impaired drivers.</li> <li>• Identifies distribution networks for materials.</li> </ul>	

Attachment C: FIDC Action Plan

**Strategy 4.1.2: Implement the Impaired Driving Communications Plan and share it with all partners to solicit their buy-in and support.**

Action Step #	Action Step Leader(s)	Description	Status
4.1.2a	Chris Craig Ernie Bradley	Develop a diverse set of FDOT/FIDC “branded” informational/marketing materials including digital, print, high-visibility content, social media, toolkits, and speaking points for various audiences, as appropriate.	Ongoing
4.1.2b	FIDC	Identify effective communication and education materials to be posted on the FIDC website.	Ongoing.
4.1.2c	Juan Cardona	Promote high-visibility enforcement initiatives to counter impaired driving.	Ongoing.
4.1.2d	Matt Nasworthy	Identify and promote safe ride programs and other alternatives that separate drinking from driving impaired.	Ongoing.
4.1.2e	TBD	Develop a media information page that includes advertisements, toolkits, etc.	
4.1.2f	TBD	<p>Develop strategic partnerships with Florida’s other safety and public health coalitions to gain their support and assistance with promoting impaired driving messages to their key audiences.</p> <ul style="list-style-type: none"> <li>• Develop or expand partnerships with other agencies, businesses, and coalitions to incorporate impaired driving information in their materials.</li> </ul>	
4.1.2g	TBD	Distribute informational/marketing materials to target audiences through identified distribution networks.	

**GOAL 5: IMPROVE THE SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION SYSTEM IN FLORIDA**

**Objective 5.1: Establish a standard for DUI programs for Florida.**

**Strategy 5.1.1: Develop a best practices framework for 24/7 programs in Florida.**

Action Step #	Action Step Leader(s)	Description	Status
5.1.1a	FDOT	Report out from the Jacksonville Pilot. Have a presentation from this pilot at a future FDIC meeting. Listen to lessons learned and best practices.	Complete
5.1.1b	FDOT	Review NHTSA requirements.	Complete.
5.1.1c	Ray Graves Chris Craig FSA FPCA	Develop a white paper that focused on the 24/7 Program and associated best practices.	Seminole County Sheriff's Office is not interested. Identifying another potential pilot county prior to developing white paper, possibly Brevard County Sheriff's Office.

**Strategy 5.1.2: Develop a best practices framework for DUI Diversion Programs in Florida.**

Action Step #	Action Step Leader(s)	Description	Status
5.1.2a	Cambridge Systematics	Post NHTSA recommendations and new materials developed under this strategy on the FIDC website as they become available.	Complete
5.1.2b	DUI Diversion Subcommittee	Draft a list of best practices for DUI Diversion program record keeping based on activities in other states.	Complete. Available on the FIDC Website.
5.1.2c	DUI Diversion Subcommittee	Develop a model program that can be used by existing and new DUI Diversion Programs; incorporate references to where the money collected from these programs are distributed).	Ongoing

Attachment C: FIDC Action Plan

**Objective 5.2: Remove barriers that prevent impaired drivers from seeking treatment.**

**Strategy 5.2.1: Draft model language to repeal Florida's alcohol exclusion law.**

<b>Action Step #</b>	<b>Action Step Leader(s)</b>	<b>Description</b>	<b>Status</b>
5.2.1a	Vin Petty Larry Coggins	Review language used by other states to successfully prohibit alcohol exclusions in insurance contracts.	Review NHTSA report related to this Model language was developed NAIC.
5.2.1b	Vin Petty	Draft a white paper focused on Florida's Alcohol Exclusion Law.	FIDC is not interested in drafting white paper at this time.



**GOAL 6: PROGRAM EVALUATION AND DATA**

**Objective 6.1: Update the Traffic Safety Information System Strategic Plan to address the need for data linkages and integration, data dictionaries, and data formats for various data files used to address highway safety issues including impaired driving crashes, fatalities, and injuries.<sup>1</sup>**

**Strategy 6.1.1: Improve current drug impaired driving statistics available for analysis.**

Action Step #	Action Step Leader(s)	Description	Status
6.1.1a	FDOT	Meet with TRCC to discuss the need for improving quality and accessibility of drug impaired driving statistics.	Complete.
6.1.1b	Chief of the Bureau of Records/ DRE (Kyle Clark)	Collect and report all drug impaired driving data currently available to FIDC from crash reports and citations.	Data is being collected on the new crash report.
6.1.1c	Richie Fredrick	Provide an update on drug impaired driving statistics to the Coalition in Summer 2019.	Ongoing.

**Objective 6.2: Streamline and create electronic reporting methods to improve timeliness, accuracy, completeness, uniformity, integration, and accessibility.**

**Strategy 6.2.1 Utilize an electronic form of the DRE face sheets that are submitted to the national database.**

Action Step #	Action Step Leader(s)	Description	Status
6.2.1a	DRE-Kyle Clark	Develop an electronic method of moving DRE reporting from paper to electronic form.	Ongoing
6.2.1b	Carol Jolly	Update FIDC on this data annually.	Ongoing

<sup>1</sup> Goal 6.1 is directly linked to Goal 3.4

Attachment C: FIDC Action Plan

**Objective 6.3: Understand the impact of Florida’s DUI Diversion Program on impaired driving arrests.**

**Strategy 6.3.1: Conduct research to determine if DUI Diversion Programs traffic stops and arrest rates of drivers who are suspected of impairment.**

Action Step #	Action Step Leader(s)	Description	Status
6.3.1a	Ray Graves	Identify the number of offenders that have participated in multiple DUI Level 1 courses.	Complete.
6.3.1b	FDOT	With input from Coalition members, develop a scope of work for a study on the effects of Florida’s diversion programs on impaired driving arrests rates and the frequency of impaired driving enforcement activities.	Will work with CUTR in 2020 or 2021 to accomplish.
6.3.1c	FDOT	Determine the possibility to conduct the study on the effects of Florida’s diversion programs.	Will work with CUTR in 2020 or 2021 to accomplish.

**Objective 6.4: Explore methods to track law enforcement training related to impaired driving (ARIDE, SFST, etc.), for both instructor and the officers they have trained.**

**Strategy 6.4.1: Create an inventory of impaired driving related training courses, data sources, best practices, and tracking options.**

Action Step #	Action Step Leader(s)	Description	Status
6.4.1a	FDOT Darrell Edmonds Kyle Clark	Compile a list of Florida impaired driving related training courses (at a minimum: ARIDE, SFST, SFST Refresher, SFST Instructor/Update, DRE, Marijuana Impaired Driving Detection for Law Enforcement, and DRE Recertification) that need to be tracked and who needs access to the information.	Complete.
6.4.1b	FDOT Carol Jolly Kyle Clark Brett Kirkland Chief Mark Brown	Meet with FDLE Criminal Justice Standards & Training Commission to evaluate the possibility to track impaired driving related course trainings through Automated Training Management System.	Ongoing.

Attachment C: FIDC Action Plan

6.4.1c	TBD	Identify best practices from other states for tracking officer training, including data sources, what courses and data fields are being tracked, what agencies own/maintain the database and who has access to the data.	
6.4.1d	TBD	Identify Florida training course data sources including what courses and data fields are being tracked, what agencies own/maintain the database and who has access to the data.	
6.4.1e	TBD	Prepare a white paper for presentation to the FIDC that summarizes the information collected from Florida and other states and provides options for tracking Florida's impaired driving related training courses on a statewide basis.	

# Florida's FY2022 405(F) Motorcyclist Safety Grants

Florida is submitting this application for 405(F) Motorcycle Safety Grants with the qualifying criteria of having a motorcycle riding training course and motorcycle awareness program.

## Motorcycle Riding Training Course

- Florida Statute 322.025 Driver improvement establishes Florida Department of Highway Safety and Motor Vehicles (FLHSMV) as the state authority over motorcycle safety issues. Terry L. Rhodes is the Executive Director of the Florida Department of Highway Safety and Motor Vehicles. A copy of F.S. 322.025 is provided as attachment **FL\_FY22\_405f\_State Law Identifying State Authority**.
- The Motorcycle Safety Foundation Basic Rider Course is the chosen course for introductory rider curricula determined by FLHSMV.
- A list of counties in the State where motorcycle rider training courses will be conducted during the fiscal year is provided as attachment **FL\_FY22\_405f\_Florida Motorcycle Training Calendar and Locations** and the number of registered motorcycles in each county is provided under the data tables section of this document.

# Motorcycle Awareness Program

- Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is the state authority over motorcycle safety issues. Terry L. Rhodes is the Executive Director of the Florida Department of Highway Safety and Motor Vehicles.
- The State's motorcyclist awareness program was developed in coordination with FLHSMV along with other agencies of Florida's Motorcycle Safety Coalition.
- Florida's motorcycle paid media projects for implementing awareness communications is provided on page 126 of the FY 2022 HSP. This media outreach will be distributed in a majority of the top 10 counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest, based on the list that identifies the counties within the State ranked in order of highest to lowest number of crashes involving motorcycle and another motor vehicle per county provided under the data tables section of this document. The Share the Road campaign is funded with the 405f funding and will educate motor vehicle drivers on best practices on how to safely "Share the Road" with motorcyclists. This campaign uses advertisements such as billboards, social media, gas toppers, radio commercials, and restaurant/coffee store advertising in the top ten 10 counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

The state will also conduct two other paid media campaigns regarding motorcycle safety. One focuses on discouraging drinking and riding using 405d funding and the other is a comprehensive motorcycle safety media campaign focusing on all aspects of motorcycle safety awareness using 402 funds. These two media campaigns will concentrate efforts on educating motorcyclists on safe driving habits and are focused in the top 10 counties for all motorcycle crashes.

# Motorcycle Data Tables

County	Number of Motorcycle Registrations
MIAMI-DADE	52139
BROWARD	40833
VOLUSIA	35805
PALM BEACH	31704
PINELLAS	31097
HILLSBOROUGH	30187
ORANGE	29217
BREVARD	26437
DUVAL	25126
LEE	24133
PASCO	18970
POLK	18622
SARASOTA	15358
MARION	14730
LAKE	14652
SEMINOLE	12706
MANATEE	11377
ST LUCIE	10742
COLLIER	10741
OSCEOLA	9996
ST JOHNS	9399
CHARLOTTE	9257
MONROE	9025
ESCAMBIA	8770
OKALOOSA	8643
CITRUS	8396
HERNANDO	8063
BAY	7660
CLAY	7623
ALACHUA	7380
FLAGLER	7270
SANTA ROSA	7151
MARTIN	5880
INDIAN RIVER	5846
LEON	5273
NASSAU	3904
SUMTER	3833
HIGHLANDS	3338
PUTNAM	2862
WALTON	2735
COLUMBIA	2194
LEVY	1730
SUWANNEE	1341
OKEECHOBEE	1191
WAKULLA	1185
JACKSON	1067
GADSDEN	998
HENDRY	925
DESOTO	882
WASHINGTON	788
BRADFORD	779
BAKER	661
GILCHRIST	581
TAYLOR	546
DIXIE	540
MADISON	512
HOLMES	483
GULF	423
GLADES	395
HARDEE	392
JEFFERSON	384
HAMILTON	339
CALHOUN	321
FRANKLIN	316
UNION	299
LIBERTY	145
LAFAYETTE	124
<b>Grand Total</b>	<b>616,421</b>

## REGISTRATIONS BY COUNTY

The table to the left provides a list of all 67 counties in Florida and their respective number of motorcycle registrations within each county sorted from greatest to smallest, based on FY 2019 data. The top 10 counties are Miami-Dade, Broward, Volusia, Palm Beach, Pinellas, Orange, Hillsborough, Brevard, Duval and Lee counties (outlined in the back box). The total registrations for the top 10 counties is 326,678 which is 53% of the total registrations within the state. Training and public outreach in FY 2022 will be focused in these counties.

## CRASHES INVOLVING A MOTORCYCLE AND AT LEAST ONE OTHER MOTOR VEHICLE

County	Crashes Involving a Motorcycle and at least one other Motor Vehicle
MIAMI-DADE	1051
BROWARD	636
HILLSBOROUGH	535
ORANGE	473
PALM BEACH	387
VOLUSIA	380
PINELLAS	368
DUVAL	334
LEE	235
POLK	223
BREVARD	218
PASCO	211
MONROE	181
SEMINOLE	159
OSCEOLA	152
MARION	150
SARASOTA	149
BAY	137
LAKE	126
ALACHUA	120
MANATEE	112
ESCAMBIA	106
OKALOOSA	92
ST LUCIE	84
LEON	80
COLLIER	77
CHARLOTTE	75
ST JOHNS	69
HERNANDO	67
CITRUS	64
FLAGLER	55
MARTIN	54
SANTA ROSA	47
CLAY	37
INDIAN RIVER	34
SUMTER	31
HIGHLANDS	25
WALTON	22
COLUMBIA	16
PUTNAM	12
OKEECHOBEE	12
DESOTO	12
LEVY	11
NASSAU	9
WAKULLA	8
HENDRY	8
JACKSON	7
GADSDEN	7
HARDEE	7
SUWANNEE	5
BRADFORD	5
WASHINGTON	4
GULF	4
FRANKLIN	4
GILCHRIST	3
TAYLOR	3
HOLMES	3
GLADES	3
BAKER	2
MADISON	2
CALHOUN	2
LIBERTY	2
JEFFERSON	1
HAMILTON	1
UNION	1
DIXIE	0
LAFAYETTE	
<b>Grand Total</b>	<b>7,510</b>

The table to the left provides a list of all 67 counties in Florida and their respective number of motorcycle crashes involving a motorcycle and at least one other vehicle within each county sorted from greatest to smallest, based on FY 2019 data. The top 10 counties are Miami-Dade, Broward, Hillsborough, Orange, Palm Beach, Volusia, Pinellas, Duval, Lee and Polk counties (outlined in the back box). The total number of crashes for the top 10 counties is 4,622 which is over 62% of the total crashes within the state. Training and public outreach in FY 2022 will be focused in these counties.

# Motorcycle Training Information

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-20	Apr-21	May-21	Jun-21	Jul-21
	Alachua	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Baker		No													
Bay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bradford	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Brevard	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Broward	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Calhoun		No													
Charlotte	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Citrus	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Collier	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dade	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Desoto		No													
Dixie		No													
Duval	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Escambia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Flagler	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Franklin		No													
Gadsden		No													
Gilchrist		No													
Glades		No													
Gulf		No													
Hamilton		No													
Hardee		No													
Hendry		No													



Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
	Hernando	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highlands	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hillsborough	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Holmes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indian River	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jackson		No													
Jefferson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lafayette		No													
Lake	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Leon	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Levy		No													
Liberty															
Madison		No													
Manatee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marion	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Martin	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Monroe	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Nassau		No													
Okaloosa	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Okeechobee		No													
Orange	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Osceola	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Palm Beach	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pasco	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pinellas	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Polk	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
	Putnam	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Johns	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Lucie	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Santa Rosa		No													
Sarasota	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Seminole	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sumter		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Suwannee		No													
Taylor		No													
Union		No													
Volusia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wakulla		No													
Walton		No													
Washington	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes







# The 2020 Florida Statutes

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**Title XXIII**  
MOTOR VEHICLES

**Chapter 322**  
DRIVER LICENSES

**322.025 Driver improvement.**—The department may implement programs to improve the driving ability of the drivers of this state. Such programs may include, but shall not be limited to, safety awareness campaigns, driver training, and licensing improvement. Motorcycle driver improvement programs implemented pursuant to this section or s. [322.0255](#) may be funded by the motorcycle safety education fee collected pursuant to s. [320.08\(1\)\(c\)](#), which shall be deposited in the Highway Safety Operating Trust Fund.

**History.**—s. 1, ch. 87-161; s. 6, ch. 88-405; s. 71, ch. 93-120; s. 46, ch. 2000-152; ss. 46, 53, ch. 2007-73; s. 6, ch. 2009-14; s. 9, ch. 2009-20.

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# Florida's FY 2022 405(B) Occupant Protection Grants

## Occupant Protection Plan

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

In FY 2021, Florida's SHSP was updated, and the state conducted a National Highway Traffic Safety Administration (NHTSA) occupant protection assessment. To ensure Florida's Occupant Protection Strategic Plan and associated action plan remains aligned with the updated SHSP and draws input from the upcoming occupant protection assessment, the FOPC has elected to extend the existing Occupant Protection Strategic Plan through calendar year 2021. The existing plan remains consistent with Florida's vision of zero transportation fatalities and serious injuries and data analysis confirms that the strategies and actions included in the existing the plan remain focused on the correct target audiences. The FOPC will continue to advance the strategies and actions in the FOPC action plan. With guidance from the updated SHSP and NHTSA occupant protection assessment, the FOPC will update the Occupant Protection Strategic Plan in FY 2022 to guide efforts in 2022–2026. A copy of the current

FOPC Strategic Plan is attached to this application as attachment **FL-FY22\_405b\_FOPC Strategic Plan June 2020-Addendum**.

## Click It or Ticket Mobilization Participation

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

The campaign wave will include the following elements:

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

### PUBLIC INFORMATION AND EDUCATION

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



## PAID MEDIA

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.

## DIGITAL AND SOCIAL MEDIA

The FDOT Safety CIOT website, [www.clickitfla.com](http://www.clickitfla.com), shall be updated with campaign materials. Social Media to reflect campaign #CIOT, BuckleUpFL, etc. Analytics measuring digital and social media to be provided following the campaign.

## LAW ENFORCEMENT TRAINING

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

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

## ENFORCEMENT EFFORTS

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

- Increasing enforcement of Florida's safety belt and child passenger safety laws

- Increasing seat belt and child restraint usage rates
- Reducing crashes, fatalities, and injuries

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

## ENFORCEMENT REPORTING

Each LEA that participates in the 2022 campaign wave will be required to report all activities conducted during the enforcement periods to the LEL program via an online reporting system. All applicable forms will be completed and returned in the specified time frame.

## PROGRAM EVALUATION

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

- Florida Department of Highway Safety and Motor Vehicles Traffic Crash Facts
- Florida Department of Transportation's Seat Belt and Child Restraint Use in Florida Final Report
- FY 2022 CIOT Public Opinion/Attitude Survey
- The number of LEAs participating in the Click It or Ticket campaign wave.
- The number of seat belt citations written during the Click It or Ticket campaign wave.
- The number of child restraint citations written during the Click It or Ticket campaign wave.
- Analytics measuring digital and social media following the Click It or Ticket campaign wave.

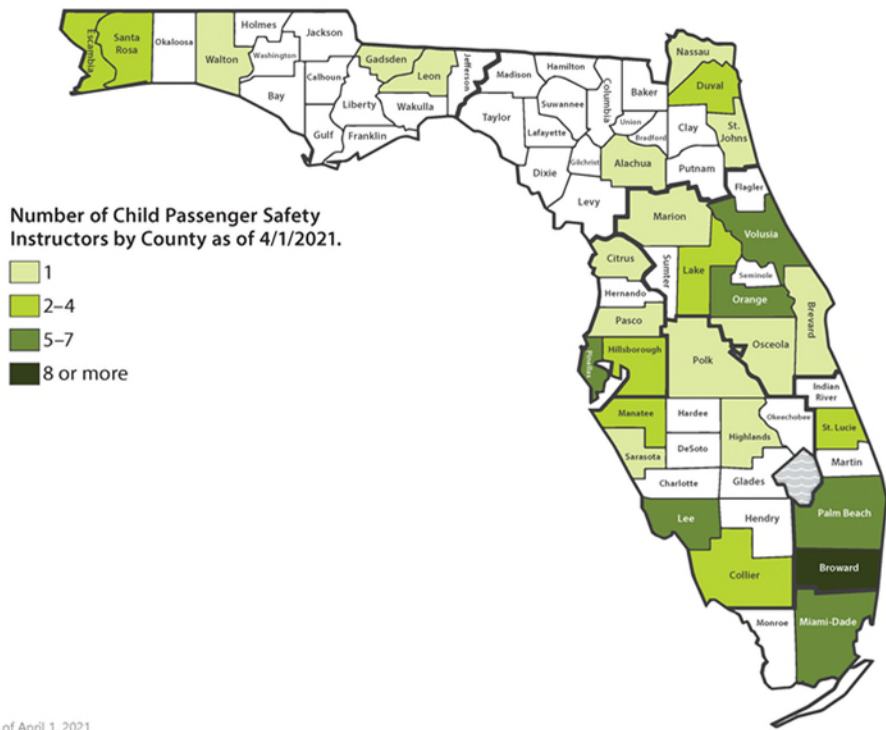
# Active Child Restraint Inspection Stations

	Population 2019 Estimate*	# Stations	Rural/Urban County	FY22 Matrix Top 25% (At-Risk)
Alachua	266,649	3	Urban	No
Baker	28,089	1	Rural	Yes
Bay	179,900	3	Urban	Yes
Bradford	28,455	2	Rural	No
Brevard	593,372	3	Urban	No
Broward	1,927,014	15	Urban	Yes
Calhoun	14,982	0	Rural	No
Charlotte	182,298	1	Urban	No
Citrus	147,735	1	Urban	Yes
Clay	217,109	0	Urban	No
Collier	377,700	2	Urban	No
Columbia	70,614	1	Rural	Yes
Desoto	35,718	1	Rural	Yes
Dixie	16,516	0	Rural	No
Duval	971,842	3	Urban	Yes
Escambia	322,901	2	Urban	No
Flagler	110,636	0	Urban	No
Franklin	12,017	0	Rural	No
Gadsden	47,926	1	Rural	Yes
Gilchrist	17,682	0	Rural	No
Glades	13,098	0	Rural	No
Gulf	16,507	1	Rural	No
Hamilton	14,787	0	Rural	No
Hardee	27,311	0	Rural	Yes
Hendry	40,089	1	Rural	No
Hernando	189,661	2	Urban	No
Highlands	103,391	1	Rural	No
Hillsborough	1,445,243	3	Urban	Yes
Holmes	20,218	1	Rural	No
Indian River	155,308	0	Urban	No
Jackson	50,325	2	Rural	Yes
Jefferson	14,842	1	Rural	No
Lafayette	8,613	0	Rural	No
Lake	354,537	4	Urban	No
Lee	734,630	5	Urban	No
Leon	296,717	3	Urban	No
Levy	41,354	2	Rural	Yes
Liberty	9,167	1	Rural	No
Madison	19,533	1	Rural	No
Manatee	388,729	3	Urban	No
Marion	360,053	4	Urban	No
Martin	158,006	3	Urban	No
Miami-Dade	2,830,500	5	Urban	Yes
Monroe	73,253	1	Rural	No
Nassau	85,135	1	Urban	No
Okaloosa	201,104	3	Urban	No
Okeechobee	41,347	0	Rural	No
Orange	1,389,297	5	Urban	Yes
Osceola	368,678	1	Urban	No
Palm Beach	1,458,576	15	Urban	Yes
Pasco	527,174	2	Urban	No
Pinellas	979,558	9	Urban	Yes
Polk	688,770	5	Urban	No
Putnam	73,012	1	Urban	Yes
Saint Johns	249,734	0	Urban	No
Saint Lucie	309,073	0	Urban	No
Santa Rosa	179,875	3	Urban	No
Sarasota	426,977	4	Urban	No
Seminole	472,775	7	Urban	No
Sumter	130,642	3	Urban	No
Suwannee	45,482	0	Rural	Yes
Taylor	22,652	1	Rural	No
Union	15,985	0	Rural	No
Volusia	539,563	1	Urban	No
Wakulla	32,418	1	Rural	No
Walton	70,352	1	Rural	No
Washington	25,347	1	Rural	No
<b>TOTALS:</b>	<b>21,268,553</b>	<b>147</b>		

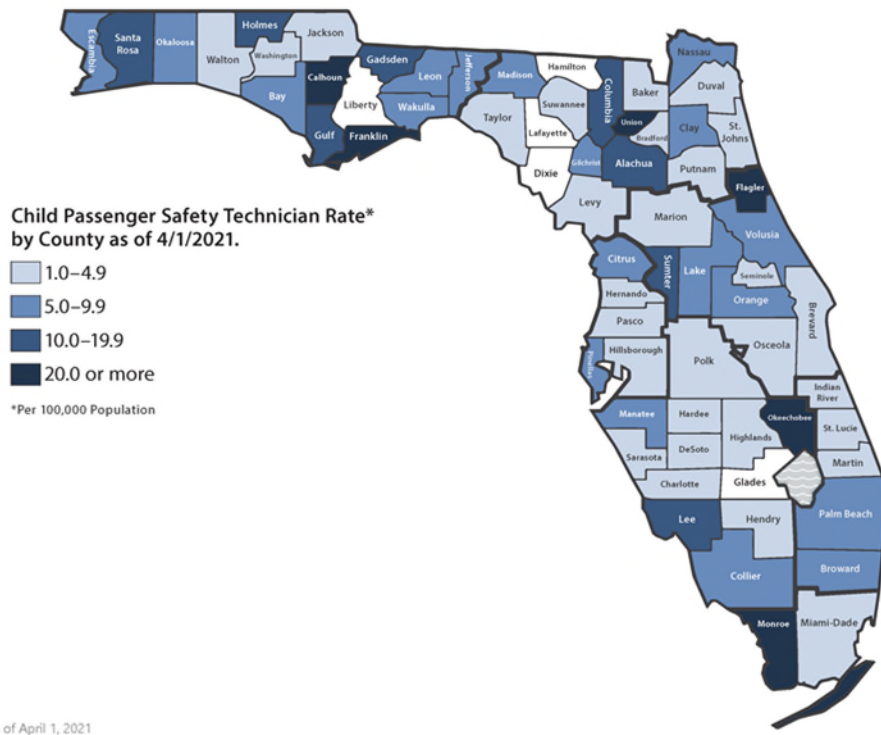
Florida has an active network of CPS inspection stations located in areas that service the majority of the State's population. Florida currently has 6 CPS inspection stations that support virtual assistance and a total of 147 CPS Inspection Stations that service 94% of the state, which includes service for over 63% of Florida's rural counties and almost 89% of At-Risk counties. Each station is staffed with at least one CPST. Population estimates from the Florida Legislature, Office of Economic and Demographic Research and the locations of Florida's inspection stations were used to determine the population covered. A list of Florida's active CPS Inspection Station locations is provided as attachment [FL\\_FY22\\_405b\\_CPS Fitting Stations by County](#)

	# of Counties Covered	# Stations	Population Served	% Category Served
All Counties:	51	147	19,998,873	94.0%
Rural Counties:	24	18	765,834	63.3%
Urban Counties:	33	114	19,147,503	86.5%
At-Risk Counties:	18	68	11,704,014	88.9%

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



As of April 1, 2021



As of April 1, 2021

# Child Passenger Safety Technical and Instructor Plan

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

- Florida has 77 certified CPS Instructors (CPST-I) and 1 instructor candidate
- Florida has 10 certified Technician Proxies
- Florida has 1,014 certified CPS Technicians (CPST)

## RECRUITMENT AND TRAINING

Based on the total number of classes held and technicians trained during FY 2020 and FY 2021 (partial—through the beginning of June), an additional five Certification Courses and one Renewal Course are currently scheduled for FY 2021.

FY 2020 TOTALS		FY 2021 TOTALS*	
Certification Courses:	19	Certification Courses:	16
Renewal Courses:	1	Renewal Courses:	0
Students Certified/Recertified:	138	Students Certified/Recertified:	98

\*As of June 6, 2021

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

The following table indicates those priority counties for CPS certification training during the FY 2022 year:

### FY22 CPST Certification Course Priority Counties

2019 State Data

County	# Techs	# Instructors	# Tech Proxies	# Instructor Candidates	Population All Ages	CPST-I Per 100,000*	# Techs Needed
Miami-Dade	69	5	2	0	2,830,500	2.7	66
Hillsborough	44	4	0	0	1,445,243	3.3	25
Duval	29	2	0	0	971,842	3.2	18
Polk	17	1	1	0	688,770	2.8	16
Marion	6	1	0	0	360,053	1.9	12
Brevard	18	1	0	0	593,372	3.2	11
Pasco	15	1	0	0	527,174	3.0	11
St. Johns	10	1	0	0	426,977	2.6	11
Osceola	8	1	0	0	368,678	2.4	10
St. Lucie	11	4	0	1	472,775	3.2	8
Charlotte	3	0	0	0	182,298	1.6	7
Indian River	1	0	0	0	155,308	0.6	7
Hernando	4	0	0	0	189,661	2.1	6
Highlands	2	1	0	0	103,391	2.9	3
Putnam	1	0	0	0	73,012	1.4	3
Sarasota	12	1	0	0	309,073	4.2	3
Clay	9	0	0	0	217,109	4.1	2
DeSoto	0	0	0	0	35,718	0.0	2
Hendry	1	0	0	0	40,089	2.5	2
Martin	6	0	0	0	158,006	3.8	2
Suwannee	1	0	0	0	45,482	2.2	2
Walton	1	1	0	0	70,352	2.8	2
Baker	1	0	0	0	28,089	3.6	1
Bradford	1	0	0	0	28,455	3.5	1
Dixie	0	0	0	0	16,516	0.0	1
Glades	0	0	0	0	13,098	0.0	1
Hamilton	0	0	0	0	14,787	0.0	1
Hardee	1	0	0	0	27,311	3.7	1
Jackson	2	0	0	0	50,325	4.0	1
Lafayette	0	0	0	0	8,613	0.0	1
Levy	2	0	0	0	41,354	4.8	1
Liberty	0	0	0	0	9,167	0.0	1
Taylor	1	0	0	0	22,652	4.4	1
Washington	1	0	0	0	25,347	3.9	1

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

## RETENTION

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

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

The FOPRC has increased promotion of the certification/recertification scholarships and use of the instructor stipends. CPST-Is have also been encouraged to conduct additional CPST Certification Courses within counties with lower rates of CPSTs per 100,000 population.

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

## CPS RESOURCES

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

The lack of CPS resources available and retaining CPSTs and CPST-Is have been major hurdles for Florida. Safety countermeasures are more effective when proper equipment, tools, skills and information are provided. Families and the traveling public must be able to receive

educational materials about occupant protection safety to decrease the fatalities that occur due to the lack of child restraint and safety belt use.

Florida will continue to support our current infrastructure of nationally certified CPS instructors and technicians with the State's subgrant-funded Florida Occupant Protection Resource Center (FOPRC). The FOPRC was established during FY 2012 to serve as a web-based one stop shop for occupant protection and CPS resources and materials for CPS professionals, caregivers, and children.

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

The FOPRC provides the following:

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

## SPECIAL NEEDS PROGRAM

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



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

## Lower Seat Belt Use Criteria

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

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

## PRIMARY SEAT BELT USE LAW

Florida's Safety Belt Law (F.S. 316.614) requires use of safety belts by the operator of motor vehicles and all passengers under the age of 18. F.S. 316.614(8), states that any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in F.S. 318, which meets the primary enforcement criterion of this law.

- Requirement for all occupants to be secured in a seat belt is included in section F.S. 316.614.
- F.S. 316.614(8), states that any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in F.S. 318. F.S.318(2) advises the penalty for all nonmoving traffic violations is thirty dollars, which is in accordance with the minimum fine requirement of twenty-five dollars.
- The requirement for all occupants to be secured in an age-appropriate restraint can be found in F.S. 316.614(4).

## SEAT BELT ENFORCEMENT

Florida's Seat Belt Enforcement Plan includes provisions for the State's participation in the Click It or Ticket national mobilization along with sustained seat belt enforcement which covers at least 89% of the locations of the State's unrestrained passenger fatalities and serious injuries. In 2020, Florida elected not to participate in the Click It or Ticket national mobilization due to the limitations and challenges created by COVID-19 but resumed participation in 2021. A list of the agencies that participated in 2019 and are presumed to participate in 2022, representing the 92% participation is included as attachment **FL\_FY22\_405b\_FY22 CIOT Participation**.

## HIGH RISK POPULATION COUNTERMEASURE PROGRAM

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

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

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

Efforts to reduce the number of traffic-related fatalities and serious injuries involving unrestrained vehicle occupants in Florida continues to be a challenge in the state's goal to reach zero fatalities. The number of passenger occupant fatalities (where restraint use was known) declined by nearly 15 percent from 2007 to 2018 (from 1,813 to 1,540) and the unrestrained percent of these fatalities declined 14-percentage points (24% decrease in number), from 59 percent in 2007 to 45 percent in 2018.

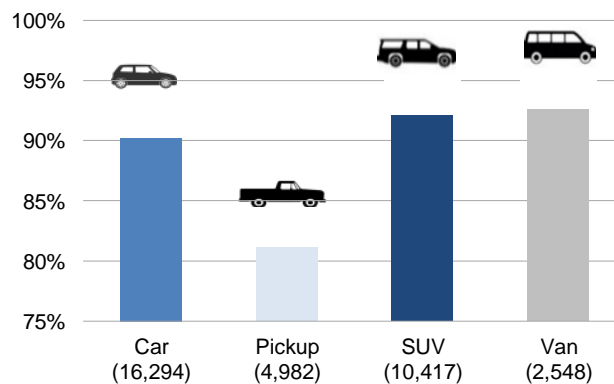
## Restraint Use Among Passenger Vehicle Occupant Fatalities in Florida: 2007–2018

Year	Restraint Used		Not Used		Use Unknown		Totals		% of Known Use	
	#	%	#	%	#	%	All Fatalities	Known Use	Use	Non-Use
2007	735	39%	1,078	57%	66	3.5%	1,879	1,813	41%	59%
2008	686	40%	1,000	58%	42	2.4%	1,728	1,686	41%	59%
2009	626	41%	846	56%	44	2.9%	1,516	1,472	43%	57%
2010	660	47%	706	50%	37	2.6%	1,403	1,366	48%	52%
2011	568	46%	609	49%	65	5.2%	1,242	1,177	48%	52%
2012	610	48%	580	46%	69	6%	1,259	1,190	51%	49%
2013	600	49%	553	45%	64	5%	1,217	1,153	52%	48%
2014	640	53%	511	42%	56	5%	1,207	1,151	56%	44%
2015	780	53%	602	41%	80	6%	1,462	1,382	56%	44%
2016	888	52%	740	44%	65	4%	1,693	1,628	55%	45%
2017	920	56%	670	41%	46	3%	1,636	1,590	58%	42%
2018	847	54%	693	44%	36	2%	1,576	1,540	55%	45%

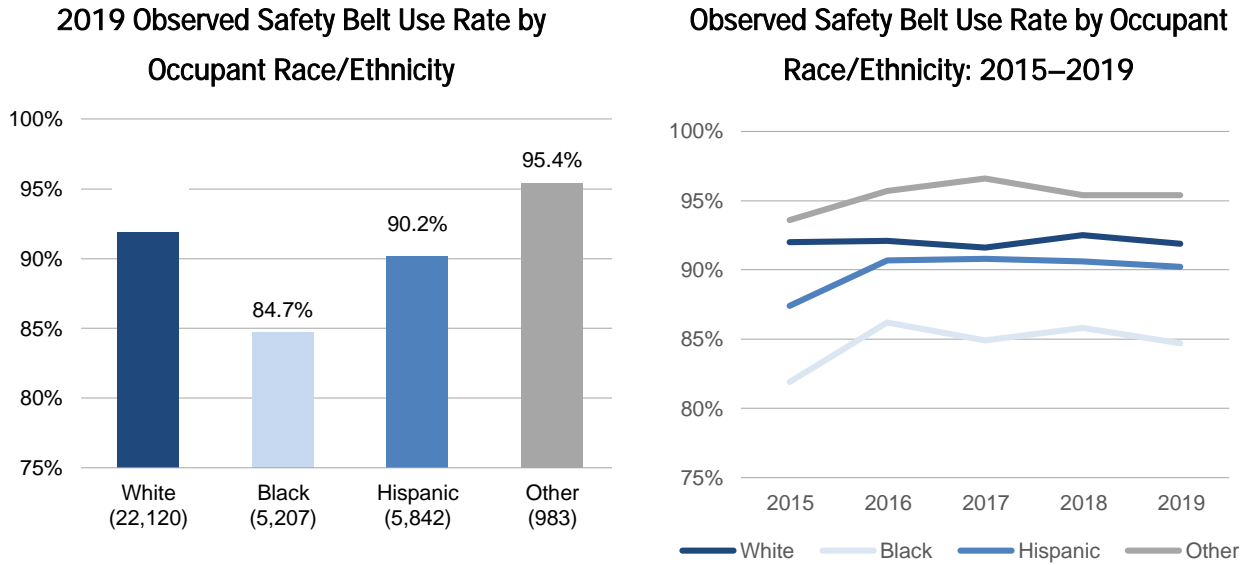
Source of data in this table and all tables that follow: Fatality Analysis Reporting System (FARS) 2007–2017 Final File and 2018 Annual Report File (ARF).

Annually, FDOT conducts a statewide observational safety belt survey. The 2019 survey identified several high-risk populations/groups with low safety belt use. Occupants in pickup trucks wore belts less often (81.1%) compared to occupants in other vehicle types. Occupants in pickup trucks have exhibited lower usage than those in other vehicle types every year of the survey.

### 2019 Observed Safety Belt Use Rate by Vehicle Type



African American occupants wore safety belts less often compared to other race/ethnicities. This has been the case historically and the gap has remained consistent.



### PROPOSED SOLUTION

The Florida Department of Transportation’s State Safety Office (FDOT) will use education and enforcement as components of the state’s comprehensive high visibility zero tolerance Click It or Ticket (CIOT) Enforcement Mobilization.

### EDUCATION COMPONENT

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

*Florida Occupant Protection Resource Center.* The Occupant Protection Resource Center serves the entire state as a one-stop-shop for occupant protection-related public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. The Resource Center will provide occupant protection

information and materials geared at Florida's low use populations: 18-34 year-old males, African Americans, Hispanics, and pickup truck drivers.

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

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

Currently Florida concentrates its marketing efforts on encouraging the public, primarily 18 to 34-year-old males, to buckle up through the Click It or Ticket national campaign. The National Highway Traffic Safety Administration (NHTSA) requires all states, to conduct this high visibility enforcement and media efforts each year in May/June. African American and Hispanic residents are also included in the Click It or Ticket campaign through specific tactics (ads in Black College Today and advertising in Spanish language media). Pickup truck drivers are not currently targeted specifically in the Click It or Ticket campaign.

### ***Enforcement Component***

*Florida's LEL Traffic Safety Challenge Subgrant.* IPTM will receive funding to continue the statewide incentive program to encourage Florida law enforcement officers to raise awareness through high-visibility enforcement of the primary safety belt law.

*Florida's Law Enforcement Liaison Program (LEL) will be responsible for soliciting and coordinating the participation of Law Enforcement Agencies (LEAs) taking part in 2022 Florida Law Enforcement Challenge.*

The challenge was implemented to encourage active LEAs participation in the Florida Department of Transportation (FDOT) enforcement waves for incentives, training, and recognition. Law enforcement equipment will be made available to LEAs that actively participate in the program and its enforcement waves. Individual agencies and officers will be recognized for their outstanding efforts and accomplishments throughout the program. Saturation patrols will be used extensively during each enforcement period to impact desired results and goals. The agencies must agree to aggressively enforce Florida's primary seat belt and child restraint laws during the enforcement periods. Historically, Florida averages 200 LEAs that participate in each wave.

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the 2022 Florida Law Enforcement Challenge. This training may include:

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

*FY2022 Highway Traffic Safety Program Subrecipients.* The following local enforcement agencies will receive funding to conduct high visibility safety belt enforcement and education programs during FY 2022. 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 campaign and enforcement waves.

- Apopka Police Department
- Boynton Beach Police Department
- DeFuniak Springs Police Department
- Delray Beach Police Department
- Gainesville Police Department
- Homestead Police Department
- Lake City Police Department
- Live Oak Police Department
- Miami-Dade Police Department
- Palm Beach County Sheriff's Office
- Palm Beach Gardens Police Department
- Tallahassee Police Department
- Tampa Police Department
- Wauchula Police Department
- West Palm Beach Police Department

## COMPREHENSIVE OCCUPANT PROTECTION PROGRAM

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

- The last NHTSA facilitated program assessment was conducted within 5 years prior to the application date on May 17-21, 2021.
- The three-year occupant protection strategic Plan is provided as **FL-FY22\_405b\_FOPC Strategic Plan June 2020-Addendum**.
- The name and title of the State's designated occupant protection coordinator is Leilani Gruener, Traffic Safety Program Manager.
- The list of names, titles and organizations of the Florida Occupant Protection Coalition are provided below and also attached as **FL-FY22\_405b\_FOPC Membership List**.

Florida's Occupant Protection Coalition Membership List			
First Name	Last Name	Organization	Field Represented
Amy	Artuso	National Safety Council	Advocacy Group
Andrea	Atran	Florida Department of Transportation—District 2	Community Traffic Safety Team
Michael	Binder	University of North Florida	University System, Research Facilities
Art	Bodenheimer	Florida Police Chiefs Association	Law Enforcement
Melanie	Brocato	Broward Sheriff Fire Rescue	Law Enforcement
Danielle	Campbell	Orlando Police Department	Law Enforcement
Fran	Carlin-Rogers	CarFit	Advocacy Group
Robert	Chaffe	Preusser Research Group	University System, Research Facilities
Ryan	Hathaway	Okeechobee County Fire Rescue	Law Enforcement
Sarah	Haverstick	Goodbaby International	For-Profit Agency
Ginny	Hinton	University of Florida	University System, Research Facilities
Andrew	Hopkins	Public Opinion Research Lab at the University of North Florida	University System, Research Facilities
Carrisa	Johns	Orange County Sheriff's Office	Law Enforcement
Charles	Kane	Florida Law Enforcement Liaison Program	Law Enforcement
Danielle	Kessenger	The PLAYERS Center for Child Health at Wolfson Children's Hospital	Health
Doreen	Kobelo	Florida A&M University, Construction/Civil Engineering Technology	University System, Research Facilities
Sally	Kreuscher	The Children's Hospital of South Florida, Child Advocacy Program	Health
Alan	Mai	Florida Department of Health	State Agency
Marilyn	Merced	Layperson	Layperson
Mostyn	Mullins	Lake Placid Police Department	Law Enforcement
Zakkiyah	Osuigwe	Escambia-Santa Rosa Safety Coalition	Community Traffic Safety Team
Krista	Ott	Gainesville Fire Rescue	Fire/Rescue
Dewey	Painter	South East American Indian Council, Inc.	Advocacy Group
Thomas	Pikul	Florida Highway Patrol	State Agency
Kelly	Powell	Safe Kids	Advocacy Group
Tonya	Randolph	St. Joseph's Children's Hospital, Child Advocacy Center	Health
Patrick	Riordan	Florida Highway Patrol	State Agency
Gregory	Rittger	Orange County Sheriff's Office	Law Enforcement
Tim	Roberts	Florida Law Enforcement Liaison Program	Law Enforcement
Al	Roop	University of North Florida	University System, Research Facilities
Bob	Smallacombe	Palm Beach County Fire Rescue	Fire/Rescue
Mark	Solomon	Preusser Research Group	University System, Research Facilities
Joe	Steward	Florida Department of Transportation	Community Traffic Safety Team
David	Summers	Health Care District Palm Beach County	Health
Amanda	Thronsdon	Florida Department of Health, Florida Safe Kids Coordinator	Health
Melissa	Valido	Florida SADD	Advocacy Group
Petra	Vybralova	Johns Hopkins All Children's Hospital	Health
Mark	Welch	Department of Highway Safety and Motor Vehicles	State Agency
Morya	Willis	Layperson	Layperson



## Florida law enforcement agencies we anticipate will participate in FY2022 *Click It or Ticket* Enforcement Mobilization

Altamonte Springs Police Department	Escambia County Sheriff's Office
Apopka Police Department	Fellsmere Police Department
Astatula Police Department	Fernandina Beach Police Department
Atlantic Beach Police Department	Flagler County Sheriff's Office
Atlantis Police Department	Florida Agricultural and Mechanical Police Department
Auburndale Police Department	Florida Gulf Coast University Police Department
Aventura Police Department	Florida Highway Patrol Troop A
Baker County Sheriff's Office	Florida Highway Patrol Troop B
Bal Harbour Village Police Department	Florida Highway Patrol Troop C
Bay Harbor Island Police Department	Florida Highway Patrol Troop D
Belle Isle Police Department	Florida Highway Patrol Troop E
Biscayne Park Police Department	Florida Highway Patrol Troop F
Boca Raton Police Department	Florida Highway Patrol Troop G
Bonifay Police Department	Florida Highway Patrol Troop I
Bradford County Sheriff's Office	Florida Highway Patrol Troop K
Broward County Sheriff's Office	Florida Highway Patrol Troop L
Bunnell Police Department	Florida International University Police Department
Cape Coral Police Department	Florida Polytech University
Casselberry Police Department	Florida State University Police Department
Charlotte County Sheriff's Office	Fort Lauderdale Police Department
Chipley Police Department	Fort Walton Beach Police Department
Clermont Police Department	Fruitland Park Police Department
Clewiston Police Department	Glades County Sheriff's Office
Coconut Creek Police Department	Golden Beach Police Department
Collier County Sheriff's Office	Green Cove Springs Police Department
Coral Gables Police Department	Gulf Breeze Police Department
Coral Springs Police Department	Gulfport Police Department
Crestview Police Department	Gulfstream Police Department
Dade City Police Department	Haines City Police Department
Davenport Police Department	Hardee County Sheriff's Office
Davie Police Department	Hendry County Sheriff's Office
Daytona Beach Shores Public Safety	Hernando County Sheriff's Office
DeFuniak Springs Police Department	Hialeah Gardens Police Department
Desoto County Sheriff's Office	Hialeah Police Department
Doral Police Department	Highland Beach Police Department
Edgewood Police Department	Highlands County Sheriff's Office
El Portal Police Department	

Florida law enforcement agencies that we anticipate will participate  
in FY2022 Click It or Ticket Enforcement Mobilization

Hillsborough County Sheriff's Office	Maitland Police Department
Holly Hill Police Department	Marco Island Police Department
Hollywood Police Department	Marianna Police Department
Holmes Beach Police Department	Mascotte Police Department
Homestead Police Department	Medley Police Department
Indialantic Police Department	Melbourne Beach Police Department
Indian Creek Village Police Department	Mexico Beach Police Department
Indian River County Sheriff's Office	Miami Beach Police Department
Indian River Shores Police Department	Miami Gardens Police Department
Jacksonville Beach Police Department	Miami Police Department
Juno Beach Police Department	Miami Shores Police Department
Jupiter Island Police Department	Miami Springs Police Department
Jupiter Police Department	Miami-Dade County Police Department
Key Biscayne Police Department	Miami-Dade Schools Police Department
Key Colony Beach Police Department	Miccosukee Tribal Police Department
Key West Police Department	Milton Police Department
Kissimmee Police Department	Miramar Police Department
Lake City Police Department	Monroe County Sheriff's Office
Lake Clarke Shores Police Department	Monticello Police Department
Lake County Sheriff's Office	Mount Dora Police Department
Lake Hamilton Police Department	Naples Police Department
Lake Mary Police Department	Nassau County Sheriff's Office
Lake Placid Police Department	Neptune Beach Police Department
Lake Wales Police Department	New College of FL Police Department
Lakeland Police Department	New Smyrna Beach Police Department
Lantana Police Department	Niceville Police Department
Lauderhill Police Department	North Bay Village Police Department
Lawtey Police Department	North Miami Beach Police Department
Lee County Port Authority Police Department	North Miami Police Department
Lee County Sheriff's Office	North Port Police Department
Leesburg Police Department	Northwest Florida State College Police Department
Leon County Sheriff's Office	Ocala Police Department
Lighthouse Point Police Department	Ocean Ridge Police Department
Long Boat Key Police Department	Ocoee Police Department
Longwood Police Department	Okaloosa County Sheriff's Office
Lynn Haven Police Department	Okeechobee County Sheriff's Office
Madison County Sheriff's Office	Okeechobee Police Department

Florida law enforcement agencies that we anticipate will participate  
in FY2022 Click It or Ticket Enforcement Mobilization

Opa-Locka Police Department	South Palm Beach Police Department
Orange City Police Department	Springfield Police Department
Orange Park Police Department	St. Augustine Beach Police Department
Orange Sheriff's Office	St. Augustine Police Department
Orchid Police Department	St. Cloud Police Department
Osceola County Sheriff's Office	St. John's County Sheriff's Office
Oviedo Police Department	St. Petersburg Police Department
Palm Bay Police Department	Stuart Police Department
Palm Beach County Sheriff's Office	Sumter County Sheriff's Office
Palm Beach Gardens Police Department	Sunny Isles Beach Police Department
Palm Beach Police Department	Sunrise Police Department
Palmetto Police Department	Surfside Police Department
Panama City Beach Police Department	Sweetwater Police Department
Panama City Police Department	Tallahassee Police Department
Pasco County Sheriff's Office	Tampa Police Department
Pembroke Pines Police Department	Tarpon Springs Police Department
Pinecrest Police Department	Taylor County Sheriff's Office
Pinellas County Sheriff's Office	Temple Terrace Police Department
Pinellas Park Police Department	Treasure Island Police Department
Plantation Police Department	Umatilla Police Department
Polk County Sheriff's Office	University of Miami Police Department
Ponce Inlet Police Department	University of South Florida Police Department
Port St. Lucie Police Department	Valpariso Police Department
Punta Gorda Police Department	Vero Beach Police Department
Quincy Police Department	Virginia Gardens Police Department
Riviera Beach Police Department	Walton County Sheriff's Office
Sanibel Police Department	Wauchula Police Department
Santa Rosa County Sheriff's Office	West Melbourne Police Department
Sarasota County Sheriff's Office	West Miami Police Department
Sarasota Police Department	West Palm Beach Police Department
Sebring Police Department	Wilton Manors Police Department
Seminole County Sheriff's Office	Winter Haven Police Department
Seminole Tribe Police Department Hollywood	Winter Park Police Department
Sewall's Point Police Department	
Shalimar Police Department	
Sneads Police Department	
South Miami Police Department	

# Florida Child Passenger Safety Seat Fitting Stations By County

**\*\* Due to COVID-19, some stations may not be accepting in-person appointments. Please contact the fitting station to verify hours of operation.**

## Virtual Assistance Available

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### **BayCare Kids Children's Wellness and Safety Center**

4600 North Habana Avenue, Suite 26  
Tampa, FL 33614

**Contact:** Tonya Randolph

**Phone:** 813.615.0589

**Email:** [tonya.randolph@baycare.org](mailto:tonya.randolph@baycare.org)

**Appointment Needed:** Yes

**Virtual Assistance Available:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** By Appointment

**Service Fee:** Yes \$20.00

**Donation Requested:** No

**Multi-Lingual:** Spanish

### **Broward Sheriff's Office—Cooper City**

10550 Stirling Road  
Cooper City, FL 33026

**Contact:** Public Education Unit

**Phone:** 954.432.8905

**Email:** [firerescue\\_publiceducation@sheriff.org](mailto:firerescue_publiceducation@sheriff.org)

**Appointment Needed:** Yes

**Virtual Assistance Available:** Yes. Register through: <https://BSOFireRescuePublicEducation.as.me/CarSeatAppointment>

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–3:00 pm

### **Broward Sheriff's Office—Deerfield Beach**

1441 Southwest 11th Way  
Deerfield Beach, FL 33441

**Contact:** Public Education Unit

**Phone:** 954.831.8210

**Email:** [firerescue\\_publiceducation@sheriff.org](mailto:firerescue_publiceducation@sheriff.org)

**Appointment Needed:** Yes

**Virtual Assistance Available:** Yes. Register through: <https://BSOFireRescuePublicEducation.as.me/CarSeatAppointment>

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–3:00 pm

### **Broward Sheriff's Office—Main Office**

2601 West Broward Boulevard  
Ft. Lauderdale, FL 33312

**Contact:** Public Education Unit

**Phone:** 954.831.8210

**Email:** [firerescue\\_publiceducation@sheriff.org](mailto:firerescue_publiceducation@sheriff.org)

**Appointment Needed:** Yes

**Virtual Assistance Available:** Yes. Register through: <https://BSOFireRescuePublicEducation.as.me/CarSeatAppointment>

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–3:00 pm

### **Broward Sheriff's Office—Weston**

17350 Royal Palm Boulevard  
Weston, FL 33326

**Contact:** Public Education Unit

**Phone:** 954.389.2015

**Email:** firerescue\_publiceducation@sheriff.org

**Appointment Needed:** Yes

**Virtual Assistance Available:** Yes. Register through: <https://BSOFireRescuePublicEducation.as.me/CarSeatAppointment>

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–3:00 pm

### **Pasco County Fire Rescue**

4111 Land O'Lakes Boulevard  
Land O'Lakes, FL 34639

**Contact:** Lisa Negron

**Phone:** 813.929.2750

**Email:** lnegron@pascocountyfl.net

**Appointment Needed:** Yes

**Virtual Assistance Available:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 7:00 am–6:00 pm

**Service Fee:** No

**Donation Requested:** No

**Multi-Lingual:** No

## **Alachua County**

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### **Alachua County Health Department**

224 Southeast 24th Street  
Gainesville, FL 32643

**Contact:** Jamie (Pamela) Lambert

**Phone:** 352.225.4354

**Email:** pamela.lambert@flhealth.gov

**Appointment Needed:** Yes

**Days of Operation:** 3rd Tuesday

**Hours of Operation:** 9:00 am–11:00 am

**Multi-Lingual:** Spanish

### **Gainesville Fire Rescue**

3223 Northwest 42nd Avenue  
Alachua, FL 32605

**Contact:** Krista Ott

**Phone:** 352.393.8461

### **Gainesville Fire Rescue**

1025 Northeast 13th Street  
Gainesville, FL 32601

**Contact:** Krista Ott

**Phone:** 352.393.8461

**Appointment Needed:** Yes

**Days of Operation:** Monday–Thursday

**Hours of Operation:** 8:00 am–5:00 pm

## Healthy Start

204 West University Avenue  
3rd Floor, Suite B  
Gainesville, FL 32601

**Contact:** Kasey Brooks

**Phone:** 352.337.1200

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Multi-Lingual:** Spanish

## Baker County

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### Baker County Health Department

480 West Lowder Street  
Macclenny, FL 32063

**Phone:** 904.259.6291

## Bay County

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### Callaway Fire Department

252 North Star Avenue  
Callaway, FL 32404

**Contact:** Chris Sauls

**Phone:** 850.871.5300

### Emerald Coast OBGYN/Healthy Start

103 East 23rd Street  
Panama City, FL 32405

**Contact:** Jennifer Bunnell

**Phone:** 850.769.0338 ext. 108

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 7:00 am–4:30 pm

**Donation Requested:** Yes

## Healthy Start

836 Jenks Avenue  
Panama City, FL 32401

**Contact:** Nichole Hartzog

**Phone:** 850.215.1320

**Email:** nichole.hartzog@bayhealthystart.org

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Multi-Lingual:** Spanish

## Bradford County

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### **Bradford County Health Department**

1801 North Temple Avenue

Starke, FL 32091

**Contact:** Julie Chrisp

**Phone:** 904.964.7732

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Services for Children with Special Healthcare Needs:** Yes

### **Bradford County Sheriff's Office**

945 North Temple Avenue

Starke, FL 32091

**Contact:** Kim Nichols or Gretchen Brooks

**Phone:** 904.966.6380

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–4:00 pm

## Brevard County

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### **Satellite Beach Fire Rescue**

1390 South Patrick Drive

Satellite Beach, FL 32937

**Contact:** Lisa Davis

**Phone:** 321.773.4405

**Email:** [SBFDAdmin@satellitebeach.org](mailto:SBFDAdmin@satellitebeach.org)

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–3:00 pm

**Donation Requested:** Yes

### **Titusville Fire & Emergency Services**

550 South Washington Avenue

Titusville, FL 32796

**Contact:** Kerri Lubeski

**Phone:** 321.567.3804

**Email:** [kerri.lubeski@titusville.com](mailto:kerri.lubeski@titusville.com)

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Donation Requested:** Yes

### UF/IFAS Extension Brevard County

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

### UF/IFAS Extension Brevard County

Turnquest Community Center  
1686 Marywood Road  
Melbourne, FL 32940  
**Contact:** Gayle Whitworth  
**Phone:** 321.633.1702  
**Days of Operation:** 2x a month

## Broward County

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### Broward Sheriff's Office—Cooper City

10550 Stirling Road  
Cooper City, FL 33026  
**Contact:** Public Education Unit  
**Phone:** 954.432.8905  
**Email:** firerescue\_publiceducation@sheriff.org  
**Appointment Needed:** Yes  
**Virtual Assistance Available:** Yes. Register through: <https://BSOFireRescuePublicEducation.as.me/CarSeatAppointment>  
**Days of Operation:** Weekdays  
**Hours of Operation:** 9:00 am–3:00 pm

### Broward Sheriff's Office—Deerfield Beach

1441 Southwest 11th Way  
Deerfield Beach, FL 33441  
**Contact:** Public Education Unit  
**Phone:** 954.831.8210  
**Email:** firerescue\_publiceducation@sheriff.org  
**Appointment Needed:** Yes  
**Virtual Assistance Available:** Yes. Register through: <https://BSOFireRescuePublicEducation.as.me/CarSeatAppointment>  
**Days of Operation:** Weekdays  
**Hours of Operation:** 9:00 am–3:00 pm

### Broward Sheriff's Office—Main Office

2601 West Broward Boulevard  
Ft. Lauderdale, FL 33312  
**Contact:** Public Education Unit  
**Phone:** 954.831.8210  
**Email:** firerescue\_publiceducation@sheriff.org  
**Appointment Needed:** Yes  
**Virtual Assistance Available:** Yes. Register through: <https://BSOFireRescuePublicEducation.as.me/CarSeatAppointment>  
**Days of Operation:** Weekdays  
**Hours of Operation:** 9:00 am–3:00 pm



**Broward Sheriff's Office—Tamarac DLE District**

7515 Pine Island Road  
Tamarac, FL 33321  
Phone: 954.720.2225

**Broward Sheriff's Office—Weston**

17350 Royal Palm Boulevard  
Weston, FL 33326  
Contact: Public Education Unit  
Phone: 954.389.2015  
Email: firerescue\_publiceducation@sheriff.org  
Appointment Needed: Yes

**Virtual Assistance Available:** Yes. Register through: <https://BSOFireRescuePublicEducation.as.me/CarSeatAppointment>

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–3:00 pm

**Broward Sheriff's Office—Youth and Neighborhood Services**

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

**Coral Springs Fire Department**

2801 Coral Springs Drive  
Coral Springs, FL 33065  
Contact: Robert Bertone  
Phone: 954.346.1354  
Appointment Needed: Yes

**Davie Fire Rescue**

1230 South Nob Hill Road  
Davie, FL 33324  
Contact: Joseph Piccolo  
Phone: 954.797.1213

**Fort Lauderdale Fire Rescue**

2002 Northeast 16th Street  
Ft. Lauderdale, FL 33304  
Phone: 954.828.6800

**Joe DiMaggio Children's Hospital**

1005 Joe DiMaggio Drive  
Hollywood, FL 33021  
Phone: 954.265.2350

**Memorial Hospital Miramar**

1901 Southwest 172 Avenue  
Miramar, FL 33029  
Phone: 954.538.5180

### **Memorial Hospital West**

703 North Flamingo Road  
Pembroke Pines, FL 33028  
**Phone:** 954.844.7110

### **Miramar Fire Rescue**

14801 Southwest 27th Street  
Miramar, FL 33027  
**Phone:** 954.602.4801

### **Pembroke Pines Police Department**

9500 Pines Boulevard  
Pembroke Pines, FL 33024  
**Contact:** Prenes Chevelon, Community Affairs Unit  
**Phone:** 954.436.3274  
**Appointment Needed:** Yes  
**Days of Operation:** Mondays and Wednesdays  
**Multi-Lingual:** Spanish

### **Plantation Fire Department**

8101 West Broward Boulevard  
Plantation, FL 33324  
**Phone:** 954.797.2150

### **Pompano Beach Fire Department**

120 Southwest 3rd Street  
Pompano Beach, FL 33060  
**Phone:** 954.786.4510

### **Sunrise Police Department**

10440 West Oakland Park Boulevard  
Sunrise, FL 33351  
**Phone:** 954.746.3611

### **Tamarac Fire Department**

6000 Hiatus Road  
Tamarac, FL 33321  
**Phone:** 954.597.3800

## **Charlotte County**

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### **Charlotte County Health Department**

1100 Loveland Boulevard  
Port Charlotte, FL 33980  
**Contact:** Farrah Fishman  
**Phone:** 941.624.7273  
**Donation Requested:** Yes

## Citrus County

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### Early Learning Coalition of the Nature Coast

382 North Suncoast Boulevard

Crystal River, FL 34429

**Contact:** Sue Littnan

**Phone:** 352.563.9939 ext.235

**Email:** slittnan@elc-naturecoast.org

**Appointment Needed:** Yes

**Days of Operation:** Monday–Thursday

**Hours of Operation:** 8:00 am–4:30 pm

## Collier County

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### Collier County Sheriff's Office

3319 Tamiami Trail East, Bldg. J

Naples, FL 34112

**Contact:** Marianna Herrera

**Phone:** 239.774.4434

### Golisano Children's Hospital of Southwest Florida

3361 Pine Ridge Road

Naples, FL 34109

**Contact:** Brenda Hernandez

**Phone:** 239.565.8371

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–4:30 pm

**Service Fee:** No

**Donation Requested:** Yes

**Multi-Lingual:** Spanish

**Services for Children with Special Healthcare Needs:** Yes

## Columbia County

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### Columbia County Health Department

217 Northeast Franklin Street

Lake City, FL 32055

**Phone:** 386.758.1068

## DeSoto County

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### DeSoto County Health Department

1031 East Oak Street

Arcadia, FL 34266

**Contact:** Tina Garcia

**Phone:** 863491.7580 x147

## Duval County

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### Jacksonville Beach Fire Station 1

325 2nd Avenue South  
Jacksonville Beach, FL 32250  
**Phone:** 904.247.6201

**Appointment Needed:** Yes

**Days of Operation:** Daily

**Hours of Operation:** By Appointment

### Jacksonville Beach Fire Station 2

2500 South Beach Parkway  
Jacksonville Beach, FL 32250  
**Phone:** 904.247.6201

**Days of Operation:** 1st and 3rd Saturdays

### Safe Kids Northeast Florida

3563 Phillips Highway  
Jacksonville, FL 32207

**Contact:** Cynthia Dennis

**Phone:** 904.202.4302

**Appointment Needed:** Yes

## Escambia County

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### City of Pensacola Fire Department

4132 North Davis Highway  
Pensacola, FL 32503

**Contact:** F.F. Gary Creel

**Phone:** 850.436.5200

### Escambia County Sheriff's Office

1700 West Leonard Street  
Pensacola, FL 32501

**Contact:** Deputy Tom Raines, Sena Madison or Rhonda Ray

**Phone:** 850.436.9630

## Franklin County

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### Franklin County Health Department, Healthy Start Program

139 12th Street  
Apalachicola, FL 32320

**Contact:** Patricia Rickards

**Phone:** 850.323.6024

**Email:** patricia.rickards@flhealth.gov

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Service Fee:** Yes \$20.00

**Multi-Lingual:** Language Line

## **Franklin/Gulf County Health Department**

139 12th Street

Apalachicola, FL 32320

**Contact:** April Rester

**Phone:** 850.227.1276 ext. 0441

**Email:** april.rester@flhealth.gov

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00am–4:40pm

**Donation Requested:** Yes

## **Gadsden County**

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### **Gadsden County Health Department**

278 LaSalle Leffall Drive

Quincy, FL 23251

**Phone:** 850.875.7200

## **Gulf County**

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### **Gulf County Health Department**

2475 Garrison Avenue

Port St. Joe, FL 32456

**Contact:** Kari Williams

**Phone:** 850.227.1276

**Email:** kari.williams@flhealth.gov

## **Hendry County**

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### **Florida Community Health Centers Inc.**

315 South W.C. Owen Street

Clewiston, FL 33440

**Contact:** Jashiramor Harper

**Phone:** 863.983.7813 ext. 1423

**Email:** jharper@fchcinc.org

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–4:00 pm

**Donation Requested:** Yes

**Multi-Lingual:** Spanish

## **Henando County**

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### **Catholic Charities DOSP/Foundations of Life Pregnancy Center**

8370 Forest Oaks Boulevard

Spring Hill, FL 34606

**Contact:** Jeanne Whitely

**Phone:** 352.686.9897 x22

## Healthy Start Hernando County

20148 Cortez Boulevard

Brooksville, FL 32601

**Contact:** Ruth Vryhof

**Phone:** 352.848.3977

**Email:** infohshernando@kidscentralinc.org

**Appointment Needed:** Yes

**Walk-Ins Welcome:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Donation Requested:** Yes

**Multi-Lingual:** Spanish

## Highlands County

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### Lake Placid Police Department

8 North Oak Avenue

Lake Placid, FL 33852

**Contact:** Mostyn Mullins

**Phone:** 863.699.3757

## Hillsborough County

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### BayCare Kids Children's Wellness and Safety Center

4600 North Habana Avenue, Suite 26

Tampa, FL 33614

**Contact:** Tonya Randolph

**Phone:** 813.615.0589

**Email:** tonya.randolph@baycare.org

**Appointment Needed:** Yes

**Virtual Assistance Available:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** By Appointment

**Service Fee:** Yes \$20.00

**Donation Requested:** No

**Multi-Lingual:** Spanish

### Green Mommy Store

8802 Rocky Creek Drive, Suite 108

Tampa, FL 33615

**Contact:** Karen Jarman

**Phone:** 813.898.2553

## **Tampa Police Department**

9330 North 30th Street

Tampa, FL 33612

**Contact:** Officer Jacob Gonzalez

**Phone:** 813.931.6500

**Email:** [www.tampa.gov/form/tpd-child-safety-seat-program](http://www.tampa.gov/form/tpd-child-safety-seat-program)

**Appointment Needed:** Yes

**Days of Operation:** All week

**Hours of Operation:** All day

**Service Fee:** No

**Donation Requested:** No

**Multi-Lingual:** Spanish

## **Holmes County**

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### **Holmes County Health Department, Healthy Start Program**

603 Scenic Circle

Bonifay, FL 32428

**Contact:** Valery Lawton

**Phone:** 850.547.8500

**Walk-Ins Welcome:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 7:30 am–4:00 pm

## **Jackson County**

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### **Chipola Healthy Start Coalition**

2944 Penn Avenue, Suite A

Marianna, FL 32446

**Contact:** Janai Mills-Groomes

**Phone:** 850.482.1236

**Email:** [jgroomes@chipolahealthystart.org](mailto:jgroomes@chipolahealthystart.org)

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–4:00 pm

**Donation Requested:** Yes

### **Jackson County Healthy Start**

2944 Penn Avenue, Unit J

Marianna, FL 32448

**Contact:** Shanae Boston

**Phone:** 850.526.3002

**Email:** [shanae.boston@jacksoncountyhealthystart.com](mailto:shanae.boston@jacksoncountyhealthystart.com)

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Multi-Lingual:** Spanish

## Jefferson County

---

### Jefferson County Health Department, Healthy Start Program

1255 West Washington Street

Monticello, FL 32344

**Contact:** Shanetha Mitchell or Cumi Allen

**Phone:** 850.342.0170 ext 1121

**Email:** shanetha.mitchell@flhealth.gov

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

## Lake County

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### City of Tavares Fire Department

424 East Alfred Street

Tavares, FL 32778

**Contact:** Capt. Wayne (Buddy) Luckock III

**Phone:** 352.742.6475

### Healthy Start Lake County

708 Lee Street

Leesburg, FL 34748

**Contact:** Jennifer Wilson

**Phone:** 352.314.6933

**Email:** infohslake@kidscentralinc.org

**Appointment Needed:** Yes

**Walk-Ins Welcome:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Donation Requested:** Yes

**Multi-Lingual:** Spanish

### Lake County Sheriff's Office

15855 State Road 50

Clermont, FL 34711

**Contact:** Linda Thompson

**Phone:** 352.742.3600

**Email:** linda.thompson@lcsso.org

**Appointment Needed:** Yes

### Leesburg Fire Department

201 South Canal Street

Leesburg, FL 34748

**Contact:** Denys Neff

**Phone:** 352.728.9780

**Appointment Needed:** Yes



## Lee County

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### **Cape Coral Hospital**

636 Del Prado Boulevard South

Cape Coral, FL 33990

**Contact:** Lorena Rodriguez

**Phone:** 239.343.5803

**Appointment Needed:** Yes

**Days of Operation:** Tuesday–Thursday

**Hours of Operation:** 8:00 am–4:30 pm

**Multi-Lingual:** Spanish

### **Florida Highway Patrol—Troop F**

10041 Daniels Parkway

Ft. Myers, FL 33913

**Contact:** Lt. Greg Bueno or Rob Aponte

**Phone:** 239.225.9605 or 239.344.1737

**Walk-Ins Welcome:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–4:00 pm

**Donation Requested:** Yes

**Multi-Lingual:** Spanish

### **Golisano Hospital of Southwest Florida**

9981 South Healthpark Drive

Fort Myers, FL 33908

**Contact:** Sally Kreuzcher

**Phone:** 239.343.6199

**Appointment Needed:** Yes

**Days of Operation:** Monday–Saturday

**Hours of Operation:** 8:00 am–4:30 pm

**Multi-Lingual:** Spanish

### **North Fort Myers Fire Department**

2900 Trail Dairy Circle

North Fort Myers, FL 33917

**Phone:** 239.997.8954

### **South Trail Fire and Rescue**

2112 Crystal Drive

Fort Myers, FL 33907

**Contact:** Amy Bollen

**Phone:** 239.936.5281 or 239.433.0080

**Appointment Needed:** Yes

## Leon County

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### Florida Highway Patrol—Troop H

2100 Mahan Drive

Tallahassee, FL 32308-6199

**Contact:** Lt. James Shaw or Cpl. Patricia Jefferson-Shaw

**Phone:** 850.410.3050 or 850.410.3046

### Leon County Emergency Medical Services

911 Easterwood Drive

Tallahassee, FL 32311

**Contact:** Susan Kinni

**Phone:** 850.606.2100

**Email:** kinnis@leoncountyfl.gov

**Appointment Needed:** Yes

**Days of Operation:** As needed

**Hours of Operation:** As needed

### Tallahassee Police Department

234 East 7th Avenue

Tallahassee, FL 32303

**Contact:** Jody Henderson

**Phone:** 850.891.4261

**Appointment Needed:** Yes

**Days of Operation:** Wednesday

**Hours of Operation:** 9:00 am–11:00 am

## Levy County

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### Early Learning Coalition of the Nature Coast

117 Northeast First Street

Chiefland, FL 32626

**Contact:** Sue Littnan

**Phone:** 352.563.9939 ext.235

**Email:** slittnan@elc-naturecoast.org

**Appointment Needed:** Yes

**Days of Operation:** Dates scheduled monthly. Contact program for upcoming dates.

**Hours of Operation:** 8:00 am–3:30 pm

### Levy County Health Department

66 West Main Street

Bronson, FL 32621

**Contact:** Lori Spadavecchia

**Phone:** 352.486.5300

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Donation Requested:** Yes

## Liberty County

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### **Liberty County Healthy Start**

12832 Northwest Central Avenue

Bristol, FL 32424

**Contact:** Katrina Sims

**Phone:** 850.674.5645 x248

## Madison County

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### **Madison County Health Department, Healthy Start Program**

218 Southwest 3rd Avenue

Madison, FL 32340

**Contact:** Shanetha Mitchell or Tangela Knight

**Phone:** 850.973.5000 x2131

**Email:** shanetha.mitchell@flhealth.gov

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

## Manatee County

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### **Bradenton Fire Department**

1010 9th Avenue West

Bradenton, FL 34205

**Phone:** 941.932.9600

### **Cedar Hammock Fire Rescue**

5200 26th Street West

Bradenton, FL 34207

**Contact:** Adam Chrisman

**Phone:** 941.751.7090

**Email:** achrisman@chfr.org

**Walk-Ins Welcome:** Yes

**Days of Operation:** Monday–Thursday

**Hours of Operation:** 8:00 am–5:00 pm

**Donation Requested:** Yes

### **Early Learning Coalition of Manatee County, Inc.**

600 8th Avenue West #100,

Palmetto, FL 34221

**Contact:** Kerry Gaylord

**Phone:** 941.757.2900 ext 2401

**Email:** kgaylord@elc-manatee.org

**Appointment Needed:** Yes

**Days of Operation:** Monday–Thursday

Friday

**Hours of Operation:** 7:00 am–6:00 pm

8:00 am–Noon

**Service Fee:** No

**Donation Requested:** Yes

**Multi-Lingual:** Spanish

## **Marion County**

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### **Boys and Girls Clubs of Marion County**

800 Southwest 12th Avenue

Ocala, FL 34471

**Contact:** Laura McCormick

**Phone:** 352.690.7440

**Email:** Admin@BGCoMarion.com

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–6:00 pm

**Service Fee:** None

### **Early Learning Coalition of Marion County**

2300 Southwest 17th Road

Ocala, FL 34471

**Contact:** Chrissy Vickers and Tonya Cox

**Phone:** 352.369.2315

**Email:** cvickers@elc-marion.org

**Appointment Needed:** Yes

**Days of Operation:** Tuesday and Wednesday

**Hours of Operation:** 9:00 am–1:00 pm

**Service Fee:** None

### **Florida Department of Health in Marion County**

1801 Southeast 32nd Avenue

Ocala, FL 34471

**Contact:** Megan Rodriguez

**Phone:** 352.644.2710

**Email:** megan.rodriquez@flhealth.gov

**Appointment Needed:** Yes

**Multi-Lingual:** Spanish

## Florida CPS Fitting Stations

### **Ocala Police Department**

402 South Pine Avenue  
US Highway 441  
Ocala, FL 34471

**Contact:** Cynthia Haile

**Phone:** 352.369.7000

352.369.7132

**Walk-Ins Welcome:** Yes

**Days of Operation:** Weekdays.

Every first Wednesday new parent car seat class.

**Hours of Operation:** 8:00 am-5:00 pm

**Donation Requested:** Yes, \$25 donation requested to repurchase seats

**Multi-Lingual:** Spanish

## **Martin County**

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### **Martin County Tax Collector–Hobe Sound Office**

11734 Southeast Federal Highway  
Hobe Sound, FL 33455

**Contact:** Monica Velie

**Phone:** 772.546.7097

### **Martin County Tax Collector–Stuart Office**

3485 Southeast Willoughby Boulevard  
Stuart, FL 34994

**Contact:** Monica Velie

**Phone:** 772.288.5600

### **Safe Kids St. Lucie**

800 Martin Luther King Jr. Boulevard  
Stuart, FL 34994

**Contact:** Ronda Cerulli

**Phone:** 772.462.3501

**Email:** ronda.cerulli@flhealth.gov

**Appointment Needed:** Yes

**Days of Operation:** 2nd Wednesday

**Hours of Operation:** 9:00 am–noon

## **Miami-Dade County**

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### **Injury Free Coalition for Kids of Miami**

1601 Northwest 12th Avenue, Suite 2034  
Miami, FL 33136

**Contact:** Lyse Deus

**Phone:** 305.243.9080

**Email:** ldeus@jhsmiami.org

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–5:00 pm

**Multi-Lingual:** Spanish, French and Creole

## Florida CPS Fitting Stations

### **Miami Gardens Police Department**

18611 Northwest 27th Avenue

Miami Gardens, FL 33056

**Contact:** Melissa Harden

**Phone:** 786.279.1254

**Email:** mharden@miamigardens-fl.gov

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 9:00 am–5:00 pm

**Donation Requested:** Yes

### **Nicklaus Children's Hospital**

3100 Southwest 62 Avenue

Miami, FL 33155

**Contact:** Malvina Duncan

**Phone:** 305.663.6800

**Appointment Needed:** Yes

**Multi-Lingual:** Spanish

### **Safer Kids and Homes**

3794 Irvington Avenue

Miami, FL 33133

**Contact:** Janice Pruett

**Phone:** 786.564.5937

### **Tutti Bambini**

7400 Southwest 57th Court

Miami, FL 33143

**Contact:** Monica Burgos-Valdes

**Phone:** 305.669.1400

**Multi-Lingual:** Multi-lingual

## **Monroe County**

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### **Florida Keys Healthy Start Coalition**

1100 Simonton Street

Key West, FL 33040

**Contact:** Leah Stockton

**Phone:** 305.293.8424

### **Monroe County Health Department**

50 Highpoint Drive, Suite 105

Tavernier, FL 33070

**Phone:** 305.853.7400

## Nassau County

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### Nassau County Health Department

1620 Nectarine Street  
Fernandina Beach, FL 32034  
Phone: 904.548.1860

## Okaloosa County

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### Beyond Just Buckled, Inc.

426 Bridgewater Court  
Mary Ester, FL 32569  
Contact: Kimberly Cooper  
Phone: 850.218.8200

### Crestview Fire Department

321 West Woodruff Avenue  
Crestview, FL 32536  
Contact: Kelly Smith-Thomas  
Phone: 850.682.6141  
Email: kthomascrestviewfire@gmail.com  
Appointment Needed: Yes  
Days of Operation: Monday-Sunday  
Donation Requested: Yes

### UF/IFAS Extension Okaloosa County

3098 Airport Road  
Crestview, FL 32539  
Contact: Jill Breslawski  
Phone: 850.689.5850  
Email: jbreslawski@ufl.edu  
Appointment Needed: Yes  
Days of Operation: Weekdays  
Hours of Operation: 8:00 am-5:00 pm  
Donation Requested: Yes, \$25 donation requested

## Okeechobee County

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### Okeechobee County Fire Rescue

707 Northwest 6th Avenue  
Okeechobee, FL 34972  
Contact: Ryan Hathaway  
Phone: 863.763.5544  
Email: rhathaway@co.okeechobee.fl.us  
Appointment Needed: Yes  
Walk-Ins Welcome: Yes  
Days of Operation: Weekdays  
Hours of Operation: 8:00 am-5:00 pm  
Multi-Lingual: Spanish

## Orange County

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### **Apopka Fire Department**

175 East 5th Street

Apopka, FL 32703

**Contact:** Brian Bowman

**Phone:** 407.703.1756

**Email:** bbowman@apopka.net

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Multi-Lingual:** Spanish

### **Arnold Palmer Hospital**

92 West Miller Street

Orlando, FL 32806

**Contact:** Lina Chico

**Phone:** 321.841.5731

**Appointment Needed:** Yes

**Multi-Lingual:** Spanish

### **Orlando Police Department**

1250 West South Street

Orlando, FL 32805

**Contact:** Danielle Campbell

**Phone:** 407.246.2814

**Email:** danielle.campbell@cityoforlando.net

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–3:00 pm

### **Safe Kids Orange County—The Children's Safety Village**

910 Fairvilla Road

Orlando, FL 32808

**Contact:** Carissa Johns

**Phone:** 407.521.4673

**Appointment Needed:** Yes

### **Seminole County Safe Kids Coalition—Seminole County EMS/Fire Rescue #13**

3860 East Semoran Boulevard

Apopka, FL 32703

**Contact:** Sharon Gregory

**Phone:** 407.665.5126 or 407.665.5128

**Appointment Needed:** Yes

**Days of Operation:** 3rd Thursday

**Hours of Operation:** 9:00 am–11:00 am



## Osceola County

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### **Kissimmee Police Department**

8 North Stewart Avenue

Kissimmee, FL 34741

**Contact:** Cinthia Pabon

**Phone:** 407.847.0176 or 321.624.9471

**Appointment Needed:** Yes

**Multi-Lingual:** Spanish

## Palm Beach County

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### **Boca Raton Fire Rescue Services Department**

6500 Congress Avenue

Boca Raton, FL 33487

**Phone:** 561.982.4000

### **Boynton Beach Fire Rescue**

2080 High Ridge Road

Boynton Beach, FL 33426

**Contact:** Brett Slew

**Phone:** 561.742.6606

**Appointment Needed:** Yes

### **Boynton Beach Fire Rescue Station 3**

3501 North Congress Avenue

Boynton Beach, FL 33436

**Contact:** Gina Morency

**Phone:** 561.742.6343

**Appointment Needed:** Yes

### **Boynton Beach Fire Rescue Station 4**

1919 South Federal Highway

Boynton Beach, FL 33435

**Phone:** 561.742.6329

### **Bridges at Belle Glade**

33 West Avenue A,

Belle Glade, FL 33430

**Phone:** 561.992.8210

### **Bridges at Boynton Beach**

970 North Seacrest Boulevard

Boynton Beach, FL 33435

**Phone:** 561.732.2377 ext. 130

### **Bridges at Highland**

Highland Elementary School, Clarke Building

500 Highland Avenue

Lake Worth, FL 33460

**Phone:** 561.899.1652

## Florida CPS Fitting Stations

### **Bridges at Lake Park**

1411 10th Street  
Lake Park, FL 33403  
**Contact:** Cindi Castle  
**Phone:** 561.881.5060

### **Bridges at Lake Worth East**

802 South Dixie Highway  
Lake Worth, FL 33460  
**Phone:** 561.899.1642

### **Bridges at Lake Worth West**

4730 Maine Street  
Lake Worth, FL 33461  
**Phone:** 561.649.9600

### **Bridges at Northwood**

Northmore Elementary School  
4111 North Terrace Drive, Portable 9  
West Palm Beach, FL 33407  
**Phone:** 561.840.3106

### **Bridges at Riviera**

2831 Avenue South  
Riviera Beach, FL 33404  
**Phone:** 561.889.1644

### **Bridges at West Palm Beach**

816 9th Street  
West Palm Beach, FL 33401  
**Contact:** David Chandler  
**Phone:** 561.804.6754  
**Days of Operation:** Once a Month  
**Multi-Lingual:** Spanish and Creole

### **IBIS Police Department**

Pineapple Park / Ibis,  
West Palm Beach, FL 33412  
**Phone:** 561.822.1900

### **Palm Beach County Fire Rescue**

405 Pike Road  
West Palm Beach, FL 33411-3518  
**Contact:** Jeff Heinz  
**Phone:** 561.616.7033  
**Email:** jheinz@pbcgov.org  
**Appointment Needed:** Yes  
**Days of Operation:** Wednesday  
**Donation Requested:** Yes, only for car seats provided

### **Palm Beach Fire Rescue**

300 North County Road  
Palm Beach, FL 33480  
**Contact:** Angel Sronce  
**Phone:** 561.227.6430  
**Email:** asronce@townofpalmbeach.com  
**Appointment Needed:** Yes  
**Days of Operation:** All week  
**Hours of Operation:** 8:00 am-8:00 pm

### **Palm Springs Police Department**

230 Cypress Lane  
Palm Springs, FL 33461  
**Contact:** Officer Rafael Hernandez  
**Phone:** 561.968.8243  
**Email:** rhernandez@vpsfl.org  
**Appointment Needed:** Yes  
**Walk-Ins Welcome:** Yes  
**Days of Operation:** Weekdays  
**Hours of Operation:** 8:00 am-5:00 pm  
**Multi-Lingual:** Spanish

### **Safe Kids Palm Beach County**

2001 Blue Heron Boulevard West  
Riviera Beach, FL 33404  
**Contact:** Fatou Benoit  
**Phone:** 561.841.3500  
**Email:** fbenoit@cp-cto.org  
**Appointment Needed:** Yes  
**Days of Operation:** 2x a Week  
**Donation Requested:** Yes, if car seat is provided  
**Multi-Lingual:** Spanish, Creole  
**Services for Children with Special Healthcare Needs:** Yes

### **Tequesta Police Department**

357 Tequesta Drive  
Tequesta, FL 33469  
**Phone:** 561.768.0500

## **Pasco County**

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### **All Children's Hospital—Outpatient Care, Pasco**

4443 Rowan Road  
New Port Richey, FL 34653  
**Contact:** Petra Vybiralova  
**Phone:** 800.756.7233 ext 4  
**Appointment Needed:** Yes  
**Days of Operation:** 4th Friday  
**Hours of Operation:** 11:30 am–12:30 pm

### **Pasco County Fire Rescue**

4111 Land O'Lakes Boulevard

Land O'Lakes, FL 34639

**Contact:** Lisa Negron

**Phone:** 813.929.2750

**Email:** Inegron@pascocountyfl.net

**Appointment Needed:** Yes

**Virtual Assistance Available:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 7:00 am–6:00 pm

**Service Fee:** No

**Donation Requested:** No

**Multi-Lingual:** No

## **Pinellas County**

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### **All Children's Hospital—Main Campus in St. Petersburg**

501 6th Avenue South

St Petersburg, FL 33701

**Contact:** Petra Vybiralova

**Phone:** 800.756.7233 ext 4

**Appointment Needed:** Yes

**Days of Operation:** Wednesday

**Hours of Operation:** 9:30 am–10:30 am

### **East Lake Fire Department**

1933 East Lake Road

Palm Harbor, FL 34685

**Phone:** 727.784.8668

**Appointment Needed:** Yes

**Days of Operation:** Wednesday

**Hours of Operation:** 9:30 am–

### **Lealman Fire Rescue**

4360 55th Avenue North

St. Petersburg, FL 33714

**Contact:** Linda Jewell

**Phone:** 727.526.5650 ext 221

**Appointment Needed:** Yes

**Days of Operation:** Wednesday

**Hours of Operation:** 9:30 am–

### **Mease Countryside Hospital**

3231 McMullen Booth Road

Safety Harbor, FL 34695

**Contact:** Michelle Sterling

**Phone:** 855.269.4777

**Email:** baycare.org/events

**Appointment Needed:** Yes

**Days of Operation:** Friday

**Hours of Operation:** 9:00 am–11:00 am

## Florida CPS Fitting Stations

### **Oldsmar Fire Rescue**

255 Pine Avenue North

Oldsmar, FL 34677

**Contact:** Dave Young

**Phone:** 813.749.1200

**Appointment Needed:** Yes

**Days of Operation:** Wednesday

**Hours of Operation:** 9:30 am–

**Hearing Impaired Assistance:** Yes

### **Palm Harbor Fire Rescue**

250 West Lake Road

Palm Harbor, FL 34684

**Contact:** Kris Scholz

**Phone:** 727.784.0454

**Appointment Needed:** Yes

**Days of Operation:** Wednesday

**Hours of Operation:** 9:30 am–

### **Pinellas County Health Department**

310 North Myrtle Avenue

Clearwater, FL 33755

**Contact:** Julia Latimore

**Phone:** 727.275.6557

**Multi-Lingual:** Spanish

### **Sunstar EMS Headquarters (Largo)**

12490 Ulmerton Rd

Largo, FL 33774

**Contact:** Charlene Cobb

**Phone:** 727.582.2068 or 727.582.2090

**Appointment Needed:** Yes

**Days of Operation:** Wednesday

**Hours of Operation:** 9:30 am–

### **Sunstar EMS South Hub (St. Petersburg)**

2155 14 Circle North

St. Petersburg, FL 33713

**Phone:** 727.582.2056

## **Polk County**

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### **All Children's Hospital—Outpatient Care, Lakeland**

3310 Lakeland Hills Boulevard

Lakeland, FL 33805

**Contact:** Petra Vybiralova

**Phone:** 800.756.7233 ext 4

**Appointment Needed:** Yes

**Days of Operation:** 2nd Monday

**Hours of Operation:** 10:00 am–noon

## Florida CPS Fitting Stations

### **Lakeland Police Department**

219 North Massachusetts Avenue

Lakeland, FL 33801

**Phone:** 863.834.6900

**Appointment Needed:** Yes

**Days of Operation:** 2nd Monday

**Hours of Operation:** 10:00 am–

### **Lakeland Regional Health Trauma Service**

320 Parkview

Lakeland, FL 33805

**Contact:** Debra Myers

**Phone:** 863.284.1882

**Appointment Needed:** Yes

### **Lakeland Regional Medical Center**

1324 Lakeland Hills Boulevard

Lakeland, FL 33805

**Phone:** 863.284.1882

**Appointment Needed:** Yes

**Days of Operation:** 2nd Monday

**Hours of Operation:** 10:00 am–

### **Polk County Sheriff's Office**

1891 Jim Keene Boulevard

Winter Haven, FL 33880

**Phone:** 863.298.6678

**Appointment Needed:** Yes

**Days of Operation:** 2nd Monday

**Hours of Operation:** 10:00 am–

## **Putnam County**

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### **Putnam County Emergency Services**

410 South State Road 19

Palatka, FL 32177

**Contact:** Paul Flateau

**Phone:** 386.326.2793

## **Santa Rosa County**

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### **Santa Rosa County Extension**

Extension Faculty - FCS/FNP

6263 Dogwood Drive

Milton, FL 32570

**Contact:** Ginny Hinton

**Phone:** 850.623.3868

**Appointment Needed:** Yes

### **Santa Rosa County Health Department**

277 South Garcon Pt. Road  
Milton, FL 32583  
**Phone:** 850.983.5200

### **Santa Rosa County Health Department**

5527 Stewart Street  
Milton, FL 32570  
**Phone:** 850.983.4504

## **Sarasota County**

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### **All Children's Hospital—Outpatient Care, Sarasota**

5881 Rand Boulevard  
Sarasota, FL 34238  
**Contact:** Petra Vybiralova  
**Phone:** 800.756.7233 ext 4

### **Southern Manatee Fire Rescue**

2451 Trailmate Drive  
Sarasota, FL 34243  
**Phone:** 941.225.2591 or 941.751.7675

### **The Car Seat Guy**

5039 Ocean Boulevard  
Sarasota, FL 34242  
**Contact:** Jacob Morris  
**Phone:** 941.229.0937  
**Email:** FLCarSeatGuy@gmail.com  
**Appointment Needed:** Yes  
**Days of Operation:** All Week  
**Hours of Operation:** 9:00 am–7:00 pm  
**Service Fee:** \$35.00

### **Venice Fire Department**

200 Grove Street North  
Venice, FL 34285  
**Phone:** 941.480.3030  
**Appointment Needed:** Yes  
**Days of Operation:** 4th Thursday  
**Hours of Operation:** 9:30 am–

## Seminole County

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### **Altamonte Springs Police Department**

COPS Center, Altamonte Mall

Altamonte Springs, FL 32701

**Contact:** Michelle Sosa

**Phone:** 407.571.8293

**Email:** MLSosa@altamonte.org

**Appointment Needed:** Yes

**Days of Operation:** Wednesdays

### **Lake Mary Fire Department**

Lake Mary Fire Station 37

911 Wallace Court

Lake Mary, FL 32746

**Contact:** Torry Walker or Britt Clark

**Phone:** 407.585.1480 or 407.585.1422

**Email:** twalker@lakemaryfl.com or bclark@lakemaryfl.com

**Appointment Needed:** Yes

### **Seminole County Safe Kids Coalition—Lake Mary Police Department**

165 East Crystal Lake Avenue

Lake Mary, FL 32746

**Contact:** Tony Seda

**Phone:** 407.585.1316

**Email:** Aseda@lakemaryfl.com

**Appointment Needed:** Yes

**Multi-Lingual:** Spanish

### **Seminole County Safe Kids Coalition—Longwood Police Department**

235 West Church Street

Longwood, FL 32750

**Contact:** Adam Bryant

**Phone:** 407.260.3410

**Email:** abryant@longwoodfl.org

**Appointment Needed:** Yes

**Days of Operation:** 1st Wednesday

**Hours of Operation:** 10:30 am– 12:30 pm

### **Seminole County Safe Kids Coalition—Oviedo Police Department**

300 Alexandria Boulevard

Oviedo, FL 32765

**Contact:** Matthew DePanicis

**Phone:** 407.971.4959

**Email:** mDePanicis@cityofoviedo.net

**Appointment Needed:** Yes



### **Seminole County Safe Kids Coalition—Sanford Fire Department**

Stanford Fire Station 32  
300 East Airport Boulevard  
Sanford, FL 32773

**Contact:** Jeffrey Detzel

**Phone:** 321.436.3607

**Email:** jeffrey.detzel@sanfordfl.org

**Days of Operation:** 3rd Tuesday

**Hours of Operation:** 3:30 pm–5:30 pm

### **Seminole County Safe Kids Coalition—Seminole County Fire Department**

5280 Red Bug Lake Road  
Winter Springs, FL 32708

**Contact:** Sharon Gregory

**Phone:** 407.665.5126

**Email:** SCFDcommunityoutreach@seminolecountyfl.gov

**Appointment Needed:** No

**Days of Operation:** 3rd Thursday of each month

**Hours of Operation:** 3:00 pm–5:00 pm

**Service Fee:** No

## **St. Johns County**

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### **St. Johns County Tax Collector—Project Buckle Up**

4030 Lewis Speedway  
St. Augustine, FL 32084

**Contact:** Whitney Kersey-Graves

**Phone:** 904.209.2250

**Email:** taxcollector@sjctax.us

**Appointment Needed:** Yes

**Days of Operation:** Tuesday–Thursday

**Hours of Operation:** 8:30 am–11:00 am and 2:30 pm–4:00 pm

**Hearing Impaired Assistance:** Yes

### **St. Johns County Tax Collector—Project Buckle Up**

6658 US Highway 1 South  
St. Augustine, FL 32086

**Contact:** Whitney Kersey-Graves

**Phone:** 904.209.2250

**Email:** taxcollector@sjctax.us

**Appointment Needed:** Yes

**Days of Operation:** Tuesday–Thursday

**Hours of Operation:** 8:30 am–11:00 am and 2:30 pm–4:00 pm

**Notes:** Car seat check-up assistance provided at no cost. Discounted car seats available for purchase by qualified St. John's County parents or court-appointed legal guardians

## St. Lucie County

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### **Safe Kids St. Lucie County—Port St. Lucie Police Department**

121 Southwest Port St. Lucie Boulevard

Port St. Lucie, FL 34984

**Contact:** Rhonda Cerulli

**Phone:** 772.462.3501

**Days of Operation:** 3rd Wednesday

**Hours of Operation:** 9:00 am–noon

**Multi-Lingual:** Spanish

### **Safe Kids St. Lucie County—St. Lucie County Fire Department**

350 East Midway

Fort Pierce, FL 34983

**Contact:** Ronda Cerulli

**Phone:** 772.462.3501

**Days of Operation:** 2nd Tuesday

**Hours of Operation:** 9:00 am–noon

**Multi-Lingual:** Spanish

## Sumter County

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### **Early Learning Coalition of the Nature Coast**

617 South US Highway 301

Sumterville, FL 33585

**Contact:** Sue Littnan

**Phone:** 352.563.9939 ext.235

**Email:** slittnan@elc-naturecoast.org

**Appointment Needed:** Yes

**Days of Operation:** Dates scheduled monthly. Contact program for upcoming dates.

**Hours of Operation:** 8:00 am–3:30 pm

### **Sumter County Healthy Start**

1425 South US 301

Sumterville, FL 33585

**Phone:** 352.569.3102

### **Sumter County Sheriff's Office**

1010 North Main Street

Bushnell, FL 33513

**Contact:** Michelle Pitts

**Phone:** 352.569.1603

**Multi-Lingual:** Spanish

## Taylor County

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### **Taylor County Health Department**

1215 North Peacock Avenue

Perry, FL 32347

**Phone:** 850.584.5087

## Volusia County

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### Halifax Health Healthy Communities

1688 West Granada Boulevard, Suite 2C

Ormond Beach, FL 32174

**Contact:** Cher Philio

**Phone:** 386.425.7920

**Email:** cher.philio@halifax.org

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

**Service Fee:** No

**Donation Requested:** No

**Multi-Lingual:** Spanish

## Wakulla County

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### Wakulla County Health Department

48 Oak Street

Crawfordville, FL 32327

**Contact:** Mary Westbrook

**Phone:** 850.926.0400

**Appointment Needed:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

## Walton County

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### UF/IFAS Extension Walton County

732 SR-83

DeFuniak Springs, FL 32433

**Contact:** Ricki McWilliams

**Phone:** 850.892.8172

## Washington County

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### Washington County Health Department

1338 South Boulevard

Chipley, FL 32428

**Contact:** Valery Lawton

**Phone:** 850.638.6240

**Email:** valery.lawton@flhealth.gov

**Walk-Ins Welcome:** Yes

**Days of Operation:** Weekdays

**Hours of Operation:** 8:00 am–5:00 pm

## Florida's Occupant Protection Coalition Membership List

First Name	Last Name	Organization	Field Represented
Amy	Artuso	National Safety Council	Advocacy Group
Andrea	Atran	Florida Department of Transportation—District 2	Community Traffic Safety Team
Michael	Binder	University of North Florida	University System, Research Facilities
Art	Bodenheimer	Florida Police Chiefs Association	Law Enforcement
Melanie	Brocato	Broward Sheriff Fire Rescue	Law Enforcement
Danielle	Campbell	Orlando Police Department	Law Enforcement
Fran	Carlin-Rogers	CarFit	Advocacy Group
Robert	Chaffe	Preusser Research Group	University System, Research Facilities
Ryan	Hathaway	Okeechobee County Fire Rescue	Law Enforcement
Sarah	Haverstick	Goodbaby International	For-Profit Agency
Ginny	Hinton	University of Florida	University System, Research Facilities
Andrew	Hopkins	Public Opinion Research Lab at the University of North Florida	University System, Research Facilities
Carrisa	Johns	Orange County Sheriff's Office	Law Enforcement
Charles	Kane	Florida Law Enforcement Liaison Program	Law Enforcement
Danielle	Kessenger	The PLAYERS Center for Child Health at Wolfson Children's Hospital	Health
Doreen	Kobelo	Florida A&M University, Construction/Civil Engineering Technology	University System, Research Facilities
Sally	Kreuscher	The Children's Hospital of South Florida, Child Advocacy Program	Health
Alan	Mai	Florida Department of Health	State Agency
Marilyn	Merced	Layperson	Layperson
Mostyn	Mullins	Lake Placid Police Department	Law Enforcement
Zakkiyyah	Osuigwe	Escambia-Santa Rosa Safety Coalition	Community Traffic Safety Team
Krista	Ott	Gainesville Fire Rescue	Fire/Rescue
Dewey	Painter	South East American Indian Council, Inc.	Advocacy Group
Thomas	Pikul	Florida Highway Patrol	State Agency
Kelly	Powell	Safe Kids	Advocacy Group
Tonya	Randolph	St. Joseph's Children's Hospital, Child Advocacy Center	Health
Patrick	Riordan	Florida Highway Patrol	State Agency
Gregory	Rittger	Orange County Sheriff's Office	Law Enforcement
Tim	Roberts	Florida Law Enforcement Liaison Program	Law Enforcement
Al	Roop	University of North Florida	University System, Research Facilities
Bob	Smallacombe	Palm Beach County Fire Rescue	Fire/Rescue
Mark	Solomon	Preusser Research Group	University System, Research Facilities
Joe	Steward	Florida Department of Transportation	Community Traffic Safety Team
David	Summers	Health Care District Palm Beach County	Health
Amanda	Thronsen	Florida Department of Health, Florida Safe Kids Coordinator	Health
Melissa	Valido	Florida SADD	Advocacy Group
Petra	Vybiralova	Johns Hopkins All Children's Hospital	Health
Mark	Welch	Department of Highway Safety and Motor Vehicles	State Agency
Morya	Willis	Layperson	Layperson

# 2018–2020 Florida Occupant Protection Strategic Plan

## Addendum

Florida's Occupant Protection Strategic Plan was adopted in December 2017 to guide the Florida Occupant Protection Coalition's (FOPC) efforts to implement the State's 2016 Strategic Highway Safety Plan (SHSP). The plan outlines Florida's occupant protection challenges and specific strategies and actions to reduce the number of unrestrained and improperly restrained occupant fatalities and serious injuries with a vision of zero.

In 2020, Florida's SHSP is being updated and the state is conducting a National Highway Traffic Safety Administration (NHTSA) occupant protection assessment. To ensure Florida's Occupant Protection Strategic Plan and associated action plan remains aligned with the updated SHSP and draws input from the upcoming occupant protection assessment, the FOPC has elected to extend the existing Occupant Protection Strategic Plan through 2021. The existing plan remains consistent with Florida's vision of zero transportation fatalities and serious injuries and data analysis confirms that the strategies and actions included in the existing the plan remain focused on the correct target audiences. The FOPC will continue to advance the strategies and actions in the FOPC action plan. With guidance from the updated SHSP and NHTSA occupant protection assessment, the FOPC will update the Occupant Protection Strategic Plan to in 2021 to guide efforts in 2022–2026.

Approved by the Florida Occupant Protection Coalition, June 10, 2020



# State of Florida

## Occupant Protection Strategic Plan 2018 - 2020

June 21, 2018





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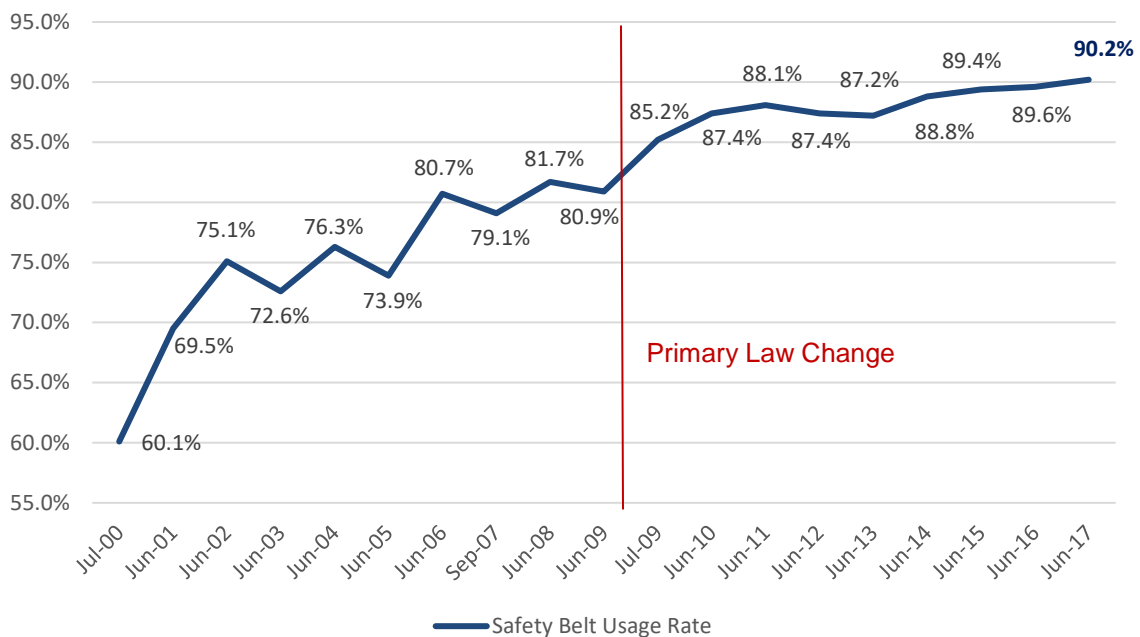
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## 1.0 Executive Summary

Florida reached a historic record for statewide safety belt usage of 90.2 percent in 2017. Observed safety belt usage in Florida has risen 30 percentage points in the last 17 years and has increased approximately eight percentage points in ten years' time, from 81.7 percent in 2008 to 90.2 percent in 2017. Florida's primary safety belt law became effective in 2009. The law requires that all drivers, all front seat passengers, and all passengers under the age of 18 wear safety belts. Children under age 4 must be in a safety seat, and children ages 4 and 5 must be in either a safety seat or a booster seat; some exemptions apply to cars manufactured prior to 1968 and trucks prior to 1972.

**Florida's Observed Safety Belt Use, 2000-2016**

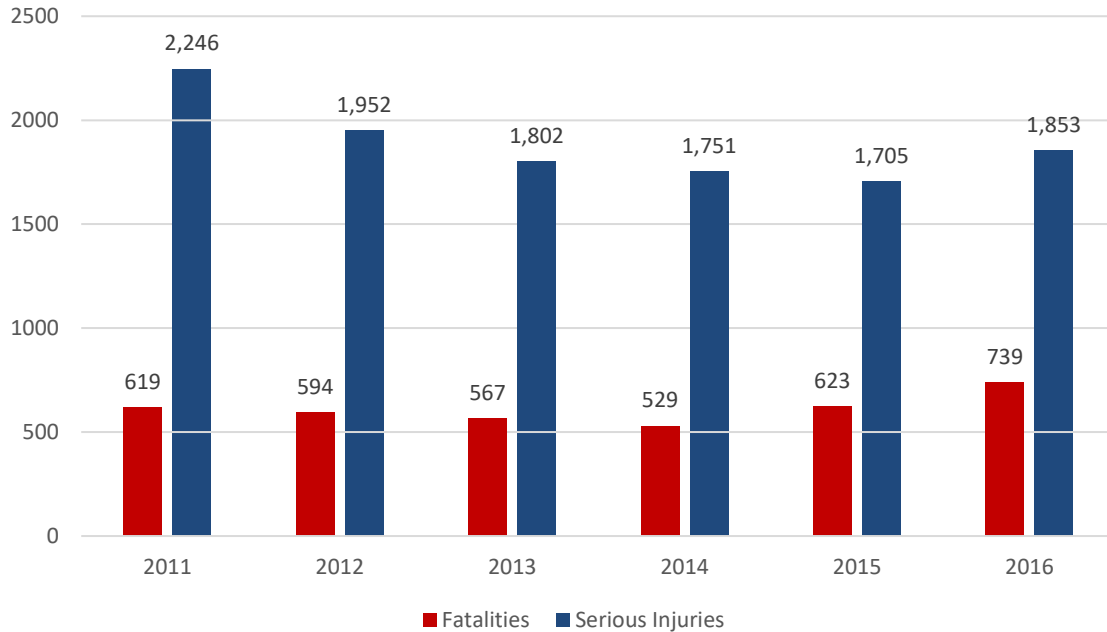


Source: June 2017 Safety Belt Use in Florida: Final Report

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

continuing to reduce the number of fatalities and serious injuries related to unrestrained vehicle occupants.

### Florida's Unrestrained Occupants, 2011-2016



Sources: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration; and Traffic Crash Facts Annual Report 2011-2015, Florida Department of Highway Safety and Motor Vehicles

The Florida Department of Transportation (FDOT) State Safety Office conducted a NHTSA technical assessment of Florida's occupant protection countermeasures program in March 2016. Following a key recommendation from the assessment, in 2017 the FDOT State Safety Office facilitated the establishment of the Florida Occupant Protection Coalition (FOPC). The FOPC was formed to identify and prioritize the State's most pressing occupant protection issues, review proven strategies, develop and approve a strategic plan that maximizes the State's ability to impact crashes involving unrestrained vehicle occupants, and oversee implementation of the strategic plan. National, state, and local agencies and organizations working to influence the nonuse or improper use of occupant protection devices participate in the FOPC. The Coalition met four times in 2017—in April, June, August, and October—to develop this strategic plan and the associated action plan, which will guide the Coalition's implementation efforts over the next three years.

## 2.0 Introduction

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

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

## 2.1 Strategies

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

1. Improve occupant protection-related education, communication, and outreach.
2. Encourage enforcement of occupant protection laws and increase occupant protection awareness among law enforcement.
3. Improve and expand occupant protection for children.
4. Identify and share model laws that would increase use of occupant protection devices.

## 2.2 Effectiveness of the Program

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

### Countermeasures Targeting Adults

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

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

### Countermeasures Targeting Children and Youth

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

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

## 2.3 Florida's Strategic Highway Safety Plan

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

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

### *Stakeholders*

Florida's highway safety process is dynamic. The development and execution of the SHSP occurs through the continuous work of partner agencies, organizations, and safety stakeholders. The following FDOT coalitions support implementation of many of the SHSP emphasis areas:

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

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

## 2.4 Problem Identification

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

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

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

Random digit dialed telephone surveys are conducted annually in conjunction with the *Click It or Ticket* and *Drive Sober Or Get Pulled Over* campaigns to evaluate the effectiveness of the awareness programs and to determine the public attitude related to traffic safety issues in the state. The FDOT State Safety Office staff use this information in planning future activities.

## 2.5 Strategic Plan Organization

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

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

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

## 3.0 Program Management and Planning

### 3.1 NHTSA Occupant Protection Assessment

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

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<sup>1</sup> [http://www.fdot.gov/safety/SHSP2012/FDOT\\_2016SHSP\\_Final.pdf](http://www.fdot.gov/safety/SHSP2012/FDOT_2016SHSP_Final.pdf)

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

### 3.2 Florida Occupant Protection Coalition

Following the assessment, Florida began to address several of the key recommendations. The FDOT State Safety Office created and distributed a membership application to 45 individuals who have expertise and familiarity with Florida-specific occupant protection needs. The FOPC was formed in March 2017 and includes members from: national, state, and local agencies, organizations, and the private sector representing the occupant protection community; law enforcement; education; public health; and program evaluation and data.

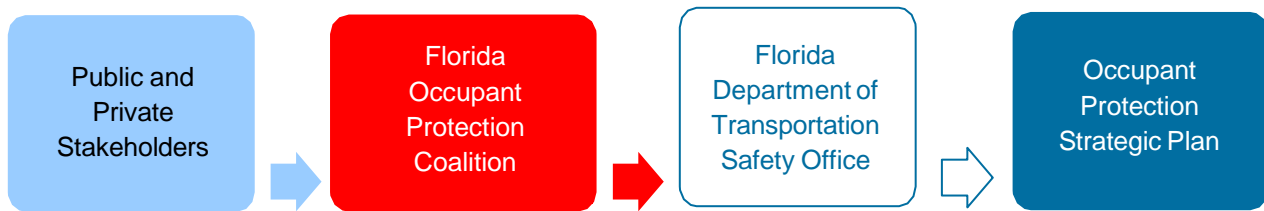
Coalition members' responsibilities include:

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

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

### 3.3 Strategic Planning

The assessment process and resulting recommendations were instructive to the FDOT State Safety Office and guided the FOPC who met in April, June, August, and October 2017. During these meetings, the FOPC identified and prioritized the state's most pressing occupant protection issues and developed this Occupant Protection Strategic Plan to maximize the State's ability to reduce the human and economic consequences of crashes involving non- or improper restraint use. All members of the FOPC were an integral part of the process of developing, refining, and approving this strategic plan and the associated action plan in Appendix B that will guide the Coalition's implementation efforts over the next three years.



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

### 3.4 Program Management

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

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

### 3.5 Data and Records

Data is integral to safety decision-making. Analyzing crash data to identify safety problems creates an evidence-based transportation planning process, and results in better decision-making and effective strategic planning. Florida's Traffic Records Coordinating Committee (TRCC) coordinates the timeliness, accuracy, completeness, uniformity, integration, and accessibility of data for the state's six traffic safety information systems (crash, driver, vehicle, roadway, citation/adjudication, and EMS/injury surveillance). The FOPC and its members will work with the TRCC as opportunities arise to strengthen and improve occupant protection related data and reporting systems in Florida.

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

## 4.0 Law Enforcement

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

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

Law enforcement agencies also receive funding to conduct safety belt education programs. These education efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the national *Click It or Ticket*



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

#### 4.1 Law Enforcement Liaisons

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

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



## 5.0 Communications and Outreach

### 5.1 Paid Media

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



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

### 5.2 Communications Plan

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

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

Working in concert with the FDOT State Safety Office, the Occupant Protection Coalition will oversee development of materials and programs to encourage the use of safety belts among Florida's high-risk groups (18-34 year old males, minorities, and pickup truck drivers). Information and resources for the public are available on the [Florida Occupant Protection Coalition](http://www.floccupantprotection.com/index.html)<sup>2</sup> and [Occupant Protection Resource Center](https://www.floridaoprc.ce.ufl.edu/oprc/default.asp)<sup>3</sup> websites.

### 5.3 Community-Based Programs

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

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<sup>2</sup> <http://www.floccupantprotection.com/index.html>

<sup>3</sup> <https://www.floridaoprc.ce.ufl.edu/oprc/default.asp>

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

### *Community Coalitions and Traffic Safety Programs*

Community Traffic Safety Teams (CTSTs) are locally based groups committed to a common goal of improving traffic safety in their communities. CTSTs are multi-jurisdictional, with members from city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. The organizations comprising the team determine CTST boundaries and they can be a city, a portion of a county, an entire county, multiple counties, or any other jurisdictional arrangement.

Integrating the efforts of the 4 "E" disciplines that work in highway safety, (Engineering, Enforcement, Education, and Emergency Services) is encouraged. CTSTs address local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road.

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

### *Schools*

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

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

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

### *CarFit Program*

CarFit is a community-based educational program focused on helping aging road users improve the "fit" of their vehicles for comfort and safety. The program not only provides an opportunity to open a

positive, non-threatening conversation about driver safety, but it also provides specific community resources to help older drivers stay healthy and continue to drive for as long as safely possible. CarFit activities also promote conversations among older adults and their families about safe driving and alternative transportation options, in addition to linking them to other local resources that can help ensure they drive safely longer.

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

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

## 5.4 Florida Occupant Protection Resource Center

The goal of Florida's Occupant Protection Program is to improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries. Progress toward this goal occurs through the Florida Occupant Protection Resource Center (OPRC). This web-based resource center is a one-stop shop for occupant protection, including, educational materials, child safety seats, Child Passenger Safety (CPS) instructor scholarships to teach the National CPS Technician Training Course, stipends for CPS technician certification/recertification, training opportunities, and links to other occupant protection safety websites.

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

## 5.5 Minority Taskforce on Occupant Protection

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

## 6.0 Occupant Protection for Children

### 6.1 Florida Special Needs Occupant Protection

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



[www.floridaoprc.ce.ufl.edu](http://www.floridaoprc.ce.ufl.edu)

### 6.2 National Child Passenger Safety Week

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

## 7.0 Program Evaluation and Data

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

### 7.1 Program Evaluation

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

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

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

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

## 7.2 Data

Florida effectively maintains a system of records that can:

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

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

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

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

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

## 8.0 Strategic Plan Implementation

### 8.1 Florida Occupant Protection Coalition Action Plan

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



## Florida Occupant Protection Coalition Membership

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

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





# Florida Occupant Protection Coalition Occupant Protection Strategic Action Plan

## GOAL 1: IMPROVE EDUCATION, COMMUNICATION, AND OUTREACH

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

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

**Strategy Leader:**

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.1.1a	FDOT	Identify current and reliable sources of occupant protection data.	1. List of data sources compiled
1.1.1b	FDOT	Collect occupant protection data needs and information from Florida's Safety Coalitions via an annual survey.	1. Survey questions developed 2. Annual survey conducted 3. Survey results documented and presented to FOPC
1.1.1c	FDOT	Conduct analysis using Fatality Analysis Reporting System (FARS), hospital and injury crash data and observational survey data to identify and prioritize key unrestrained audiences. <ul style="list-style-type: none"> <li>• Include analysis of urban/rural, county of residence, age, gender, and other demographics data.</li> </ul>	1. Yearly analysis conducted 2. Key unrestrained audiences identified and prioritized

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.1.1d	Al Roop	Develop and present a white paper to the FDOT Safety Office that includes a prioritized list of suggested target audiences for material development. <ul style="list-style-type: none"> <li>Consider the list of target audiences identified during June 2017 FOPC meeting.</li> <li>Consider including children in car seats on golf carts, ATVs, and other Class 1 or Low-Speed Vehicles</li> </ul>	1. White paper completed and delivered to the SSO
1.1.1e	FDOT/ Cambridge Systematics	Post data and sources on the FOPC website	1. Data and sources accessible on the FOPC website

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

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

**Strategy Leader: FDOT**

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

<b>Action Step #</b>	<b>Action Step Leader(s)</b>	<b>Description</b>	<b>Performance Measures</b>
1.2.1d	Marketing and Education Subcommittee	Survey FDOT Districts, Florida safety coalitions, law enforcement Public Information Officers (PIOs), the child passenger safety (CPS) community, and others to identify existing occupant protection materials, programs, marketing strategies and audiences.	<ol style="list-style-type: none"> <li>1. Survey questions developed</li> <li>2. Annual survey conducted</li> <li>3. Survey results documented and presented to FOPC</li> </ol>
1.2.1e	FDOT Marketing and Education Subcommittee	<p>Produce an Occupant Protection Marketing and Education Plan that:</p> <ul style="list-style-type: none"> <li>• Considers and refreshes or expands upon what is currently being done in Florida.               <ul style="list-style-type: none"> <li>○ Addresses target audiences the FDOT/SSO selects in response to the white paper developed in Action Step 1.1.1c.</li> </ul> </li> <li>• Includes a diverse set of print and digital informational/marketing materials.</li> <li>• Details toolkits and event materials for occupant protection professionals and law enforcement that can be branded for local use and/or distributed by community partners.</li> <li>• Identifies the various professionals and champions and provides talking points to promote occupant protection.</li> <li>• Identifies distribution networks for materials.</li> </ul>	<ol style="list-style-type: none"> <li>1. Plan finalized and delivered to SSO</li> <li>2. Plan presented to the FOPC</li> </ol>

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

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

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.2.2a	FDOT	Conduct focus groups to identify branding and messaging for targeted audiences identified in the Occupant Protection Marketing and Education Plan.	1. Focus groups convened 2. Focus group results presented to FOPC
1.2.2b	FDOT (marketing representative)	Develop branding strategies to deliver occupant protection messages that are consistent and can be localized.	1. Potential branding strategies presented to FOPC for input 2. Final branding strategies presented to FOPC
1.2.2c	CUTR Design Team	Develop a diverse set of FDOT/FOPC “branded” informational/marketing materials including digital, print, high-visibility content, social media, toolkits, and speaking points for each audience, as appropriate.	1. Draft information/marketing materials and formats presented to FOPC for input 2. Final information/marketing materials presented to FOPC
1.2.2d	M.R. Street Fran Carlin Rogers Danielle Brandiforte Leilani Gruener Juan Cardona Janice Martinez Karen Morgan	Develop strategic partnerships with Florida’s other safety and public health coalitions to gain their support and assist them with promoting occupant protection strategies to their key audiences.  <ul style="list-style-type: none"> <li>Develop or expand partnerships with other agencies, businesses, and coalitions to incorporate occupant protection information in their materials.</li> </ul>	1. List of potential partners developed 2. Number of new coalitions, agencies, and businesses that incorporate occupant protection information in their materials
1.2.2e	TBD	Identify community partnerships best suited to distribute informational/marketing materials to identified target audiences	1. List developed
1.2.2f	TBD	Distribute informational/marketing materials to target audiences through identified distribution networks.	1. Number of target audiences reached 2. Number of individuals reached within each target audience 3. Number of materials distributed
1.2.2g	TBD	Conduct surveys with occupant protection professionals and other partners every two years to assess efficacy of materials and approach.	1. Survey questions developed 2. Surveys conducted every other year 3. Survey results documented and presented to FOPC

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

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

**Strategy Leader: Leilani Gruener**

Action Step #	Action Step Leader(s)	Description	Performance Measures
1.3.1a	Morya Willis	Identify the counties/agencies that have the diversion program available and usage data. <ul style="list-style-type: none"> <li>Coordinate with team working on Action Step 4.2.1a.</li> </ul>	1. Summary of counties/agencies and available data provided to FOPC (combine with needs identified in 4.2.1a)
1.3.1b	Morya Willis	Identify best practice programs. <ul style="list-style-type: none"> <li>Review CPS “classes” provided by County Health Departments to determine if they could be used for the diversion program.</li> </ul>	1. Review of CPS “classes” completed 2. Best practices programs/program components presented to FOPC
1.3.1c	Judge Grube Vin Petty	Identify judicial champions to promote/encourage the diversion program.	1. List developed
1.3.1d	TBD	Develop training, and materials in a quick reference format, for law enforcement on the diversion program.	1. Draft program and materials presented to FOPC for input 2. Program and materials developed 3. Number of training sessions offered 4. Number of officers trained 5. Number of agencies with trained officers
1.3.1e	TBD	Create a template for a diversion program handout that can be customized by law enforcement and given with a ticket.	1. Draft handout template presented to FOPC for input 2. Final handout presented to FOPC 3. Number of agencies receiving template 4. Number of agencies distributing handout with ticket 5. Number of handouts distributed to motorists
1.3.1f	TBD	Create a uniform certificate of attendance for all diversion classes and make available to diversion program managers for their use.	1. Draft certificate presented to FOPC for input 2. Final certificate presented to FOPC 3. Number of diversion programs using certificate

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

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

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

<b>Action Step #</b>	<b>Action Step Leader(s)</b>	<b>Description</b>	<b>Performance Measures</b>
1.4.1a	Subcommittee will identify	Partner with other Florida traffic safety coalitions to plan and organize the symposium.	1. Funding and sponsors secured 2. Dates and location confirmed
1.4.1b	Subcommittee will identify	Determine beneficial information/presentations for each track. <ul style="list-style-type: none"> <li>• Present national data/trends and how Florida compares and affects the statistics.</li> </ul>	1. Speakers and moderators confirmed
1.4.1c	Subcommittee will identify	Offer training/recertification for law enforcement and certified Child Passenger Safety Technicians (CPST).	1. Number trained (by group) 2. Number certified (by group) 3. Number recertified (by group)
1.4.1d	Subcommittee will identify	Promote the conference among a broad array of traffic safety professionals and stakeholders.	1. Draft promotional material presented to FOPC for input 2. Final materials presented to FOPC 3. Distribution networks identified 4. Number of individuals registered 5. Diversity (by representation) of conference attendees
1.4.1e	Subcommittee will identify	Conduct the symposium.	1. Symposium conducted 2. Attendee post event survey presented to FOPC

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

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

**Strategy Leader: Law Enforcement Liaisons (LELs)**

Action Step #	Action Step Leader(s)	Description	Performance Measures
2.1.1a	Greg Rittger Charles Kane Michael Binder	Conduct a survey of law enforcement officers to determine whether or not they are wearing their safety belts.	<ol style="list-style-type: none"> <li>1. Survey questions developed</li> <li>2. Annual survey conducted</li> <li>3. Survey results documented and presented to FOPC</li> </ol>
2.1.1b	Charles Kane	Support the LEL Program developed training that includes occupant protection information and best practices. <ul style="list-style-type: none"> <li>• Provide data analysis from crashes involving emergency vehicles including contributing factors, <b>costs</b>, and liability data (injury claims).</li> <li>• Compile costs across the state to promote benefits of the training.</li> <li>• Develop a “leave behind” informational piece on the key information from the program.</li> </ul>	<ol style="list-style-type: none"> <li>1. Data analysis, including statewide cost comparison completed and summary presented to FOPC</li> <li>2. Draft informational piece presented to FOPC for input</li> <li>3. Final informational piece presented to FOPC</li> <li>4. Number of agencies receiving informational piece</li> </ol>
2.1.1c	Tim Roberts	Seek support of the Florida Sheriffs and Police Chiefs Associations (endorsements) to encourage law enforcement officers to become champions for safety belt use within their respective agencies.	<ol style="list-style-type: none"> <li>1. Number of endorsements received</li> <li>2. Number of champions promoting safety belt use</li> </ol>

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

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

**Strategy Leader: LELs**

<b>Action Step #</b>	<b>Action Step Leader(s)</b>	<b>Description</b>	<b>Performance Measures</b>
2.2.1a	Charles Kane	Identify and promote programs that help law enforcement officers identify child restraint usage problems and solutions.	<ol style="list-style-type: none"> <li>1. List of programs</li> <li>2. Number of agencies receiving information about programs</li> <li>3. Number of officers completing a program</li> </ol>
2.2.1b	Charles Kane Fran Carlin-Rogers Morya Willis	Increase law enforcement officer participation in community CarFit training and events.	<ol style="list-style-type: none"> <li>1. Number of officers participating in training</li> <li>2. Number of officers participating in events</li> </ol>
2.2.1c	Charles Kane Fran Carlin-Rogers Morya Willis	Provide or create an “in a box” reference kit to help law enforcement officers recognize when restraints are not being used properly, particularly for children and older drivers. Reference kit to be included as materials in the Marketing Plan.	<ol style="list-style-type: none"> <li>1. Potential/draft reference kit presented to FOPC for input</li> <li>2. Final kit presented to FOPC</li> <li>3. Number of officers receiving reference kit</li> </ol>
2.2.1d	Charles Kane Fran Carlin-Rogers Morya Willis	Develop “cookie-cutter” templates for law enforcement agencies to provide to the public that includes local information for CPS resources/fitting stations and CarFit events. Templates to be included as materials in the Marketing Plan.	<ol style="list-style-type: none"> <li>1. Draft template presented to FOPC for input</li> <li>2. Final template presented to FOPC</li> <li>3. Number of agencies receiving template</li> <li>4. Number of agencies distributing handout</li> <li>5. Number of handouts distributed to the public</li> </ol>
2.2.1e	TBD	Incorporate proper restraint use, particularly for children and older drivers, into the law enforcement Academy/basic training.	<ol style="list-style-type: none"> <li>1. Proper restraint use incorporated into Academy training</li> <li>2. Proper restraint use incorporated into basic training</li> </ol>
2.2.1f	LELs	Identify roll call videos that align with FOPC’s mission, as well as reflect current law, policies, guidance, and best practices, and encourage their use to increase law enforcement participation in occupant protection enforcement and activities.	<ol style="list-style-type: none"> <li>1. Roll call videos which meet the criteria identified annually</li> <li>2. List of videos meeting criteria provided to law enforcement agencies annually</li> <li>3. Number of agencies using videos which meet the criteria tracked annually</li> </ol>



Action Step #	Action Step Leader(s)	Description	Performance Measures
2.2.1g	Charles Kane	<p>Increase law enforcement awareness of external resources available for occupant protection, including:</p> <ul style="list-style-type: none"> <li>• Information available on the FOPC and Occupant Protection Resource Center websites;</li> <li>• Data hubs such as Florida’s Integrated Report Exchange System (FIRES), Signal 4, etc.; and</li> <li>• Train street level officers on the connection between traffic safety (including occupant protection) and crime data to target traffic safety hot spots.</li> </ul> <p>List of external resources to be included as materials in the Marketing Plan.</p>	<ol style="list-style-type: none"> <li>1. Number of officers accessing the websites annually</li> <li>2. Number of officers accessing data hubs annually</li> <li>3. Number of DDACTS occupant protection model courses offered and number of officers trained</li> </ol>
2.2.1h	TBD	<p>Increase the number of occupant protection law enforcement champions.</p> <ul style="list-style-type: none"> <li>• Seek out local businesses/organizations willing to help recognize law enforcement for occupant protection efforts.</li> </ul>	<ol style="list-style-type: none"> <li>1. Number of new champions</li> <li>2. Number of businesses/organizations participating in recognition</li> </ol>
2.2.1i	Tim Roberts (LELs)	<p>Conduct an annual survey of law enforcement officers to gauge their awareness, use and participation in resources developed under this strategy (2.2.1; in future years, consider combining with survey conducted in 2.1.1a).</p>	<ol style="list-style-type: none"> <li>1. Survey questions developed</li> <li>2. Annual survey conducted</li> <li>3. Survey results documented and presented to FOPC</li> </ol>

**GOAL 3: IMPROVE AND EXPAND OCCUPANT PROTECTION FOR CHILDREN**

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

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

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

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

**Objective 3.2: Improve CPS marketing, education, and outreach efforts within the CPS community.**

**Strategy 3.2.1: Support implementation of the Occupant Protection Marketing and Education Plan.**

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

<b>Action Step #</b>	<b>Action Step Leader(s)</b>	<b>Description</b>	<b>Performance Measures</b>
3.2.1a	Kelly Powell	Participate in the subcommittee to support development of an Occupant Protection Marketing and Education Plan (Action Step 1.2.1c).	1. Number of meetings attended
3.2.1b	Subcommittee	Identify existing materials, programs, and communication methods suitable for multiple audiences or environments, e.g., tribes, cultural, etc. (supports 1.2.1b).	1. Overview of current materials, programs, and communication methods presented to FOPC
3.2.1c	Subcommittee	Create talking points for local government/legislators to promote CPS.	1. Draft talking points presented to FOPC for input 2. Final talking points presented to FOPC 3. Number of entities/legislators receiving talking points
3.2.1d	Subcommittee	Create a single, uniform online forum for CPS professionals.	1. Draft online forum concept presented to FOPC for input 2. Final online forum concept presented to FOPC 3. Online forum accessible
3.2.1e	Subcommittee	Provide additional media support (e.g., social media posts press release templates, talking points, B-rolls, etc.) to those involved in CPS Week events.	1. Draft media support materials presented to FOPC for input 2. Final media support materials presented to FOPC 3. Number of individuals/entities receiving media support materials
3.2.1f	Subcommittee	Create toolkits for new technicians on how to start different programs (i.e. diversion, elementary, CPS events, and parent classes). <ul style="list-style-type: none"> <li>• Topics should include donations, funding, and partners.</li> </ul>	1. Draft toolkits presented to FOPC for input 2. Final toolkits presented to FOPC 3. Number of individuals/entities receiving each toolkit 4. Number of toolkits distributed
3.2.1g	Alison Tillman Cambridge Systematics	Post lists of updated fitting stations and CPS law diversion classes on FOPC and OPRC websites.	1. Current fitting station list posted on both websites 2. Current diversion classes list posted on both websites

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

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

**Strategy Leader: Leilani Gruener**

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

Action Step #	Action Step Leader(s)	Description	Performance Measures
3.3.1h	M.R. Street Sally Kreuzcher	Establish a subcommittee to develop and oversee an annual recognition program for CPSTs and instructors.	<ol style="list-style-type: none"> <li>1. Subcommittee established</li> <li>2. Draft categories and criteria for recognition presented to FOPC for input</li> <li>3. Final categories and criteria for recognition presented to FOPC</li> <li>4. Recognition program and criteria posted on FOPC and OPRC websites</li> <li>5. Recognition awarded annually</li> </ol>
3.3.1i	Leilani Gruener	Identify priority counties where the CPST and instructor rate is lower than the target rate set by FDOT.	<ol style="list-style-type: none"> <li>1. Rates reviewed annually</li> </ol>

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

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

**Strategy Leader: OPRC**

Action Step #	Action Step Leader(s)	Description	Performance Measures
3.4.1a	Ginny Hinton Jeffery Bissainthe	Create marketing to Florida vehicle owners and increase awareness among Department of Motor Vehicles (DMV) office staff regarding the \$2 Difference car seat donation program during the license plate renewal process.	<ol style="list-style-type: none"> <li>1. Draft program informational pieces presented to FOPC for input</li> <li>2. Program informational pieces distributed to vehicle owners</li> <li>3. Program informational pieces and/or awareness training provided to DMV staff</li> </ol>
3.4.1b	TBD	Identify sources who could provide car seats and materials and post the information on the OPRC website and promote in emails and online newsletters.	<ol style="list-style-type: none"> <li>1. List of sources compiled</li> <li>2. Sources accessible on FOPC website</li> <li>3. Source information routinely distributed to CSPTs and instructors</li> </ol>
3.4.1c	TBD	Identify potential supporters who could provide a wider variety of materials than print items (pens, keychains, etc.).	<ol style="list-style-type: none"> <li>1. List of potential supporters compiled</li> <li>2. Supporters' information routinely distributed to CSPTs and instructors</li> </ol>

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

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

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

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

**Strategy Leader: Melissa Branca and Kelly Powell**

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

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

**Strategy 4.2.1: Support mandatory diversion programs for first offenders.**

**Strategy Leader: Sally Kreuzer**

Action Step #	Action Step Leader(s)	Description	Performance Measures
4.2.1a	Morya Willis	Identify where diversion programs are available, how they are being funded, and where they are being utilized. <ul style="list-style-type: none"> <li>Coordinate with team working on Action Step. 1.3.1a, 1.3.1b, and 1.3.1c</li> </ul>	1. Summary of diversion programs provided to FOPC (combine with needs identified in 1.3.1a)
4.2.1b	Judge Grube Vin Petty	Identify and share model laws that include a mandatory diversion program for first time offenders.	1. Identify model laws to be presented to FOPC for input 2. Final model laws posted on FOPC website

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

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

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

*Strategy Leader: David Summers*

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



# Florida's FY2022 405(H) Non-Motorized Safety Grants

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

## Eligibility Determination

*The State of Florida hereby applies for non-motorized safety funds, based on the eligibility determination criteria specified in 23 CFR 1300.27(b). NHTSA's FARS indicate that Florida's total annual fatalities for 2018 were 3,135. Of those 3,135 fatalities, pedestrian and bicyclist fatalities were combined annual total of 866 fatalities. The combined annual total of pedestrian and bicyclists represent 27.62% of the total annual crash fatalities; therefore, exceeding the 15% eligibility requirement.*

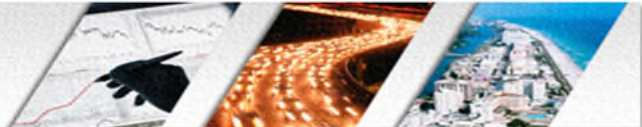
The state affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d) in the fiscal year of the grant.

National Highway Traffic Safety Administration Regional Operations and Program Delivery Office of Grants Management and Operations				
FY 2022 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)				
MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2018 FINAL				
State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Alabama	953	116	12.17%	Ineligible
Alaska	80	14	17.50%	Eligible
Arizona	1,011	260	25.72%	Eligible
Arkansas	520	66	12.69%	Ineligible
California	3,798	1,142	30.07%	Eligible
Colorado	632	111	17.56%	Eligible
Connecticut	293	60	20.48%	Eligible
Delaware	111	29	26.13%	Eligible
Dist of Columbia	31	14	45.16%	Eligible
Florida	3,135	866	27.62%	Eligible
Georgia	1,505	292	19.40%	Eligible
Hawaii	117	44	37.61%	Eligible
Idaho	234	19	8.12%	Ineligible

# Florida's FY2022 405(C) State Traffic Safety Information System Improvements Grants

## Traffic Records Coordinating Committee

- The Florida Traffic Records Coordinating Committee (TRCC) is an active coalition that meets at least quarterly. The last three meeting dates preceding this application were:
  - September 11, 2020
  - December 4, 2020
  - April 9, 2021
- The Florida TRCC Coordinator is Melissa Gonzalez, Traffic Safety Program Manager/TRCC Coordinator within the Florida Department of Transportation State Safety Office.
- Florida TRCC membership includes at least one representative for the core data bases a) Crash, b) Citation or adjudication, c) Driver, d) Emergency Medical Services or Injury surveillance system, e) Roadway and f) Vehicle. A copy of the current TRCC membership is provided below.



Name	Title	System	Agency	Email	Member Status
Beth Allman	Senior Manager	Driver License / History Data, Citation / Adjudication Data	FCCC	<a href="mailto:Allman@flclerks.com">Allman@flclerks.com</a>	Chair
Steve McCoy	EMS Administrator	EMS / Injury Surveillance	FDOH	<a href="mailto:Steve_McCoy@flhealth.gov">Steve_McCoy@flhealth.gov</a>	Vice Chair
Lora Hollingsworth	Chief Safety Officer	Roadway, Crash	FDOT	<a href="mailto:Lora.Hollingsworth@dot.state.fl.us">Lora.Hollingsworth@dot.state.fl.us</a>	EB
Robert Kynoch	Division Director	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	<a href="mailto:Robertkynoch@flhsmv.gov">Robertkynoch@flhsmv.gov</a>	EB
Captain Lisa Barnett	FHP Captain	Crash, Citation/Adjudication	FHP / FLHSMV	<a href="mailto:Lisabarnett@flhsmv.gov">Lisabarnett@flhsmv.gov</a>	EB
Deputy Chief Tonya Smith	Deputy Chief	Crash, Citation/Adjudication	Tallahassee Police Department	<a href="mailto:Toniab.smith@talegov.com">Toniab.smith@talegov.com</a>	EB
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David Brand	Law Enforcement Coordinator	Sheriffs' Representative	FL Sheriffs Association	<a href="mailto:Dbrand@flsheriffs.org">Dbrand@flsheriffs.org</a>	
Blake Canter	Support Specialist	Signal Four Analytics	UF	<a href="mailto:Blakecanter@dcp.ufl.edu">Blakecanter@dcp.ufl.edu</a>	
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Joey Gordon	Transportation Data Analysis Supervisor	Roadway	FDOT	<a href="mailto:Joey.Gordon@dot.state.fl.us">Joey.Gordon@dot.state.fl.us</a>	
Larry Gowen	Chief Performance Officer	Crash, Citation, Driver, Vehicle	FLHSMV	<a href="mailto:Larry.Gowen@flhsmv.gov">Larry.Gowen@flhsmv.gov</a>	
Danielle King	Traffic Safety Programs Operations Coordinator	None	FDOT	<a href="mailto:Danielle.king@dot.state.fl.us">Danielle.king@dot.state.fl.us</a>	
Scott Lindsay	Chief Data Officer	Crash, Citation, Driver, Vehicle	FLHSMV	<a href="mailto:Scottlindsay@flhsmv.gov">Scottlindsay@flhsmv.gov</a>	
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Tim Roberts	Law Enforcement Liaison	None	FDOT	<a href="mailto:Coordinator@floridalel.info">Coordinator@floridalel.info</a>	
William Roseburgh	Business Intelligence Analyst	Crash	FHP	<a href="mailto:WilliamRoseburgh@flhsmv.gov">WilliamRoseburgh@flhsmv.gov</a>	
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Dr. Lisa Spainhour	Professor / Principal Investigator	TraCS / ELVIS	FSU	<a href="mailto:Spainhour@engfamu.fsu.edu">Spainhour@engfamu.fsu.edu</a>	
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Updated: 04/12/2021

FCCC- Florida Court Clerks & Comptrollers  
 FDOH- Florida Department of Health  
 FLHSMV- Florida Department of Highway Safety & Motor Vehicles  
 FDLE- Florida Department of Law Enforcement  
 FDOT- Florida Department of Transportation  
 FHP- Florida Highway Patrol  
 FSU- Florida State University

UF- University of Florida  
 TraCS- Traffic and Criminal Software  
 ELVIS- Electronic License and Vehicle Information System  
 EB- Executive Board  
 SC- Application and/or Data Subcommittee



# State Traffic Records Strategic Plan

The Florida TRCC Strategic Plan describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress. The State tracks and identifies which traffic records assessment recommendations that it does and does not intend to address in the fiscal year and explains the reason for not implementing the recommendations in a separate tracking spreadsheet. A copy of the Florida Traffic Safety Information System TRCC Strategic Plan is provided as attachment **FL\_FY22\_405c\_ Strategic Plan Update**. Florida's action regarding assessment recommendation priorities is provided as attachment **FL\_FY22\_405c\_ TR Assessment Priorities**. A list of the planned traffic records activities for FY 2022 with breakout of performance measures and data system impacts is provided as attachment **FL\_FY22\_405c\_Planned Activities Overview**.

## Proof of Quantitative Improvement

A written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application in relation to one or more of the significant data program attributes is provided as attachment **FL\_FY22\_405c\_FL Quantitative Progress**.

## State Traffic Records Assessment

The date of the most recent Traffic Records assessment is November 21, 2020.

---

**From:** Broome, Chris (NHTSA) <Chris.Broome@dot.gov>

**Sent:** Thursday, April 29, 2021 4:01 PM

**To:** Craig, Chris <Chris.Craig@dot.state.fl.us>

**Cc:** Broome, Chris (NHTSA) <Chris.Broome@dot.gov>

**Subject:** 405c Review

**EXTERNAL SENDER:** Use caution with links and attachments.

*The NHTSA Region 4 Team has reviewed your Section 405c Interim Progress Report submission received on 4-7-2021 and we believe that FL have demonstrated quantifiable progress. Please note that the HQ Traffic Records review team will make the final determination. Be advised that our review is our **best guidance** to you; the official approval of your application will be decided by the TR Review Team in DC (after you have submitted your application on July 1<sup>st</sup>).*

*Let me know if you have any further questions.*

*Thank you,*



**T. Alex Cabral, M.P.A.**  
Deputy Regional Administrator  
Department of Transportation

**Section 405c Quantitative Progress Report**

State: **Florida** Report Date: **4/7/2021** Submitted by: **Melissa Gonzalez**  
**Regional Reviewer:**

<b>System to be Impacted</b>	<input checked="" type="checkbox"/> <b>CRASH</b> <input type="checkbox"/> <b>DRIVER</b> <input type="checkbox"/> <b>VEHICLE</b> <input type="checkbox"/> <b>ROADWAY</b> <input type="checkbox"/> <b>CITATION/ADJUDICATION</b> <input type="checkbox"/> <b>EMS/INJURY</b> <b>OTHER</b> specify:
<b>Performance Area(s) to be Impacted</b>	<input checked="" type="checkbox"/> <b>ACCURACY</b> <input type="checkbox"/> <b>TIMELINESS</b> <input type="checkbox"/> <b>COMPLETENESS</b> <input type="checkbox"/> <b>ACCESSIBILITY</b> <input type="checkbox"/> <b>UNIFORMITY</b> <input type="checkbox"/> <b>INTEGRATION</b> <b>OTHER</b> specify:
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure</b>  <i>The average percent of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.</i>
<b>Relevant Project(s) in the State's Strategic Plan</b>	<b>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</b>  <i>Project FL-21: A Unified and Sustainable Solution to Improve Geo-Location Timeliness and Accuracy (Florida Traffic Safety Information System Strategic Plan 2017-2021, Table 4.2)</i>
<b>Improvement(s) Achieved or Anticipated</b>	<b>Narrative of the Improvement(s)</b>  <i>The achieved improvement is an increase in accurately located electronic crash reports utilizing the Geo-Location tool – as demonstrated through an increase in the average percentage of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.</i>  <i>During the baseline period from April 1, 2019 to March 31, 2020, 167,922 of 725,543 electronic crash reports (23.14%) were accurately geo-located and submitted into the database. During the current period from April 1, 2020 to March 31, 2021, 140,364 of 567,231 electronic crash reports (24.75%) were accurately geo-located and submitted into the database. <b>The percentage of accurately located electronic crash reports entered into the database increased 1.61% compared to the previous year.</b></i>  <i>During this time period, a total of 185 law enforcement agencies are using the tool which demonstrates progress from the previous year which totaled 159 agencies utilizing this tool. The additional increase in agencies was due to the Traffic and Criminal Software project continuing to mandate this tool in January of FFY19 for law enforcement agencies who use their software.</i>
<b>Specification of how the Measure is calculated / estimated</b>	<b>Narrative Description of Calculation / Estimation Method</b>  <i>The total number of accurately geo-located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash master database will be divided by the total number of electronic crash reports submitted into the database. To normalize the data, the measure is compared for the same time period for consecutive years.</i>

<b>Date and Baseline Value for the Measure</b>	<i>Date: 4/1/19 - 3/31/20 Value: 167,922 of 725,543 (23.14%) accurately located electronic crash reports were entered into the crash database</i>
<b>Date and Current Value for the Measure</b>	<i>Date: 4/1/20 - 3/31/21 Value: 140,364 of 567,231 (24.75%) accurately located electronic crash reports were entered into the crash database</i>
<b>Regional Reviewer's Conclusion</b>	<b>Check one</b> <input type="checkbox"/> <b>Measurable performance improvement <i>has</i> been documented</b> <input type="checkbox"/> <b>Measurable performance improvement has <i>not</i> been documented</b> <input type="checkbox"/> <b>Not sure</b>
<b>If “has not” or “not sure”: What remedial guidance have you given the State?</b>	
<b>Comments</b>	

**Section 405c Quantitative Progress Report**

State: **Florida** Report Date: **4/7/2021** Submitted by: **Melissa Gonzalez**  
**Regional Reviewer:**

<b>System to be Impacted</b>	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY <b>OTHER</b> specify:
<b>Performance Area(s) to be Impacted</b>	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input checked="" type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION <b>OTHER</b> specify:
<b>Performance Measure used to track Improvement(s)</b>	<p><b>Narrative Description of the Measure</b></p> <p><i>The percentage of Florida's Public or private entities involved in Emergency Medical Services (EMS) systems which have been licensed by the State of Florida, who are submitting National EMS Information System (NEMSIS) Version 3 (V3) compliant run reports to the Florida Department of Health via the Bureau of EMS, Prehospital EMS Tracking and Reporting System (EMSTARS).</i></p> <p><i>Currently, Florida has a total of 291 licensed EMS agencies of which 219 are EMSTARS participating agencies. Of the 219 EMSTARS participating agencies, 215 agencies are submitting run reports by V3 data standards.</i></p> <p><i>The number of licensed EMS agencies fluctuates due to agency mergers, closures and/or new agencies licensed. Florida remains in compliance with the NEMSIS V3 standards to provide a uniform data collection across all licensed agencies.</i></p>
<b>Relevant Project(s) in the State's Strategic Plan</b>	<p><b>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</b></p> <p><i>Project FL-21: Field Data Collection for National EMS Information System (NEMSIS) Compliance (Florida Traffic Safety Information System Strategic Plan 2017-2021, Table 4.2)</i></p> <p><i>Public or private entities involved in emergency medical services systems are minimally required to provide patient care summary level data to the Florida Department of Health, Bureau of EMS, Prehospital Aggregate System per Florida Administrative Code 64J-1.014. This administrative code defines two options for the submission of patient care data. One being the submittal of summary level data to the Prehospital Aggregate System and the second option being the submission of runs reports via EMSTARS.</i></p> <p><i>The patient care data submitted via the Prehospital Aggregate System is only summary information which does not include EMS runs report record level data. Also, the EMS response and patient care summary data does not include information on Incident Date. The runs reports submitted through EMSTARS is Florida's only database that is collecting and transmitting the incident level data required for NEMSIS compliance. EMSTARS does not accept EMS agency records that are not NEMSIS compliant. EMSTARS reporting requirements far exceed the aggregate summary requirements; therefore submission of runs data to EMSTARS is voluntary.</i></p>
<b>Improvement(s) Achieved or Anticipated</b>	<p><b>Narrative of the Improvement(s)</b></p> <p><i>The achieved improvement is an increase in the uniformity of EMS run data reports – as demonstrated through an increase in percent of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS.</i></p>



	<p><i>For the baseline period, the number of licensed EMS agencies in Florida was 286, of which 211 were EMSTARS participating agencies. Of the 211 EMSTARS participating agencies, 194 were submitting run reports by NEMSIS V3 data standards. For the current period, the number of licensed EMS agencies in Florida was 291, of which 219 were EMSTARS participating agencies. Of the 219 EMSTARS participating agencies, 215 were submitting run reports by NEMSIS V3 data standards.</i></p> <p><i>The current number of licensed EMS agencies differs from the baseline due to mergers of multiple agencies, new agencies added and agencies no longer in business.</i></p> <p><i>For the baseline period from April 1, 2019 to March 31, 2020, 194 of 211 (91.9%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. For the current period from April 1, 2020 to March 31, 2021, 215 of 219 (98.17%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. <b>The percent of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS increased by 6.27% compared to the previous year.</b></i></p>
<b>Specification of how the Measure is calculated / estimated</b>	<b>Narrative Description of Calculation / Estimation Method</b>  <i>The total number of EMSTARS participating agencies who are now submitting NEMSIS V3 run data to the Florida Department of Health via EMSTARS is divided by the total number of participating EMSTARS agencies.</i>
<b>Date and Baseline Value for the Measure</b>	<i>Date: 4/1/19 – 3/31/20 Value: 194 of 211 (91.9%) EMSTARS participating agencies actively reporting by NEMSIS V3 standards to EMSTARS.</i>
<b>Date and Current Value for the Measure</b>	<i>Date: 4/1/20 – 3/31/21 Value: 215 of 219 (98.17%) EMSTARS participating agencies actively reporting by NEMSIS V3 standards to EMSTARS.</i>
<b>Regional Reviewer’s Conclusion</b>	<b>Check one</b> <input type="checkbox"/> <b>Measurable performance improvement <i>has</i> been documented</b> <input type="checkbox"/> <b>Measurable performance improvement has <i>not</i> been documented</b> <input type="checkbox"/> <b>Not sure</b>
<b>If “has not” or “not sure”: What remedial guidance have you given the State?</b>	
<b>Comments</b>	

## Florida FY2022 Planned Activities Overview

Project	TSIS Goals Impacted	Core Data Systems Impacted	Performance Area Impacted	FY22 Award
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### Section 405(c)

Field Data Collection for NEMSIS	Goal 1: Coordination Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility	EMS/ Injury Surveillance System, Crash, Roadway, Vehicle	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	\$408,835
Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash, Citation / Adjudication, Roadway, EMS/Injury Surveillance	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	\$466,624
Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes	Goal 2: Data Quality; Goal 3: Integration Goal 4: Accessibility; Goal 5: Utilization	Crash, Citation / Adjudication, Roadway, EMS/Injury Surveillance	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	\$168,372
Traffic and Criminal Software (TraCS) Support & Enhancement	Goal 1: Coordination; Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash, Citation / Adjudication, Driver, Roadway, Vehicle	Accessibility, Accuracy, Completeness, Timeliness, Integration, Uniformity	\$996,253
Crash and UTC Data Improvement	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility;	Crash, Citation /Adjudication, Roadway	Accessibility, Accuracy, Completeness, Integration, Uniformity	\$121,100

### Section 402

TRCC Support	N/A	N/A	N/A	\$67,000
Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash, Roadway	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	\$425,000
Central Crash Data Repository and Improved Crash Data Quality	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	\$140,000
Electronic License and Vehicle Information System (ELVIS)	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash, Citation/ Adjudication, Driver, Vehicle	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	\$500,001
Driver and Vehicle Data Quality Improvement	Goal 2: Data Quality	Driver, Vehicle	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	\$150,000

**Total 405(c) and 402                      \$3,443,185**

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# Florida Traffic Safety Information System



## *Strategic Plan 2017 - 2021*

*prepared for*

Florida Department of Transportation



*prepared by*

Cambridge Systematics, Inc.

Florida Department of Transportation  
Melissa Gonzalez, TRCC Coordinator

*Date*

April 7, 2017

*Action Plan updated: April 2021*

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# 1.0 Introduction

The Florida Traffic Safety Information System (TSIS) Strategic Plan serves as a guiding document for Florida's Traffic Records Coordinating Committee (TRCC). The plan covers a five-year period from 2017 through 2021. The purpose of the TSIS Strategic Plan is to provide a blueprint for measuring progress towards advancing the accessibility, accuracy, completeness, timeliness, and uniformity of Florida's traffic records systems and strengthening the TRCC program. It also provides Florida state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis required to conduct highway safety analyses in the State. The plan sets forth the specific actions and projects that will be undertaken over the next five years to accomplish these goals.

## 1.1 STRATEGIC PLANNING PROCESS

On April 7, 2017, a voting meeting was held for Florida's Traffic Records Coordinating Committee (TRCC) Executive Board to approve the 2017-2021 TSIS Strategic Plan. All of the meetings were broadcast via web-conference for interested individuals.

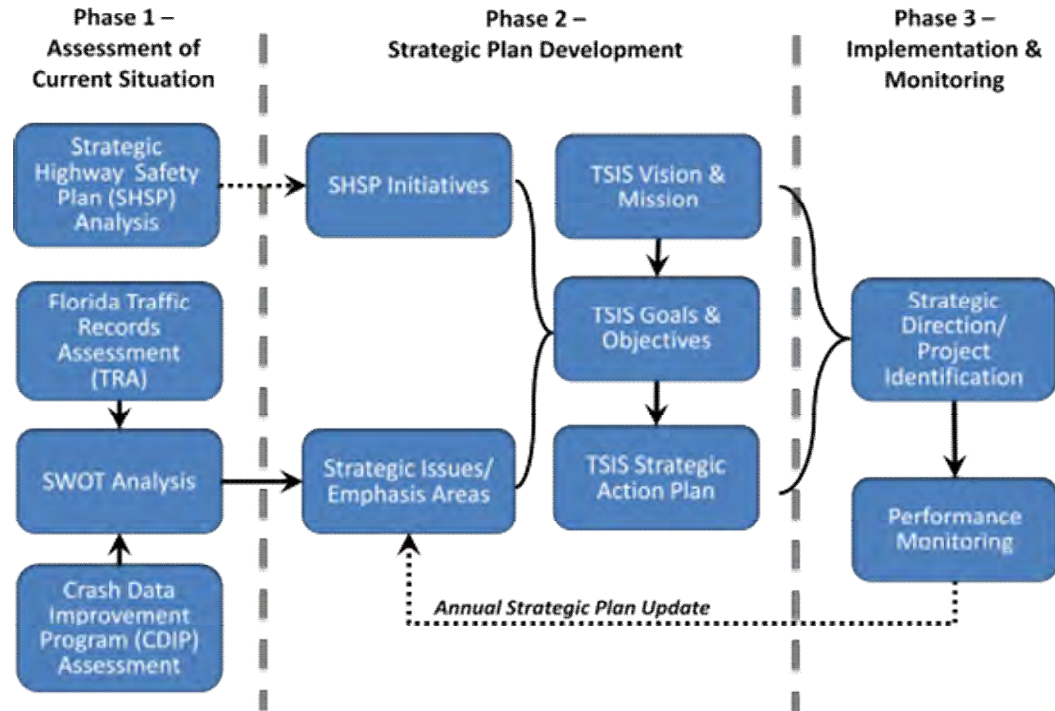
Participants in the strategic planning process included the TRCC Executive Board members and other interested representatives from TRCC member agencies. The following agencies were represented during the strategic planning process: the Florida Department of Transportation (FDOT), the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), Florida Department of Health (FDOH), Agency for Health Care Administration (AHCA), Florida Highway Patrol (FHP), Florida Chief's Association (FCA), Florida Sheriff's Association (FSA), TraCS/ELVIS Florida, University of Florida (UF), Florida Court Clerks and Comptrollers (FCCC), Cambridge Systematics Inc., and National Highway Traffic Safety Administration (NHTSA). Participants in the strategic planning process are listed in Appendix B.

In 2020, the FDOT State Safety Office (SSO) requested that the NHTSA facilitate a new Traffic Records Assessment (TRA), which was conducted from July 21, 2020 and concluded November 12, 2020. The recommendations from this assessment are included in Appendix A.

The planning process spanned a four-month period beginning with several meetings held virtually due to travel restrictions from Covid-19 between June 2020 and July 2020. These meetings focused on the six individual traffic record data systems including data usage and integration. At the December 4, 2020 meeting, the TRCC was presented an overview of the results and discussions on next steps to improve Florida's TSIS began. With the assessment results as an impetus, the TRCC has updated this year's TSIS Strategic Plan's Action Plan (see Appendix C) to provide focus and direction to the high priority recommendations that came out of the assessment process.

The strategic planning process consisted of three phases, as shown in Figure 1.1. The activities that took place during each phase are discussed in more detail below.

**Figure 1.1 Strategic Planning Process**



### Phase 1 – Assessment of Current Situation

Phase 1 involved an assessment of the current situation for Florida’s traffic records information systems. This is largely defined by the traffic records and data collection deficiencies identified in the 2020 Traffic Records Assessment.

Attendees participated in a SWOT analysis to identify strengths (S), weaknesses (W), opportunities (O), and threats (T) of Florida’s traffic records information systems and the Traffic Records Coordinating Committee. The SWOT analysis provided a framework for matching Florida’s strategy to the current situation. The results of the SWOT assessment were used to identify the following goals for the strategic plan: 1) Coordination; 2) Data Quality; 3) Integration; 4) Accessibility, and 5) Utilization.

### Phase 2 – Strategic Plan Development

Phase 2 involved the development of the TSIS Strategic Plan, which consists of the vision, mission, goals, objectives, and strategies/action steps for improving the accessibility, accuracy, completeness, timeliness, integration, and uniformity of Florida’s traffic records systems over the next five years.

Strategic planning participants conducted a visioning exercise and agreed the vision and mission should focus on the State's traffic records information systems, and not the TRCC as a group. The vision defines where Florida traffic records information systems will be in five years, while the mission is an overall statement of the desired result of Florida's planning efforts for traffic records systems. The TSIS vision and mission are detailed in Section 3.

Participants agreed the data quality objectives should focus on completeness, timeliness, accuracy, and uniformity, and owner agencies for each system determined whether the strategic plan would address each or a select few of the data quality attributes for their systems. Participants agreed objectives for integration should focus on the ability to link traffic records data through a common or unique identifier, rather than achieving data integration through a data warehouse or similar environment.

Goals, objectives, and strategies/action steps were developed for each of the emphasis areas: timeliness, accuracy, completeness, uniformity, integration and accessibility. The results are detailed in Section 3.

### **Phase 3 – Implementation and Monitoring**

Phase 3 is ongoing and involves identification of potential projects and systems improvement programs designed to move the State's traffic safety information systems in the direction defined by the goals, objectives, and strategies/action steps. Potential projects were identified at the April TRCC Executive Board meeting. Selected projects detail their purpose/description, lead agency, resource requirements, likely timeline, benchmarks, and expected impact on achieving the goals.

For performance monitoring, each owner agency was provided NHTSA's Model Performance Measure for State Traffic Records Systems report to serve as a guide for identifying appropriate performance measures in meeting the TSIS Strategic Plan goals and objectives. Owner agencies will monitor progress on their established performance measures and use a worksheet to report progress on each measure. Performance measures are detailed in Section 3. An update on progress in implementing the 2017 - 2021 TSIS Strategic Plan will be prepared on an annual basis in conjunction with Florida's Section 405(c) grant application process.

## 1.2 STRATEGIC PLAN ORGANIZATION

The TSIS Strategic Plan is organized as follows:

- Section 1 provided an introduction and overview of the strategic planning process.
- Section 2 describes the operations, governance, and membership of Florida's Traffic Records Coordinating Committee.
- Section 3 presents the TSIS Strategic Plan elements, which include the TSIS vision, mission, goals, objectives, and action steps.
- Section 4 provides a current report on accomplishments for the current fiscal year, and a description of how Florida's Section 405(c) and 402 grant funds will be used to address the goals and objectives of the TSIS Strategic Plan.
- Appendix A provides the 2020 Traffic Records Assessment Executive Summary.
- Appendix B lists the participants in the strategic planning process.
- Appendix C provides the annually updated TSIS Action Plan which lists specific objectives, strategies, and action steps to advance traffic records systems in Florida.

## 2.0 Florida Traffic Records Coordinating Committee

Florida's Traffic Records Coordinating Committee (TRCC) is a statewide stakeholder forum created to facilitate the planning, coordinating and implementation of projects to improve the State's traffic records information systems. This section summarizes the mission, purpose, governance, and membership of Florida's TRCC.

### 2.1 TRCC MISSION

Through the coordinated efforts of its member organizations, the TRCC will provide a forum for the creation, implementation, and management of a traffic safety information system that provides accessible, accurate, complete, consistent, integrated, and timely traffic safety data to the State of Florida. The TRCC Executive Board shall include policy level representatives of the following data systems: Crash Data, Roadway Inventory, Citation/Adjudication, EMS/Injury Control, Driver License/Driver History, and Vehicle Registration.

### 2.2 TRCC PURPOSE

To ensure that accurate, complete, and timely traffic safety data is collected, analyzed, and made available to those agencies and individuals that need the information. Key functions of the TRCC include, but are not limited to:

1. Maintain authority to review Florida's highway safety data and traffic records systems
2. Provide a forum for discussion of highway safety data and traffic records issues and report on any issues to the agencies and the organizations in the State that create, maintain, and use highway safety data and traffic records
3. Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of the highway safety data and traffic records system
4. Represent the interests of the agencies and organizations within the traffic records system to outside organizations
5. Review and evaluate new technologies to keep the State's highway safety data and traffic records systems up to date

6. Assist TRCC members applying for public and private funds to support and improve traffic records
7. Approve Florida's annual Section 405(c) application submitted by the Florida Department of Transportation (FDOT) to the National Highway Traffic Safety Administration (NHTSA)
8. Approve expenditures of Section 405(c) funds received by the FDOT
9. Review and approve the Florida Traffic Safety Information System Strategic Plan and any updates to the plan annually if tasks or objectives must be modified based on project progress

## **2.3 GOVERNANCE OF THE TRCC**

The TRCC Executive Board will elect the chair and vice chair of the TRCC from among its membership. The vice chair will serve as chair in his/her absence. The TRCC Executive Board meets, as needed, to discuss issues affecting Florida's Traffic Safety Information System. The TRCC Charter dictates that the TRCC Executive Board will meet at least once annually, however the Board normally meets at least once each quarter to conduct TRCC business. A majority vote of the members present at a meeting of the Executive Board is required to conduct TRCC business. At least four members of the Executive Board must be present to conduct business.

## **2.4 MEMBERSHIP ON THE TRCC**

The TRCC consists of an Executive Board, an Application Review Subcommittee and a Data (Go Team) Subcommittee.

### **TRCC Executive Board**

The membership of the TRCC Executive Board includes representatives from agencies either responsible for managing at least one of the six information systems of the Traffic Safety Information System or with a vital interest in one or more of those systems. These agencies include the Florida Department of Transportation, Florida Department of Health, Florida Department of Highway Safety and Motor Vehicles, the State Court System, Florida Highway Patrol, Florida Sheriff's Association, Florida Chief's Association. Members of the Executive Board are appointed by the heads of their respective agencies. The FDOT State Safety Office provides staff support for the TRCC Executive Board and the TRCC Coordinator.

The Executive Board can vote to extend membership on the Executive Board to other Florida entities, public or private, that are part of the traffic safety information system. Representatives from all Florida entities which are part of the traffic safety information system can participate on the TRCC, but only Executive Board members can vote on TRCC business. Executive Board members who are unable to attend a meeting may provide their written proxy for voting purposes.

**Table 2.1 Florida TRCC Executive Board Members**

Name	Agency	Traffic Records System Represented
Beth Allman (Chair)	Florida Court Clerks & Comptrollers	Driver License / History Data Citation Law Enforcement / Citation Adjudication Data
Steve McCoy (Vice Chair)	Department of Health	EMS / Injury Surveillance
Chief Virgil Sandlin	Florida Chief’s Association	N/A
Robert Kynoch	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	Crash Data System Driver Licensing System Vehicle Registration System Citation Adjudication Data
Lora Hollingsworth	Florida Department of Transportation	Roadway System
Captain Lisa Barnett	Florida Highway Patrol / FLHSMV	Crash Citation Adjudication
Deputy Chief Tonya Smith	Tallahassee Police Department	Crash Citation Adjudication

Table 2.1 lists current TRCC Executive Board Members (as of April 2021).

### TRCC Subcommittees

The Executive Board can create subcommittees to perform work for the board. Membership on these committees can include representatives from any Florida entity that contributes to or makes use of the traffic safety information system. The TRCC Coordinator serves as subcommittee chair and manages reporting responsibilities. Subcommittees can meet as often as needed to perform the work assigned by the Executive Board. The TRCC Coordinator shall report committee activities and accomplishments to the Executive Board at least quarterly.

The Application Review Subcommittee (last updated January 2021) met on March 12, 2021 to discuss FY22 projects. The responsibility of this committee is to review all concept papers/applications received for Section 405(c) and 402 funds and provide guidance to the Executive Board for potential projects. All proposed projects are prioritized and ranked based on project costs, risk of failure, stakeholder coordination and most importantly the impact on the core systems.

Needs to support the NHTSA Go Team and TRCC Coordinator arose and a Data Subcommittee was established on August 17, 2018. This subcommittee consists of subject matter experts from various stakeholders who represent and hold responsibility and represent each traffic records system. Due to the use and management of traffic records data in their everyday duties this Go Team Subcommittee is also known as the TRCC’s Data Subcommittee.

**Table 2.2 TRCC Subcommittee Members**

Name	Agency	Application Review Subcommittee	Data Subcommittee
Brenda Clotfelter	Florida Department of Health	x	x
Karen Card	Florida Department of Health		x
Richie Frederick	Florida Department of Highway Safety and Motor Vehicles	x	x
Wilton Johnson	Florida Department of Highway Safety and Motor Vehicles	x	x
Thomas Austin	Florida Department of Highway Safety and Motor Vehicles	x	x
Angela Lynn	Florida Department of Highway Safety and Motor Vehicles	x	x
Amy Pontillo	Florida State University	x	x
Seth Bartee	Florida State University	x	
Zoe Faulkner	Florida State University	x	
Margaret Edwards	Florida State University	x	
Dr. Ilir Bejliri	University of Florida	x	x
Michele Snow	University of Florida	x	x
Benjamin Jacobs	Florida Department of Transportation		x
Dr. Rupert Giroux	Florida Department of Transportation		x
Chris Craig	Florida Department of Transportation	x	
Melissa Gonzalez (TRCC Coordinator/ Subcommittee Chair)	Florida Department of Transportation	x	x

Table 2.2 lists the members of the TRCC Subcommittee Members (as of March 2021).



## 3.0 Traffic Records Strategic Plan Elements

### 3.1 TSIS VISION AND MISSION

The following vision and mission statements were developed for Florida's Traffic Records Information System:

*Vision: Users have access to quality traffic records data when, where and in the form needed.*

*Mission: Maximize the efficiency and effectiveness of traffic records data resources, collection, analysis and reporting.*

### 3.2 TSIS GOALS, OBJECTIVES, AND STRATEGIC ACTION PLAN

The following goals were identified for Florida's traffic safety information system based on assessment recommendations and stakeholder input during the strategic planning process:

- **Goal 1: Coordination.** Provide ongoing coordination in support of multi-agency initiatives and projects which improve traffic records information systems.
- **Goal 2: Data Quality.** Develop and maintain complete, accurate, uniform, and timely traffic records data.
- **Goal 3: Integration.** Provide the ability to link traffic records data.
- **Goal 4: Accessibility.** Facilitate access to traffic records data.
- **Goal 5: Utilization.** Promote the use of traffic records data.

Appendix C provides the annually updated TSIS Action Plan which lists specific objectives, strategies, and action steps associated with these goals in order to advance traffic records systems in Florida.



# 4.0 Annual Implementation Update

## 4.1 STATUS REPORT - TRAFFIC RECORDS PROJECTS from FY21

Table 4.1 provides the status of recent traffic records projects.

**Table 4.1 Status Report - Traffic Record Projects from FY21**

Project Lead Agency and Project Title	Section 405(c) Funding	Purpose	Description	Progress
<p>Florida State University (FSU):</p> <p>Traffic and Criminal Software (TraCS) Support, Enhancement, and Training</p>	<p>\$924,268</p>	<p>Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the Crash, Citation / Adjudication, Driver, Vehicle, and Roadway data systems.</p>	<p>The FSU College of Engineering will continue development and enhancements to the TraCS National Model software to include providing updates to meet state and federal guidelines. The TraCS staff will support current and future officers and IT staff by providing training and support and maintain interfaces for case and form management, FCIC/NCIC imports through various vendors and S4's Geo-location tool. Due to the vast number of users, data storage capacity limits are continuously being increased; therefore, it has become apparent that the migration to a centralized Cloud environment will be conducted during this grant cycle.</p> <p>Resources will be allocated to a full-time Systems Architect, two Application Developers, Systems Administrator, an IT Support Specialist; and the following part-time positions: Principal Investigator, Business Office Clerical and Other Personnel Staff Technicians. Funds will also be used to maintain a centralized hosting facility and a secondary disaster recovery site until the cloud environment is established, travel to conduct trainings and setting up new agencies, and expenses for maintenance and support.</p>	<p>TraCS submits crash reports on average of about 6.9 days from the date of the crash to the statewide repository at a 99.99% error free rate.</p> <p><b>Usage:</b> 50,856 crash reports loaded quarter one or 32% of statewide crashes submitted through TraCS.</p> <ul style="list-style-type: none"> <li>- 26,030 Users</li> <li>- 188 Total Agencies</li> </ul> <p><b>Integration:</b> S4 Geo-Location Tool</p> <ul style="list-style-type: none"> <li>- 91% of total agencies mandated for crash reporting or 183 agencies</li> <li>- 13% of total agencies mandated for citation reporting</li> </ul> <p>ELVIS Tool (FCIC/NCIC)</p> <ul style="list-style-type: none"> <li>- 99% of users or 188 agencies</li> </ul> <p><b>Accessibility:</b> Effective April 1, 2021- 147 agencies moved to Cloud Data Hosting Environment</p>

Project Lead Agency and Project Title	Section 405(c) Funding	Purpose	Description	Progress
<p>Florida Department of Health (FDOH):</p> <p>Field Data Collection for National EMS Information System (NEMSIS)</p>	<p>\$442,225</p>	<p>Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the EMS/ Injury Surveillance System, Crash, Roadway, and Vehicle data systems.</p>	<p>The FDOH will work on increasing the number of agencies submitting data to the State repository in compliance with the current NEMSIS standards and work on transitioning agencies into compliance with the NEMSIS Version 3 (V3) standards. The implementation of the V3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process.</p> <p>The FDOH contractors will also assist and support licensed EMS agencies via direct technical support and trainings and improve the current hosting environment with additional functionalities needed. This project will fund a Project Manager, Technical Business Analyst, Data Modeler / Migration Specialist and Business Intelligence Analyst / Developer. Resources will also cover data hosting services, required vendor change orders, and travel expenses to educate local EMS agencies on data collection standards and to attend conferences for implementation planning.</p>	<p>First submission of V3 to NEMSIS: 12/08/2016</p> <p><b>Trainings:</b></p> <p>EMSAC Data Committee work sessions: 11/17/2020; 2/9/2021; 2/24/2021; 3/3/2021; 3/23/2021; 4/27/2021</p> <p><b>Usage:</b></p> <p>219 agencies transitioned to Biospatial as of Nov. 1, 2020</p> <ul style="list-style-type: none"> <li>- 219 (75.26%) EMSTARS reporting agencies of 291 total agencies</li> <li>- 215 (98.17%) of 219 EMSTARS reporting agencies are submitting by NEMSIS V3 standards to state incident level repository</li> <li>- 97.63% of EMS runs reports submitted to state repository</li> <li>- 68% of V3 EMS run reports received within 10 hours of run</li> </ul> <p><b>Integration Completed:</b></p> <p>Biospatial- Crash Records &amp; Trauma Data; ESSENSE; ODMAP- 1/22/2020; Health Information Exchange in process with AHCA;</p>

Project Lead Agency and Project Title	Section 405(c) Funding	Purpose	Description	Progress
<p>University of Florida (UF):</p> <p>Expanding Accessibility Utilization, and Data Integration of Signal Four (S4) Analytics</p>	<p>\$467,346</p>	<p>Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash, Roadway, and Citation / Adjudication data systems.</p>	<p>The S4 Analytics is a statewide crash and citations analytical system that allows local, regional and state agencies to analyze, create maps, and statistical reports of crashes and citations in a consistent, uniform and timely fashion. This project with the UF will address several S4 Analytics feature requests and overall system improvements.</p> <p>It will expand the integration of citations with crashes statewide, expand the new reporting module that provides interactive summary charts of crashes and citations, perform data quality analysis and database updates, and perform system monitoring. A full migration of the system will be finalized to a new web platform and promotion of the use of S4 Analytics will be conducted through training webinars and demonstrations at national and state conferences. A new task this fiscal year is to explore data linkage possibilities of EMS data into the S4 database by identifying a selected subset of EMS data.</p> <p>Resources will be provided for personnel to conduct these improvements, travel and equipment expenses.</p>	<p>S4 Database integrates crash reports, citation reports and roadway data.</p> <p><b>Usage (Oct. 1, 2020-Present):</b></p> <ul style="list-style-type: none"> <li>- 5,111 users</li> <li>- 706 agencies and 189 contractors</li> <li>- 40,171 user login sessions</li> <li>- 154,927 crash queries generated</li> <li>- 568,931 crash reports retrieved (371,665 bulk + 197,266 individual)</li> <li>- 2,630 citation queries generated</li> <li>- 6,397,972 total crash records in S4 (2011 - Present)</li> <li>- 34,936,163 total citation records in S4 (2011 - Present)</li> </ul> <p><b>Trainings:</b></p> <p>Four Webinars conducted on 2/9/21 and 2/10/21.</p> <p>EMS Data Meeting held with safety stakeholders on 4/1/2021.</p> <p><b>Other Updates:</b></p> <ul style="list-style-type: none"> <li>- Public facing crash dashboard created and went live December 2020.</li> <li>- At present, 70% migration completed. On target for full migration by end of FY.</li> </ul>

Project Lead Agency and Project Title	Section 405(c) Funding	Purpose	Description	Progress
<p>Florida Department of Highway Safety and Motor Vehicles (FLHSMV):</p> <p>Crash and UTC Data Improvement</p>	<p>\$123,300</p>	<p>Improve the Accuracy, Completeness, and Uniformity of the Crash and Citation / Adjudication data systems.</p>	<p>The Crash and UTC staff at the FLHSMV will be tasked with improving Florida crash and UTC data to provide the ability for the FLHSMV and traffic safety stakeholders to make more informed and accurate decisions and countermeasures. This project will apply a data driven approach to increase accuracy, completeness, and uniformity of traffic record reporting. The crash program staff will develop a location accuracy report and establish minimum accuracy location standards that law enforcement agencies should meet. This will encourage law enforcement agencies to utilize the tools available for improved geolocation of crash reports. The UTC program staff will continue its ongoing improvement efforts and conduct four train-the-trainer workshops with the Florida Clerk of Courts. These workshops will focus on what constitutes accurate and complete UTC citation submissions and will include targeted content based on the specific accuracy and completeness issues in their counties, which were previously identified by the established performance metrics. Project funding will be provided for personnel services, training materials and travel expenses to conduct these workshops throughout the state.</p>	<p><b>Crash objectives:</b></p> <p>Finalized geo-location accuracy statistics to track progress from established baseline measure.</p> <p>Finalizing operational approach to improve location accuracy by 5%.</p> <p>LEA memo to be sent explaining geo-location accuracy, how it is measured, and importance (pending approval).</p> <p><b>UTC objectives:</b></p> <p>Baseline measurements for UTC accuracy and completeness established.</p> <ul style="list-style-type: none"> <li>- UTC training curriculum created</li> <li>- RSVP invitations in progress for 4 COC UTC train-the-trainer workshops</li> </ul>
<p>Florida Department of Highway Safety and Motor Vehicles (FLHSMV):</p> <p>Driver Data Improvement</p>	<p>\$59,000</p>	<p>Improve the Accessibility, Completeness, and Timeliness of the Driver and Vehicle data systems.</p>	<p>Due to the high volume of incoming drivers in Florida, an electronic and automated process is needed to request and update the driver history record (DHR) from other jurisdictions to Florida's driver data set. A Project Analyst with expertise in process improvement, project management, data analysis and reporting, data security, and systems evaluation will be hired to determine the best technical solution available to perform driver system improvements. A comparison of the automated capabilities for data extraction, loading, and integration among third-party systems is required to make an informed recommendation to improve the overall quality of the data in our driver record system. The FLHSMV will develop a timeliness performance measure for updating the driver history records to the Florida driver data system and will also establish a completeness performance measure for how many driver history records are successfully updated to the record. Project funding will be provided for personnel and office supplies expenses.</p>	<p>Project activities have yet to be conducted due to hiring issues of the Project Analyst.</p>

Project Lead Agency and Project Title	Section 405(c) Funding	Purpose	Description	Progress
<p>University of Florida (UF):</p> <p>Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations</p>	<p>\$168,546</p>	<p>Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash and Citation/Adjudication and EMS/Injury Surveillance data systems.</p>	<p>This project with the University of Florida will address the error rate in location data by providing a solution to automatically geo-locate crashes and citations. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the state.</p> <p>The project will create a unified geo-location and validation service that can be accessed via the internet by any electronic crash and citation data collection system of any vendor in Florida. This web service solution accomplishes the geolocation and validation of the location by using the Florida Department of Transportation's Unified Roadway Basemap. 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 the Traffic and Criminal Software (TraCS) agencies to incorporate the tool not only on their e-crash system but also on their e-citation system. A new task to be accomplished this fiscal year will be to coordinate with the Florida Department of Health on exploring the use of this tool to map EMS reports.</p> <p>Another critical problem that results from errors in location data is the lack of timeliness to run safety analyses. Timely availability of geolocated data will enable earlier detection of challenges and identification of solutions, ultimately saving lives and preventing loss of property. Project funding will be provided for personnel services to provide service of this tool, perform updates, technical support and trainings, travel and equipment expenses, and to implement an improved functionality specifically for citations.</p>	<p><b>Usage:</b> TraCS currently incorporates this tool on their e-citations and e-crash reports.</p> <ul style="list-style-type: none"> <li>- 91% of total TraCS agencies mandated for crash reporting or 183 agencies.</li> <li>- 13% of total agencies mandated for citation reporting.</li> </ul> <p><b>Number of Geolocated Incidents (Oct. 1, 2020-Present):</b></p> <ul style="list-style-type: none"> <li>- 110,222 crash reports</li> <li>- 92,135 citation reports</li> <li>- 34,304 traffic warnings</li> <li>- 6,824 tow sheets</li> <li>- 2,331 DUI Citations</li> <li>- 870 Parking Citation</li> <li>- 810 Field Interview Report</li> <li>- 147 Offense Incident Report</li> <li>- 54 Boating Warning</li> <li>- 123 Boating Citation</li> </ul>

Project Lead Agency and Project Title	Section 402 Funding	Purpose	Description	Progress
<p>Florida State University (FSU):</p> <p>Electronic License and Vehicle Information System (ELVIS)</p>	<p>\$542,490</p>	<p>Improve the Accessibility, Accuracy, Completeness, Timeliness, Uniformity of the Crash and Citation/Adjudication, Driver, Vehicle data systems.</p>	<p>The Florida State University will maintain and upgrade a 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 Florida law enforcement agencies. This web-based solution will improve the accuracy and quality of traffic records data collected by these law enforcement agencies, while also reducing the redundancy and labor costs associated with manual entry.</p> <p>The proposed Electronic License and Vehicle Information System will provide all Florida law enforcement agencies the ability to run queries and to import contact (vehicle and driver) information into multiple traffic data forms. Resources will be allocated to a full-time Systems Architect, Systems Administrator, IT Support Specialist, part-time Principal Investigator, along with maintenance of the tool, operational costs and travel to conduct trainings and provide technical support, as well as finalizing a secondary site for disaster recovery efforts.</p>	<p><b>Accessibility:</b> Web-Based (no installation required) Tool to run FCIC/NCIC data.</p> <p>Average year-to-date availability: 99.87%</p> <p><b>Usage:</b> - 217 agencies - 22,284 users - 4,760,069 total queries run FY21 (~680,00 per month) 45 types of queries performed:</p> <p><b>Other Updates:</b> Secondary Disaster Recovery Site updates: reformat and reconfiguration of old hardware complete and test backups in place at primary site. Installment pending travel restrictions due to COVID-19.</p>
<p>The District Board of Trustees of Tallahassee Community College (TCC):</p> <p>Traffic Records Coordinating Committee Support</p>	<p>\$48,828</p>	<p>Support for the TRCC and FDOT Safety Office.</p>	<p>Tallahassee Community College will contract with a consultant to provide technical advice and support to the Traffic Records Coordinating Committee (TRCC) Executive Board and its subcommittees. The technical advisor will assist in the update of the Traffic Records Strategic Plan as well as host and maintain the Florida TRCC website.</p>	<p>Meeting facilitation and minutes provided for Dec. 2020 TRCC meeting. Facilitated and participated at the FY22 Application Subcommittee meeting on March 12, 2021 and TRCC Executive Board Voting meeting on April 9, 2021. TRCC website updates completed for quarter 1 and 2.</p>



Project Lead Agency and Project Title	Section 402 Funding	Purpose	Description	Progress
<p>University of Florida (UF):</p> <p>Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality</p>	<p>\$556,758</p>	<p>Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash and Citation / Adjudication data systems.</p>	<p>The FDOT current crash location system has several limitations that is preventing FDOT staff to map crashes in a timely fashion. This system is out of date, slow, requires extensive training, and can only handle on-system crashes, i.e. crashes only on state-maintained roads. FDOT uses a second system to locate off-road system crashes which operates differently from the on-system and as such requires different training and different data management practices. Due to these challenges and the sheer amount of crashes in the state (over 700,000 annually) FDOT experiences delays in providing timely geolocated crashes to Florida traffic improvement stakeholders.</p> <p>Of those 700,000 crash reports submitted by law enforcement agencies, 300,000 crash reports include a crash diagram based on Florida's crash data requirements and federal recommendations provided in the Model Minimum Uniform Crash Criteria Guidelines. This crash diagram is also necessary for the FDOT staff to accurately locate crashes. At this time, many Florida law enforcement agencies do not have a diagramming tool and could use a geo-location tool which would eliminate the discrepancies between the crash address information and the depiction of the same location on the crash diagram.</p> <p>Currently, S4 Analytics provides the automated geolocation of crashes but only for a portion of the crashes. The rest of the crashes are approximately located and not verified by a person. This creates challenges regarding the reliability of data analysis due to the discrepancy between FDOT and S4's location processes. This project with the UF will reduce these 3 systems to a single unified geolocation system for the State of Florida, by enhancing the S4 Geolocation tool to provide a verified crash location not only for FDOT analysts but Florida's traffic improvement stakeholders. This project will also develop a web based diagram tool to work in compatibility with S4's Geo-location tool to improve location accuracy, reduce the time for an officer to complete the crash diagram in the field thus improving timeliness of the data, and aims to increase the utilization of the crash data. This project was originally awarded towards the end of quarter two in FY2020. The UF team will continue their efforts during this FY to complete Phase I.</p>	<p>Crash Diagramming Tool status:</p> <ul style="list-style-type: none"> <li>- Transitioned to a more suitable supporting software framework;</li> <li>- Operation tool on track by end of FY.</li> </ul> <p>Geolocation Consolidation status:</p> <ul style="list-style-type: none"> <li>- Mockups and the process flow completed</li> <li>- Data Model complete</li> <li>- Implementation has begun towards developing the editor front-end and constructing the physical database structure.</li> </ul> <p><b>Other Updates:</b></p> <p>Mockup demo conducted in December 2020.</p> <p>Crash Location Display meeting held on 3/24/21 with safety stakeholders.</p>

Project Lead Agency and Project Title	Section 402 Funding	Purpose	Description	Progress
<p>University of Florida (UF):</p> <p>Central Crash Data Repository and Improved Crash Data Quality</p>	<p>\$189,339</p>	<p>Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash data system.</p>	<p>The FLHSMV crash database annually receives approximately 700,000 crash reports. As the statutory custodian of Florida's crash data, FLHSMV distributes daily copies of statewide crash data and images to two statewide recipients, the FDOT and UF's S4 Analytics creating three copies of the same information. Considering a 10-year period, the 6 million records of crash data distributed at least 3 times accumulates to about 18 million records duplicated across various databases. Also, approximately 300,000 of the total crash reports submitted require law enforcement agencies to submit crash diagrams. To reduce the time for an officer to prepare these diagrams, law enforcement agencies have been using aerial photography through S4 Analytics as a reference layer which increases the accuracy of information. However, the current FLHSMV ingestion process is unable to support these high-resolution aerial photographs causing a reduction in resolution of the photo and sometimes causing the diagram to be unreadable.</p> <p>This project with the UF will finalize a web service to serve the crash report images to authorized recipients, within necessary privileges and security constraints, from one single location hosted at FLHSMV, thus eliminating the need to distribute multiple copies. In coordination with FLHSMV, the S4 team will finalize the functional and technical specifications needed to support the submittal of aerial photo-based crash diagrams in the FLHSMV's current ingestion process to contribute to data quality improvements at present and prepare the necessary requirements to support the web-based geolocation diagramming tool in development. Lastly, the synchronization between the FLHSMV, S4 Analytics', and FDOT's crash databases will be finalized to provide users the necessary confidence on the reliability of S4 Analytics' datasets as it will contain the manually verified crash location by FDOT staff and matches the original source from FLHSMV. This project was originally awarded towards the end of quarter two in FY2020. The UF team will continue their efforts during this fiscal year to complete Phase I.</p>	<p>Synchronize the FLHSMV and S4 crash databases:</p> <ul style="list-style-type: none"> <li>- Light synchronization of all crash data for years 2011-2021 complete.</li> <li>- Light synchronization maintained daily.</li> </ul> <p>Pending Tasks due to limited IT staff at FLHSMV:</p> <ul style="list-style-type: none"> <li>- Develop an image service for crash reports to be centrally served by FLHSMV only.</li> <li>- Finalize solution to allow FLHSMV support for using aerial photography in crash diagrams.</li> </ul>

## 4.2 ACHIEVEMENT OF MEASURABLE PROGRESS

The provisions of the Section 405(c) grant application require applicant States to demonstrate year-to-year traffic records improvement in at least one of the six core systems in at least one of the six performance areas (to include Other if specified):

- Timeliness,
- Accuracy,
- Completeness,
- Uniformity,
- Integration, and
- Accessibility

For FY22, the Florida TRCC submitted two performance measures which demonstrate significant, system-wide performance; improvements were to the Crash System and the EMS/Injury Surveillance System. The performance measures, and a description of each, are provided below:

1. Accurately located electronic crash reporting (i.e., the average percentage of accurately located electronic crash reports submitted into Florida Department of Highway Safety and Motor Vehicles (FLHSMV) Crash Master Database by law enforcement agencies utilizing the Geo-Location tool) – *Crash/Accuracy*.
2. Uniformity of EMS/Injury data (i.e., the percentage of Florida’s Public or private entities involved in EMS systems which have been licensed by the State of Florida, who are submitting NEMSIS Version 3 compliant run reports to the FDOH EMS Tracking and Reporting System, EMSTARS) – *EMS/Injury /Uniformity*.

### **Performance Measure #1: Accuracy of Electronic Crash Location Reporting Processed into the FLHSMV 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 FLHSMV Crash Master Database via law enforcement agencies utilizing the Signal Four (S4) 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 FLHSMV 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 FLHSMV Crash Master Database by law enforcement agencies using the S4 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 FLHSMV Crash Master database by law enforcement agencies utilizing the S4 Geo-Location tool.

Baseline and current values are summarized in Table 4.2. During the baseline period from April 1, 2019 to March 31, 2020, a total of 725,543 electronic crash reports were submitted into the database of which 167,922 crash reports were accurately located using the Geo-Location tool. The average percent of accurately located electronic crash reports was 23.14%. During the current period from April 1, 2020 to March 31, 2021, a total of 567,231 electronic crash reports were submitted into the database of which 140,364 crash reports were accurately located using the Geo-Location tool. The average percent of accurately located electronic crash reports was 24.75%. **The percentage of accurately located electronic crash reports entered into the database increased 1.61% (from 23.14% to 24.75%) when compared to the previous year.**

An increase of accurately located electronic crash reports is expected next fiscal year due to the mandate of this tool in FY20 for all law enforcement agencies submitting crash reports with the Traffic and Criminal Software (TraCS).

**Table 4.2 Results for Accuracy of Electronic Crash Location Reporting**

Time Period	Performance Results
April 1, 2019 – March 31, 2020 (Baseline)	A total of <b>725,543</b> crash reports were submitted electronically into the Crash Master Database at a <b>23.14%</b> average percentage of <b>accurately Geo-Located crash reports</b>
April 1, 2020 – March 31, 2021 (Current Value)	A total of <b>567,231</b> crash reports were submitted electronically into the Crash Master Database at a <b>24.75%</b> average percentage of <b>accurately Geo-Located crash reports</b>

## **Performance Measure #2: Uniformity of EMS data submission into the EMSTARS Database**

### *Performance Measure Description*

This performance measure evaluates the **uniformity of EMS data submission** – as demonstrated through an increase in the percentage of Florida’s public or private entities involved in EMS systems which have been licensed by the State of Florida, who are submitting National EMS Information System (NEMSIS) Version 3 (V3) compliant run reports to the Florida Department of Health via the Bureau of EMS, Prehospital EMS Tracking and Reporting System (EMSTARS).

Public or private entities involved in emergency medical services systems are minimally required to provide patient care summary level data to the Florida Department of Health, Bureau of EMS, Prehospital Aggregate System per Florida Administrative Code 64J-1.014. This administrative code defines two options for the submission of patient care data. One being the submittal of summary level data to the Prehospital Aggregate System and the second option being the submission of runs reports via EMSTARS.

The patient care data submitted via the Prehospital Aggregate System is only summary information which does not include EMS runs report record level data. Also, the EMS response and patient care summary data does not include information on Incident Date. The runs reports submitted through EMSTARS is Florida’s only database that is collecting and transmitting the incident level data required for NEMSIS compliance. EMSTARS does not accept EMS agency records that are not NEMSIS compliant. EMSTARS reporting requirements far exceed the aggregate summary requirements; therefore, submission of runs data to EMSTARS is voluntary

Currently, Florida has a total of 291 licensed EMS agencies of which 219 are EMSTARS participating agencies. Of the 219 EMSTARS participating agencies, 215 agencies are submitting run reports by V3 data standards.

### *Measurement Technique*

The following measurement was analyzed for this performance measure:

- The percentage of Florida’s public or private entities who are submitting NEMSIS V3 compliant run reports to EMSTARS.

To normalize the uniformity of V3 compliant run reports data submitted, the percent of participating licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS were compared for the same period of time (April to March) for consecutive years.

### *Baseline and Current Values*

The achieved improvement is an increase in the uniformity of EMS run reports as demonstrated through an increase in percent of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS. For the baseline period, the number of licensed EMS agencies in Florida was 286, of which 211 were EMSTARS participating agencies.

Of the 211 EMSTARS participating agencies, 194 were submitting run reports by NEMSIS V3 data standards. For the current period, the number of licensed EMS agencies in Florida was 291, of which 219 were EMSTARS participating agencies. Of the 219 EMSTARS participating agencies, 215 were submitting run reports by NEMSIS V3 data standards.

The number of licensed agencies fluctuates due to agency mergers, closures and/or new agencies licensed. Florida remains in compliance with the NEMSIS V3 standards to provide a uniform data collection across all licensed agencies.

Baseline and current values are summarized in Table 4.3. For the baseline period from April 1, 2019 to March 31, 2020, 194 of the 211 (91.9%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. For the current period from April 1, 2020 to March 31, 2021, 215 of 219 (98.17%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. **The percent of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS increased by 6.27% (from 91.9% to 98.17%) when compared to the previous year.**

**Table 4.3 Results for Uniformity of EMS Data**

Time Period	Performance Results
April 1, 2019 – March 31, 2020 (Baseline)	<b>194 of 211 (91.9%)</b> licensed EMS participating agencies were actively reporting run reports by NEMSIS V3 standards to EMSTARS
April 1, 2020 – March 31, 2021 (Current Value)	<b>215 of 219 (98.17%)</b> licensed EMS participating agencies were actively reporting run reports by NEMSIS V3 standards to EMSTARS

Florida submitted an interim report of progress to NHTSA Region 4 Team on April 7, 2021 and received notice on April 29, 2021 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.

## **4.3 PLANS FOR FY22 GRANT FUNDING**

### **Grant Proposal Process**

For FY22, the State of Florida sought grant proposals for potential projects to advance the goals and objectives of the 2017-2021 TSIS Strategic Action Plan. A draft version of the Action Step Matrix detailing the goals, objectives, and strategies of the Strategic Plan was made available to applicants. Proposals for FY22 Section 405(c) and 402 funding were accepted from January 1 - February 28, 2021.

Eleven funding requests were submitted during that time period totaling \$3,420,342. One concept was submitted by a police department under 405(c) but was deemed not applicable due to being an equipment only request. A new project to improve driver and vehicle data quality attributes based off the NHTSA TRA recommendations was also submitted by the FLHSMV. Eight requests were related to existing statewide TRCC projects and one was to continue to provide support services needed for the TRCC Executive Board and its Subcommittees.

### **Project Prioritization Process**

At the April 9, 2021 meeting, the TRCC Executive Board was advised the state projected an estimated \$2,294,555 in Section 405(c) and an estimated \$1,500,000 in Section 402 funds to be available October 1, 2021. The TRCC Coordinator provided a summary of the Application Subcommittee's recommendations from their March 12, 2021 meeting, after which Executive Board Members asked questions about the proposals.

The Subcommittee recommended to fully fund all 10 project requests. Five statewide projects for a total of \$2,161,184 in Section 405(c) funds and the other 5 statewide projects for a total of \$1,282,001 in Section 402.

The Executive Board voted and approved the 10 statewide projects to be fully funded as the Subcommittee recommended. Ultimately a total amount of \$3,443,185 was approved, with final amounts pending the total Section 405(c) and 402 grant funding approved by the NHTSA.

### **Traffic Records Projects to be Funded in FY22**

See Highway Safety Plan FY22 for approved traffic records project summaries and funding amounts under Section 405(c) and 402.

# A. 2020 Traffic Records Assessment Summary

## Introduction

The State of Florida has a Traffic Records System with a solid foundation of best practices in many system components and the State uses its Traffic Records Coordinating Committee effectively to continue to improve through collaboration and creative projects. The Citation and Adjudication systems indicate plans to add a DUI tracking system, which would be a helpful addition to one of the premier citation tracking systems in the nation. An impaired driver tracking system that follows offenders throughout the adjudicative process allows law enforcement, alcohol and drug educators and evaluators, therapists, Ignition Interlock providers, probation personnel, and all those who interact with the impaired driver, the opportunity to follow the offenders' progress while helping to establish the types and combinations of sanctions and treatment options that best serve to prevent recidivism.

A great deal of progress has been made in building and improving the enterprise roadway system in this past Assessment period with the All Roads BaseMap and the continuing effort to complete the collection of MIRE Fundamental Data Elements for all public roads in the State. Having a single location referencing system to locate crashes is a means of ensuring the integrity of location data and can provide a means to analyze the effect of targeted enforcement on crash incidence and severity. Efforts to improve quality and accessibility of injury system data have improved ratings and helped to develop a more comprehensive system as well.

The driver and vehicle systems are actively involved Traffic Records stakeholders and report working toward a unified system in the near future. The Crash system is within a single percentage point of being totally electronic, which adds to the integrity of data in terms of timeliness, accuracy and completeness, while improving accessibility of the records and forging the path for integration with driver, vehicle and citation systems.

The development of a data warehouse provides a means by which the effort and expense of data collection and management pays dividends for the State by allowing for ease of access and additional skilled analytical resources available to data users. The warehouse currently contains crash, driver, vehicle, and citation data. Injury Surveillance data could be an obvious next choice for addition to the warehouse.

All in all, the State has made a good deal of progress, has several exciting opportunities and efforts underway and has changed a number of its ratings upward in this last Assessment cycle. It should be noted that the State is being assessed based on an ideal traffic records system--an ideal which might not comport with Florida's organizational/statutory framework. The Advisory is a construct for purposes of comparison; states are not expected to fulfill all aspects of the ideal system. Even so, Florida rated 'meets' or 'partially meets' the ideal on 83 percent of the items rated.



Florida's Traffic Records System and its supporting Coordinating Committee are functioning effectively and are operating in a way that is driving a great deal of progress and success. The one area where the State can improve is its data quality control program and performance monitoring. It is important to track data quality and report it; even though the State has made strides in improving its data quality, it should be monitored to ensure that quality remains high. Degradation of quality can be subtle, and it may take a great deal of time and effort to recover from lost ground if statutory or process changes unintentionally negatively impact that quality. Each system has some good performance measures, but it would behoove the Traffic Records Coordinating Committee to re-evaluate the quality control program and refocus on capturing baseline data and developing numeric goals.

### **Assessment Results**

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of datadriven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

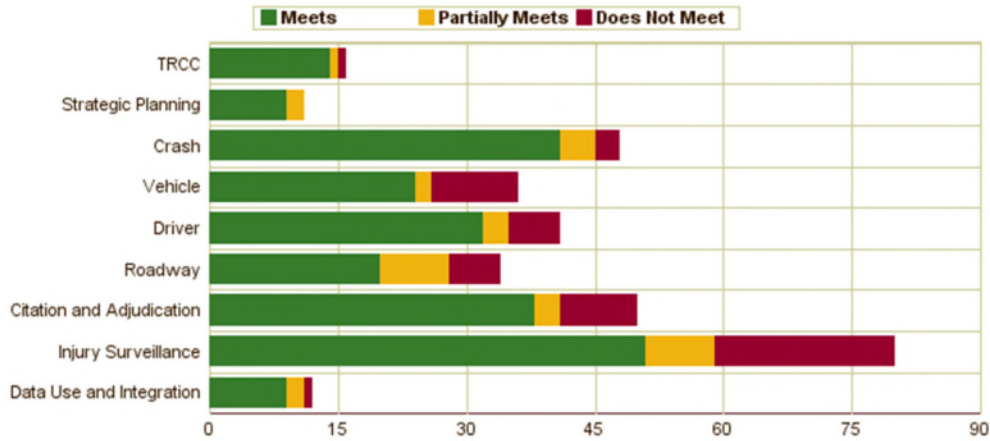
Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Fixing America's Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Out of 328 assessment questions, Florida met the Advisory ideal for 238 questions (73%), partially met the Advisory ideal for 33 questions (10%), and did not meet the Advisory ideal for 57 questions (17%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Florida met the criteria outlined in the Traffic Records Program Assessment Advisory 88% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 85% of the time for Crash, 67% of the time for Vehicle, 78% of the time for Driver, 59% of the time for Roadway, 76% of the time for Citation and Adjudication,

64% of the time for EMS / Injury Surveillance, and 75% of the time for Data Use and Integration.

**Figure 1: Rating Distribution by Module**



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

**Recommendations & Considerations**

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

*“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”*

The following section provides Florida with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Florida flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

## **TRCC Recommendations**

### **None**

#### *Considerations for implementing your TRCC recommendations*

- Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly, a minimum of four times per year. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year.
- Consideration should be given to establishing a formal traffic records inventory. It can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reducing duplication of effort, and allowing data to be more fully utilized to make roadways safer.
- Consideration should be given to continuing and expanding on the initial user needs survey effort. Conducting similar surveys in the next assessment cycle may be beneficial, allowing the State to work towards identifying training and technical assistance needs across all traffic records systems.

### **Summary**

Florida's Traffic Records Coordinating Committee (TRCC) is comprised of both executive and technical membership. All six core component areas have executive and technical level representation on Florida's TRCC. Participation from executive level members can serve to improve communication and sharing of knowledge across traffic records systems. Active participation across all core component areas at both levels increases collaboration and benefits traffic records system stakeholders.

The Florida TRCC is well established and adequately meets most of the Traffic Records Advisory ideals; however, there are still a few areas that have room for improvement. The Florida TRCC meets three times per year. Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year. Even if executive members are unable to attend a fourth meeting, there are many advantages to facilitation of ongoing communication amongst technical level members. In many cases, the TRCC meetings may be the only time these members have an opportunity to work together and discuss challenges and best practices in their respective traffic records areas. The group can work towards establishing a regular, recurring schedule, or set all four dates for the year well ahead, so that meetings are on everyone's calendars far in advance. This gives all members ample opportunity to prioritize the TRCC meetings within their schedules.

It may be beneficial for Florida to pursue a more formal traffic records inventory, as there likely have been changes made to data collection systems, platforms, and processes in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make data-driven decisions. Florida's TRCC Data Subcommittee has done excellent work to identify data gaps, improve processes,

and enhance overall data quality through participation in a variety of projects. However, a more formal inventory document, shared across system stakeholders would be useful. An inventory can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems becomes more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Florida used a NHTSA GO Team to conduct a user needs survey in 2018. The Florida TRCC should consider expanding on that initial effort and continue conducting similar surveys in the next assessment cycle, working towards identifying training and technical assistance needs across all traffic records systems. Florida can further demonstrate adherence to this ideal by including training and technical assistance needs as a regular topic at TRCC meetings, encouraging the use of training needs assessments by TRCC members, and by fostering TRCC meeting presentations on this topic.

Overall, the Florida TRCC solidly meets the majority of the Traffic Records Advisory ideals and is to be commended for attributing focus to meeting these standards. Over the next assessment cycle, in addition to exploring the considerations mentioned above, it will be beneficial to continue to place attention on maintaining adherence to these Advisory standards. While much effort has been expended ensuring the standards are met, it is equally important the TRCC continues to operate accordingly in the next five years.

### **Strategic Planning Recommendations**

#### **None**

*Considerations for implementing your Strategic Planning recommendations*

- Identifying and addressing training needs should be centralized within the Strategic Plan rather than having the information dispersed across agencies.
- Consideration should be given to highlighting efforts to coordinate with Federal data systems within the Strategic Plan. Another possibility is to provide references to other documents where this information can be found.

#### **Summary**

The Florida Traffic Safety Information System Strategic Plan is a well-written and comprehensive document. The strategic plan includes the membership of each level of the TRCC, which include representatives from each of the core data systems as well as other stakeholders. The plan provides a status report of funded projects, demonstrated improvement in two of the core data systems, and plans for Fiscal Year 21 grant funding. The TRCC is responsible for the development, tracking, and evaluation of the Traffic Records Strategic Plan and Florida has developed a very sound system for accomplishing this task. There is a prioritization methodology that the TRCC uses to identify projects funded with Section 405c funds.

The Strategic Plan includes details about each funded project including the responsible agency, its purpose, description, and progress. This information is summarized in an easily digestible table. The Strategic Plan is reviewed and updated annually. Areas of opportunity in the Strategic Plan were identified through the use of the previous Traffic Records Assessment and a recent GO Team report. The TRCC also conducted a survey of

State and local users to aid in the identification of areas and data systems in need of improvement. The TRCC has appointed an Application Subcommittee to assess new technology and consider life cycle costs.

While each of the six core data systems are addressed by the Strategic Plan, the Annual Implementation Update only provides a comprehensive update regarding the accuracy of electronic crash reporting and the uniformity of the of EMS data. The State is to be commended and should be proud of the progress made in these two areas. While not provided in such detail, the TRCC is encouraged to provide updates on the progress of other performance measures and the remaining four data systems.

The Strategic Plan contains much of the recommended information states are encouraged to include, but there are some deficiencies. Technical assistance and training needs are the responsibility of the data system owners and are not addressed by the Strategic Plan. While individual agencies are undertaking efforts to coordinate with Federal traffic records systems, NEMSIS is the only Federal system specifically addressed by the Strategic Plan. The State is encouraged to consider incorporating some of this information into the Traffic Records Strategic Plan or inserting reference points to the specific sections of other reports where the information is housed.

### **Crash Recommendations**

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### *Considerations for implementing your Crash recommendations*

- One hundred percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. The State should consider establishing a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision-makers at all levels.
- Consideration should be given to ensuring continued monitoring, improvement, and expansion to existing integration between the Crash system and Driver, Vehicle, Injury Surveillance, and Roadway systems. Now that it has been established, maintaining this integration between Crash and other systems is crucial. Additionally, identifying ways to encourage agencies submitting via 3rdparty software to also take advantage of these tools is also important so that data quality across crash records is maintained.
- Florida should continue to make use of available NHTSA resources and ensure

they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years.

## Summary

Since the last assessment, Florida has made positive strides and improvements to its Crash System. They have improved the collection of electronic crash data and have strengthened their performance metrics dramatically. Florida has also established more integration between the Crash system and other State traffic records systems to improve the quality and accuracy of traffic safety data. They have increased the quality of their analytical capabilities and resource tools through the implementation of the Signal Four Analytics program which provides data accessibility in an easy-to-use format.

The Florida Crash System is consolidated into a single database housed within the Florida Department of Highway Safety and Motor Vehicles. Florida utilized MMUCC and ANSI D.16 as part of the establishment of their crash system and recently underwent a MMUCC mapping review based on the 5th MMUCC edition. Measuring a crash system against MMUCC standards is beneficial to the State and can help determine if further improvements or revisions to the crash report form are needed or desired.

In recent years, Florida has continued to make progress transitioning agencies to electronic crash reporting. They have reduced the number of agencies still submitting paper to just 28, reflecting just over 1.1 percent of all crashes submitted to the Crash system during 2019. For a State as large as Florida, this is an impressive accomplishment and excellent progress. The incentive program for submitting electronic crash reports, combined with grant funding opportunities, the FHP laptop surplus program and other initiatives are all great programs implemented to help push agencies towards the goal of 100 percent electronic crash reporting. Given the small number of agencies remaining, 100 percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. It may be beneficial for the State to establish a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decisionmakers at all levels.

Population of data elements in the Crash system from other traffic records systems such as Driver, Vehicle, EMS, Injury Surveillance, or Roadway can have great benefits. Florida has taken positive steps in the area of data integration by linking its Crash system to the Driver, Vehicle, and Roadway systems. The ELVIS and DAVID systems allow officers to validate driver and vehicle information during the crash data collection process. There is also integration with the Roadway system which allows for pre-population of location data and data sharing between the two systems. These data integration components allow for more complete and accurate collection of crash data. Encouraging use of these tools among 3rd-party submitting agencies should also be considered. Crash and EMS data is integrated through BioSpatial, allowing for improved analysis of crash injury outcomes. Additional integration with Injury Surveillance systems should also be explored, as well as continued monitoring and improvement to existing integration between the Driver, Vehicle, and Roadway systems.

Dialogue regarding possible opportunities for improvement or expansion of data linkages, interfaces, and integration amongst the State traffic records systems should be ongoing among TRCC membership where all core traffic records systems managers and stakeholders are represented. As traffic records systems data becomes more widely used, system interfaces and data integration will be crucial. Improved data linkage and integration will streamline processes, improve data quality, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Given the rising importance of traffic safety data which often starts with the Crash system, it is extremely helpful to establish and maintain useful performance measures and to ensure a robust quality control program for improving and monitoring completeness, timeliness, and accuracy. In-depth and detailed agency-level feedback for local law enforcement agencies is also useful. Strong performance measures and performance measure reporting is an important aspect of a successful Crash system. Florida has established an excellent system of performance measures for its Crash system, making great strides since the previous assessment, and they should be proud of the progress made in this area.

Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years. There will also be opportunities to utilize NHTSA GO Teams to help improve traffic records systems processes following the completion of the assessment. Additional resources include the “NHTSA Model Performance Measures for State Traffic Records Systems” document, which is a good resource for identifying and implementing appropriate measures for all traffic systems. It can be found at <http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf>.

Data accessibility is vital for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced, resulting in safer roadways. Florida’s Signal Four Analytics program offers robust tools for end users to access and analyze crash data for their communities. Continuing to ensure end users are aware of the availability of these tools and receive training on their proper application is key and will lead to improved resource allocation and traffic safety on Florida roadways.

Overall, the Florida Crash System is functioning at a high level, with recent improvements to electronic data collection, data integration across traffic records systems, and performance metrics. Opportunities for crash system growth in the coming years include: drafting and implementing a plan for achieving 100 percent electronic crash data collection among the remaining agencies still utilizing the paper form; expanding already well-established system interfaces and data integration efforts to improve data quality across core component traffic records systems; and maintaining and sustaining useful crash system performance measures implemented since the previous assessment that can be frequently monitored by stakeholders.

### **Vehicle Recommendations**

4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
5. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
6. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### *Considerations for implementing your Vehicle recommendations*

- Florida should consider further developing and adopting a comprehensive data quality management program. The program would consist of, at a minimum, development of performance standards regarding system data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline measures could be taken and metrics monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.
- Florida should consider implementing a vehicle system procedure for receiving and reviewing crash records where discrepancies have been identified during data entry in the crash data system. Adding this feature provides an opportunity to enhance the accuracy of the vehicle records.
- Florida should consider incorporating barcodes on vehicle registration documents to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

### **Summary**

The State of Florida vehicle titling and registration program is administered by the Florida Department of Highway Safety and Motor Vehicles. All vehicle registration and title records are contained in the Florida Real-Time Vehicle Information System (FRVIS).

FRVIS is a real-time data entry and processing system that incorporates data entry validation through field and logical edits. Additionally, FRVIS queries outside databases to confirm Vehicle Identification Number (VIN) information and obtain vehicle title information from NMVTIS. FRVIS is supported by documented data elements and data structures in a comprehensive data dictionary while processing sequences are documented in training manuals for all vehicle title and registration transactions.

FRVIS is further supported by technical system workflow documentation, but no time annotation for routine workflow or alternative operational processing workflow documentation exists. Additional programs supporting FRVIS include: a program for making data corrections by internal quality assurance staff; a program for receiving user feedback to identify problems and receive ideas for system improvement; a program for detecting high frequency errors to identify issues; an audit program; and an evaluation program for long-term trend analyses.

Florida vehicle registration and title documents do not contain barcoded information



allowing for rapid data collection by law enforcement equipped with barcode-reading technology. However, vehicle records for vehicles reported stolen to law enforcement are flagged within the system.

FRVIS is supported by some performance measures as a part of a comprehensive data quality management program described in the Advisory but there are several areas of performance for which measures have not been developed. Additionally, there is no interface with other traffic record systems such as the driver or crash databases. However, it was reported that a unified record system to combine driver and vehicle records is in the process of development.

### **Driver Recommendations**

7. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

*Considerations for implementing your Driver recommendations*

- Florida should consider further developing and enhancing a comprehensive data management program for the driver system. The program would consist of, at a minimum, development of performance standards regarding data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline metrics would be captured and monitored on a regular basis. The development and monitoring of data quality performance measures will enable the State to continually improve driver system data and enhance system availability and reliability.
- Florida is encouraged to continue developing and implementing the State-to-State driver history and facial image exchange transfer service.
- Florida should consider implementing one-to-one facial image verification on all driver license transactions.
- Florida indicated that development of ORION is underway with an anticipated implementation in 2023. As changes are planned and implemented, the State should consider utilizing the Advisory as a reference for minimum system functionality and program management that will improve the ratings in future Traffic Records Assessments.

### **Summary**

The Florida Department of Highway Safety and Motor Vehicles is the custodian of driver data, including information related to commercial driver licensure. Florida driver records contain driver demographic data as well as original issuance dates for all classes of licenses, permits, and endorsements, novice driver training information, conviction records, and at-fault crashes. Florida obtains previous state of licensure driving records and provides Florida driver history information and related facial images to other states.

The Florida driver system front-end user processing system is the Florida Driver License Issuance System (FDLIS). The system is supported by detailed data dictionaries describing data structures and data element definitions. The Florida FDLIS contains internal field level edit checks, input masking, lookup table validations, and business rule validations

to enhance accurate data collection. The FDLIS is further supported by a structured change request process to define system or program changes and oversee the development, testing, and documentation of system updates. The FDLIS fully integrates with both CDLIS and PDPS and its users are supported by detailed procedure documentation contained in procedure materials. Additionally, the system is further supported by error correction policies and procedures to correct obvious errors.

The Florida driver system is supported by a comprehensive data system security plan and a formal data purge policy. Driver records and facial images are provided to law enforcement and driver record information is provided to the courts.

The Florida driver program is supported by multiple programs and resources to deter fraud. False identity licensure fraud is deterred through employees receiving fraudulent document recognition (FDR) training and having integrated queries to SSOLV, PDPS, CDLIS and SAVE. Additionally, all license issuances are validated through facial image verification. Commercial Driver License (CDL) fraud is deterred through the recording and storage of testing results and audits of testing providers. Internal fraud is detected or deterred through a series of employee daily work audits, supervisory quality control checks, and internal audits.

The Florida driver system is supported by other proactive programs that promote data quality and identify potential enhancements. High frequency errors are evaluated to identify training issues or items that require system updates. User feedback is formally documented to drive data quality improvement and system enhancements. Sample-based audits are conducted periodically for critical driver record transactions and related database contents. Trend analysis reports are run to monitor activity and plan for workload changes.

Though the Florida driver system is supported by most of the monitoring and feedback programs outlined in the Advisory, the data quality management program, with associated system performance measures and baseline output expectations, is not as developed as the Advisory ideal.

Florida driver data is provided to the TRCC through the Electronic License and Vehicle Information System.

### **Roadway Recommendations**

8. Improve the data quality control program for the Roadway data system to reflect best practices

identified in the Traffic Records Program Assessment Advisory.

9. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### *Considerations for implementing your Roadway recommendations*

- FDOT might consider developing more formal project management techniques and status reporting to the TRCC and safety stakeholders for its projects to expand roadway data systems for all public roads.
- Consider expanding the RCI Handbook to include the collected MIRE and FDEs

as well as their referencing numbers.

- Consider expanding roadway system timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures.
- The State might consider developing collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system.

## Summary

The Florida Department of Transportation (FDOT) has a geospatial roadway system. The system supports a linear referencing system (LRS) and mapping functionality for all Florida public roads. Florida's roadway system includes approximately 12,103 miles which are State-maintained (10% of the total centerline miles) and approximately 110,996 miles (90%) of non-State-maintained roads.

Florida can identify crash locations using the linear referencing system on State-maintained roadways and latitude/longitude coordinates on non-State-maintained roads.

Florida is similar to many other states nationally, in that, it is in the process of transitioning to the provisions outlined in the Fixing America's Surface Transportation (FAST) Act of 2015 and MAP-21, the Moving Ahead for Progress in the 21st Century Act. The legislation provides guidelines for states to develop a safety data system for all public roads and to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). FAST and MAP-21 also provide guidance on collecting a subset of the Model Inventory of Roadway Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. FDOT collects some MIRE FDEs primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially available data from HERE GIS or through relationships with local or regional agencies. The State has established as one of their priorities the goal of collecting the FDEs on all public roads.

FDOT has made significant progress in improving its State Roadway Inventory System since the 2016 Assessment. This progress has been successful through active projects to provide a compatible location referencing system for all Florida public roads. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which provides commercially-available local roadway data. When complete, the projects will provide a comprehensive enterprise roadway system for all Florida public roads using the ARBM as the system's foundation. The projects are recognized as a best practice; however, ongoing project status is not clear. FDOT is encouraged to develop performance management for each of the projects and provide regular status reporting to the TRCC and safety stakeholders.

FDOT created the Roadway Characteristics Inventory (RCI) Handbook as the enterprise

roadway system data dictionary. The Handbook provides data element and attribute definitions as well as instructions for those that collect, code, and use the RCI data. The RCI does not document the collection of MIRE FDEs nor does it identify RCI data elements that might conform to MIRE. Additional documentation was provided that supports a State comparison of the MIRE FDEs to the Roadway Characteristics Inventory

(RCI). The documentation provides an evaluation (Cross-reference) of the RCI elements that meet the definition of the MIRE. The documentation also includes the referencing numbering systems for the MIRE and the RCI data elements. The State is encouraged to add information in this document to future editions of the RCI Handbook, and as it expands data coverage to all public roads, it might consider indicating the data elements that are collected and managed for each roadway system, possibly by functional class.

Even though Florida currently obtains some commercially available local data from the HERE GIS and a few data elements from local partnerships, no requirements currently exist for the local jurisdictions on the collection or management of roadway data. The State is encouraged to develop collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Florida TRCC.

Florida has made progress on key components of a comprehensive, roadway data quality control management process that ensures the efficient functioning of the system. FDOT utilizes the DART application that contains SQL queries to perform data edits and validation checks as data is entered into the RCI. The checks enforce the consistency and accuracy of the data elements. The system includes approximately 300 edit checks at this time. Routine quality assurance reviews are conducted by data collectors, feedback about the results is provided, and training is either developed or updated if needed. FDOT's Transportation Data and Analytics Office maintains the Quality Assurance Review Handbook. The Handbook documents several data quality management procedures. This is an excellent resource, and the State is encouraged to expand the document as the enterprise roadway system is expanded to include all Florida public roads. The Handbook mentions some timeliness and accuracy performance management; however, it is not clear if the processes include baseline measurement, actual measures over time or jurisdictions, or ongoing measurement and reporting of results to data collectors, the TRCC, and safety stakeholders.

FDOT is encouraged to review their current performance measures and expand them to include some aspects described in NHTSA's "Model Performance Measures for State Traffic Records Systems." Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data; continuous monitoring based on a set of metrics established by the State; and periodic reporting to the TRCC, data collectors, and managers.

### **Citation and Adjudication Recommendations**

10. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### *Considerations for implementing your Citation and Adjudication recommendations*

- Develop an interface between the adjudication and crash systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.
- Develop performance measures for the adjudication systems. Relevant measures for accuracy and timeliness for the activities in the court could assist in improving the overall quality of traffic records.
- Develop an interface between the adjudication and driver systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.

### **Summary**

The State of Florida has described a well-developed citation and adjudication system which provides information about citations, arrests and dispositions to the requisite State agencies. Although the State does not have a unified court system, using an impressive array of programs and methods, the State is able to retrieve and organize data from multiple courts and utilize citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis; the issuance of citations; and for traffic safety program planning purposes. "Signal Four", a statewide analytical system integrating crash, roadway and citations data is used by local, regional and State agencies to analyze and create maps and statistical reports of crashes and citations. Florida maintains two systems designed to track all citation dispositions-both within and outside the judicial branch, namely the Citation Processing Inventory (CPI) and the Traffic Citation Accounting and Transmission System (TCATS). Florida enjoys statutory authority to assign unique citation numbers and verifies previously issued citation numbers are reconciled. Sixty-seven Florida Clerks of Court convey final dispositions and updates through a mandatory system, resulting in a comprehensive view of enforcement and adjudication activity statewide.

As stated in the ideal, State citation and adjudication agencies should participate in the appropriate national data systems to ensure compatibility and serve data management and exchange needs. Florida participates in and utilizes the systems and standards developed nationally. Ideally, the State maintains system-specific data dictionaries. A data dictionary documents all variables in the data collection form and/or software and all variables in the database. The data dictionary lists the name of the element in the database as well as the commonly understood description. The dictionary should provide an established data definition and validated values for each field in the data system.

Florida has provided evidence these data dictionaries exist and are used in the manner envisioned by the ideal.

The State of Florida has some opportunity for improvement in the use of quality control programs and development of performance measures for the citation and adjudication systems. It is essential that each part of the citation and adjudication systems have a formal data quality assurance program. It would appear that the State has multiple robust sources of data from which meaningful performance measures can be crafted and monitored with the goal of an improved traffic records system. It is unclear if performance measures exist in the disparate court systems prior to the inclusion of data in the statewide mandatory database. The State should consider future enhancements in this area with the development of a performance measure for each of the attributes articulated in the ideal.

Florida is well-positioned to meet the few remaining Advisory ideals in the future. The State has articulated a well-developed citation and adjudication system which has many electronic components. The planned development of a DUI tracking system along with increasing the number of systems integrated with the adjudication systems will bring the State further in that regard by the next assessment.

### **Injury Surveillance Recommendations**

13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

14. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

#### *Considerations for implementing your Injury Surveillance recommendations*

- The TRCC should establish a process to identify independent projects that utilize Florida's injury surveillance data for possible inclusion in its highway safety program efforts.
- The TRCC is encouraged to work with the Florida Department of Health and the Agency for Health Care Administration to establish performance measures and metrics for each of the five injury surveillance data systems.
- The Agency for Health Care Administration and Florida Department of Health are encouraged to regularly share data quality reports with the TRCC for the emergency department, hospital discharge, trauma registry, and vital records data systems (similar to the EMS reports already being shared).

### **Summary**

An injury surveillance system provides information about the characteristics and trends in non-fatal injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. With regard to traffic records, an injury surveillance system that is integrated with crash records can describe the true nature and severity of injuries sustained by persons involved in a motor vehicle crash by the status of the vehicle occupant, the type of restraint system used – or not used, the type of vehicle involved in the crash, crash location, or any number of other crash and person

characteristics. An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This information is invaluable when determining the injury severity, costs, and clinical outcomes of the individuals involved.

Florida has all five major components of a traffic records injury surveillance system and the available data is accessible to both traffic safety stakeholders and the public through either aggregate summary tables or agency-approved data use agreements. The Florida Department of Health's Injury Prevention Program is the lead agency in the ISS and analyzes traffic crashes for the State on an annual basis. The five core data systems are accessible for quality assurance activities by State statute. The Brain and Spinal Cord Injury Program's Central Registry is also a source of information for understanding the effects of traumatic injuries from crashes.

The pre-hospital data collection system, known as the Florida Prehospital EMS Tracking and Reporting System (EMSTARS), is managed by the Florida Department of Health's (FDOH) Bureau of Emergency Medical Oversight (BEMO). The State system is NEMSIS-compliant to version 3.4 and all vendors must be validated by BEMO. The Florida EMSTARS data dictionary is very detailed and available on the FDOH website (two files are available for NEMSIS v1.4 or v3). All software vendors must incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters from that dictionary. Agencies may submit data to the BEMO in a quarterly aggregate format or real-time incident level data. At the point of submission, any records rejected by the edit checks and validation rules are noted and returned to the agency for correction and resubmission. The State has established performance measures for five data categories in the State EMS Strategic Plan and a measure related to accuracy is also tracked in the Florida Traffic Safety Information System Strategic Plan. A quarterly progress report is shared with the Traffic Records Coordinating Committee (TRCC) that tracks timeliness, accuracy, completeness, and uniformity performance measures. There is a sound feedback loop through the EMS Advisory Council Data Committee and the FDOH has worked with Biospatial to generate dashboards and reports for each agency.

The statewide emergency department and hospital discharge data systems are managed by the Agency for Health Care Administration (AHCA). Data from both systems is shared quarterly with the FDOH and may be accessible to outside parties; a non-confidential dataset is available upon request and a confidential file may be available upon approval from the FDOH Institutional Review Board. Details about requesting the information are available in the AHCA Information Resources and Data Security Procedures Manual, which is available online. There is a very comprehensive data quality control system in place at AHCA, including 795 hospital discharge and 267 emergency department audits at the point of data submission. Policies, timelines, and thresholds have been established for submitting the data, but no performance measures have been developed. AHCA data administrators hold quarterly data standards meetings for review of the audit process and data user meetings open to all users/submitters. However, data quality reports are not currently provided to the TRCC.

There is a statewide trauma registry, the Next Generation Trauma Registry (NGTR), which is also managed by the FDOH. Although trauma registry data has not been used in traffic safety analyses, a Trauma System Advisory Council and Trauma Quality

Collaborative were recently formed and anticipate conducting such projects. The NGTR complies with the National Trauma Data Bank (NTDB) standard per State statute and also includes several State-specific data fields. Three submission guidelines and data dictionaries are available online: the NTDB standard, the Florida Trauma Registry Data Dictionary with the State-specific fields, and the Florida Acute Care Data Dictionary for trauma patients treated at non-trauma hospitals. The data is made available through summary reports, FDOH IRB approval, and the Biospatial program with plans to build public dashboards. Performance measures and metrics have not been established, but it is anticipated that the Trauma System Advisory Council will complete that effort in the future. As key updates are made to the system, that information and data quality reports are shared with the TRCC.

The FDOH Bureau of Vital Statistics is responsible for managing all vital statistics data including death certificates. As with most other states, Florida collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. The State uses a statewide electronic death registration system (EDRS), and data dictionaries (codebooks) are available online. Summary information is made available through the FLCharts program and confidential data may be accessed upon approval by the FDOH IRB. The State does not conduct quality reviews beyond the in-system edit checks and NCHS efforts and data quality reports are not shared with the TRCC.

### **Data Use and Integration Recommendations**

#### **None**

*Considerations for implementing your Data Use and Integration recommendations*

- Develop a FAQ that describes the general methodology for integrating the individual traffic records systems. While multiple projects have integrated specific data sets for analysis, it is not always clear which data elements are used or how successful the linkage steps have been. Developing a standard methodology for conducting the linkages would be beneficial to all users of the data systems.
- Continue expansion of the data warehouse to include data sets from all traffic records components - specifically, hospital and ambulatory care data.

#### **Summary**

Data integration involves the use of disparate datasets in varying combinations to provide data managers, data users, and policy makers the ability to view and analyze data in a manner that is not possible using a single data source. Integrated data can be used to improve problem identification and program evaluation activities at the State and local level by incorporating other traffic records systems to provide additional levels of information and detail. This integrated data can often help decision-makers develop a more accurate picture of existing and emerging highway safety problems and can support more in-depth evaluation of highway safety programs.

The process of integrating data, however, can be challenging as the databases are managed and housed by different agencies and collected for the specific business activities of those agencies. Consequently, the individual data elements within each



system that can be used for integration must be identified and standardized. This can be a difficult and time-consuming process and thus, is not normally identified as a high priority activity within the states.

Overall, Florida has been highly successful using crash data, and other traffic records systems, to support their highway safety efforts. The Florida Department of Transportation (FDOT) and the Department of Highway Safety and Motor Vehicles (FLHSMV) has created a data warehouse to provide a central repository for their crash, vehicle, drivers, and citation data files.

Through this data warehouse and partnerships with other agencies, Florida's highway safety community has on-line access to traffic records data as well as access to skilled personnel that can support the analysis and interpretation of this information.

The ability of Florida's Traffic Records Coordinating Committee (TRCC) to bring together the data owners and facilitate the development of this warehouse is a key component to continuing the development and use of integrated data sets. This effort is supported by the State's data governance policy which is overseen by the State's chief data officers. The departments involved in highway safety and traffic records also have well-documented policies related to the use and integration of their data sets.

While the data warehouse does not currently include injury surveillance data (i.e., EMS, hospital, and trauma registry data), the Florida Department of Health has supported preliminary linkage between the State's EMS records and the crash reports as part of their Biospatial project.

For a full report, please visit: [fltrafficrecords.com](http://fltrafficrecords.com).

## B. Strategic Planning Participants

### Executive Board Members

1. Beth Allman, Chair, Florida Court Clerks and Comptrollers
2. Steve McCoy, Vice Chair, Florida Department of Health
3. Lora Hollingsworth, Department of Transportation
4. Robert Kynoch, Department of Highway Safety and Motor Vehicles
5. David Brand, Florida Sheriffs Association
6. Chief Virgil Sandlin, Florida Chief's Association
7. Major Gary Howze, Department of Highway Safety and Motor Vehicles / FHP

### Other Participants

8. Danielle King - Department of Transportation
9. Chris Craig - Department of Transportation
10. Joe Santos - Department of Transportation
11. Benjamin Jacobs - Department of Transportation
12. Joey Gordon - Department of Transportation
13. Andrea Hodge - Department of Transportation
14. Major Jeffrey Dixon - Florida Highway Patrol / Department of Highway Safety and Motor Vehicles
15. Stephanie Duhart - Department of Highway Safety and Motor Vehicles
16. Deborah Todd - Department of Highway Safety and Motor Vehicles
17. Richie Frederick - Department of Highway Safety and Motor Vehicles
18. April Langston - Department of Highway Safety and Motor Vehicles
19. Thomas Austin - Department of Highway Safety and Motor Vehicles
20. Thomas Rast - Department of Highway Safety and Motor Vehicles
21. Brenda Clotfelter - Florida Department of Health
22. Joshua Sturms - Florida Department of Health
23. Amy Pontillo Cochran - Florida State University
24. Zoe Williams - Florida State University
25. Lisa Spainhour - Florida State University
26. Ilir Bejliri - University of Florida
27. Ebony Herring - Agency for Health Care Administration
28. Anat Michaeli-Ling - Department of Highway Safety and Motor Vehicles
29. Keely Weaver - Department of Highway Safety and Motor Vehicles
30. Dana Olvera - Department of Highway Safety and Motor Vehicles
31. Michael Randall - Lexis Nexis
32. Gary Sammet - Florida Department of Health
33. Ken Jones - Florida Department of Health
34. Yasmine Fucci - Florida Department of Health
35. Felipe Lorenzo-Luaces - Florida Department of Health
36. Sandy Richardson - National Highway Traffic Safety Administration
37. Danny Shopf - Cambridge Systematics, Inc.
38. Melissa Gonzalez - TRCC Coordinator, Department of Transportation

## Appendix C Action Plan for the 2017-2021 Florida Traffic Records Strategic Plan

### **GOAL 1: Provide ongoing coordination in support of multi-agency initiatives and projects which improve traffic records information systems.**

#### ***Objective 1: The TRCC Executive Board will meet three times per year with 70 percent participation from representative agencies.***

#### ***Strategy 1.1: Conduct Executive Board meetings no fewer than three times each calendar year.***

Action Step	Description	Performance Measure	Timeline	Leader	Notes
1.1a	<ul style="list-style-type: none"> <li>Examine current TRCC Charter to determine membership qualifications and expectations</li> <li>Establish and implement pre-meeting procedures to ensure 70 percent membership participation in each full Executive Board meeting</li> <li>Develop procedure for designating alternates for Executive Board members</li> </ul>	Number of TRCC Executive Board meetings each year with 70 percent participation	Quarterly	TRCC Chairperson	TRCC Executive Board Meeting were held on: FY20- 12/6/2019; 4/03/2020; 9/11/2020 FY21- 12/4/2021; 4/09/2021; 9/10/2021 FY22- 12/3/2021; 4/08/2022;
1.1b	Conduct subcommittee meetings with data managers, as needed <ul style="list-style-type: none"> <li>Identify data managers for agencies with systems to participate in the TRCC subcommittees</li> </ul>	Number of TRCC data manager meetings each year w/70% participation	Ongoing	TRCC Coordinator	Application Subcommittee meetings: 3/13/2020; 3/12/2021; 3/11/2022 (future meeting)  Go Team Subcommittee (AKA Data Subcommittee) met on 1/31/2020 for final report of the North Highland (NH) Project: FDOT Crash Analysis Reports (CAR) System and Signal Four Analytics (S4)  Cloud Subcommittee established at 09/11/2020 meeting for Florida Cloud-Based Traffic Safety Information System (TSIS) Project. Meeting held on 2/1/2021 to receive feedback and approve scope.
1.1c	Develop a comprehensive meeting summary for each TRCC Executive Board meeting <ul style="list-style-type: none"> <li>Include percent of member participation</li> </ul>	Meeting Summary is developed and approved at the following TRCC Meeting	Quarterly	TRCC Coordinator	Meeting minutes approved by Executive Board for all dates up to Dec. 4, 2020

**Objective 2: Establish roles and responsibilities for the TRCC Executive Board and subcommittees.**

**Strategy 2.1:** Ensure TRCC membership includes agencies and organizations representing key data collectors, managers and users or members who are positioned to share traffic data information with pertinent organizations.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
2.1a	Review current TRCC membership to identify missing data systems or agencies with data interests not currently represented	Gaps in representation identified, additional members invited	Ongoing	TRCC Coordinator	<ul style="list-style-type: none"> <li>Florida Department of Law Enforcement (FDLE) member added (FY20)</li> <li>FHP member added (FY20)</li> <li>FDOT Law Enforcement Liaison Program Manager added (FY20)</li> <li>FDOT Performance and Trends Manager added (FY20)</li> <li>FDOH Reporting and Analysis Unit Manager added (FY20)</li> <li>UF Analyst and Program Manager added (FY21)</li> </ul>
2.1b	Identify similar working groups (e.g., Safe Mobility for Life/ Aging Road Users Coalition) with strategic plans which include a data component and ensure the TRCC includes representatives from those groups, or that a TRCC member shares traffic data information between the two groups	Similar working groups with traffic data goals or projects identified	Ongoing	TRCC Coordinator	

**Strategy 2.2:** Promote and market TRCC work through information sharing.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
2.2a	Establishing a master calendar of potential participation opportunities	Master calendar established;	Ongoing	TRCC Coordinator	Calendar maintained on TRCC website
2.2b	Coordinating and communicating data needs among data collectors, managers, and users	Mechanism to share traffic data information established among similar working groups	Ongoing	TRCC Coordinator	<ul style="list-style-type: none"> <li>NH FDOT CAR/S4 Project began 12/5/2019-Conducted Gap Analysis for S4/CAR capabilities and crash data process, created Crash System Business Context Diagrams.                             <ul style="list-style-type: none"> <li>Close out presented to Data Subcommittee on 1/31/2020</li> <li>NH Final Report Out provided to TRCC EB on 4/3/2020</li> </ul> </li> <li>Florida Cloud-Based Traffic Safety Information System (TSIS) Project proposed to TRCC EB at 9/11/2020 meeting</li> <li>NH presented SOW for Florida Cloud-Based TSIS Project to TRCC EB on 4/9/2021</li> </ul>
2.2c	Reporting on outreach efforts to other groups	Outreach efforts conducted and reported	Ongoing	TRCC Coordinator	Outreach conducted as needed

**Strategy 2.3: Establish TRCC roles and responsibilities.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
2.3a	Establish roles and responsibilities for TRCC Executive Board <ul style="list-style-type: none"> <li>Identify present Executive Board roles and responsibilities</li> <li>Discuss and develop Executive Board roles and responsibilities with input from all members</li> </ul>	Executive Board roles and responsibilities established	Complete	TRCC Chairperson	Complete: TSIS 2017-2021
2.3b	Establish roles and responsibilities for Executive Board assigned subcommittees <ul style="list-style-type: none"> <li>Identify past/present subcommittees roles and responsibilities</li> <li>Develop subcommittees roles and responsibilities with input from all members</li> </ul>	Working group roles and responsibilities established	Ongoing	TRCC Coordinator	Application Subcommittee established on 3/23/2017. Meetings: 3/13/2020; 3/12/2021;  Go Team (Data) Subcommittee established on 8/17/2018. [Consists of TR Data System Subject Matter Experts (SMEs)]  Cloud Subcommittee established at 09/11/2020 TRCC meeting for Florida Cloud-Based TSIS Project. Meeting on 2/1/2021 to receive feedback and approve scope.

**Strategy 2.4: Establish TRCC subcommittees.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
2.4a	Establish at least one data subcommittee under the Executive Board	Data subcommittee established	Ongoing	Executive Board	Formally initiated: 3/29/18 Go Team Subcommittee members AKA Data Subcommittee consists of SMEs representing each TR data system - established on 8/17/2018  Cloud Subcommittee established on 09/11/2020
2.4b	Establish reporting responsibilities for TRCC subcommittee group Chairpersons		Ongoing	TRCC Coordinator	The TRCC Coordinator serves as the Chairperson for all subcommittees, manages reporting responsibilities and delegates responsibilities as needed for: <ul style="list-style-type: none"> <li>Go Team Phase II (6/10/19 close out)</li> <li>NH FDOT CAR/S4 Project (1/31/2020 close out)</li> <li>Cloud Subcommittee established on 9/11/2020 (scope feedback/ approval); Execution of contract April 2021;</li> </ul>
2.4c	Establish reporting mechanism/protocols for subcommittees Chairpersons <ul style="list-style-type: none"> <li>Subcommittees Chairpersons follow established protocols and report to the Executive Board</li> </ul>	Reporting protocols established	Ongoing	TRCC Coordinator	The TRCC Coordinator will serve as the subcommittees chairperson and updates the Executive Board as necessary.

2.4d	TRCC Coordinator monitors the progress of subcommittees activities	Number of reports/briefings provided in compliance with protocol	Ongoing	TRCC Coordinator	<ul style="list-style-type: none"> <li>• Go Team (Data) Subcommittee - update provided to Executive Board (EB) at 12/7/18 and at the 4/5/19 TRCC meetings</li> <li>• Application Subcommittee meetings: 3/13/2020; 3/12/21 reported to EB April 2020 and 2021.</li> <li>• NH Final Report-provided to EB at 4/3/2020 TRCC meeting</li> <li>• Florida Cloud-Based TSIS Project proposed to TRCC EB at 9/11/2020 meeting</li> <li>• NH presented SOW for Florida Cloud-Based TSIS Project to TRCC EB on 4/9/2021</li> </ul>
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**Objective 3: Develop a 5- year Traffic Records Information System (TRIS) Strategic Plan by FY17.**

**Strategy 3.1: Develop a Traffic Records Information System (TRIS) Strategic Plan.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
3.1a	Ensure all TRCC members participate in the development of the TRIS Strategic Plan and selection and prioritization of the projects in the Plan <ul style="list-style-type: none"> <li>• Address other needs identified by canvassing collectors, managers, and users of each traffic records system component</li> </ul>	5-year TRIS Strategic Plan developed	June 2017	Executive Board	Complete. The TRCC developed a five-year Traffic Safety Information System Strategic Plan for years 2017 through 2021; Approved 4/7/2017
3.1b	Develop TRIS Action Plan <ul style="list-style-type: none"> <li>• Identify performance measures for the TRIS Action Plan</li> <li>• Identify performance measures for each system and project based on guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems</li> </ul>	TRIS Action Plan Developed	Updated Annually	TRCC Coordinator	FY21 State Application: Action Plan (FY20) updates received on 3/20/2020 and 4/16/2020  FY22 State Application: Action Plan (FY21) updates received on 3/31/2021

**Objective 4: Track progress quarterly of TRIS Strategic Plan implementation through December 2021.**

**Strategy 4.1: Implement the Traffic Records Information System Strategic Plan**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
4.1a	Establish reporting mechanism and protocols to track progress quarterly of the performance measures for each system and project in the TRIS Strategic Plan	Reporting mechanism and protocols established	Quarterly	Executive Board & Project Directors	Reporting mechanism and protocols established Updates provided at each TRCC meeting
4.1b	Track progress of performance measures for each system and project in the TRIS Strategic Plan	Project activity reported	Quarterly	Executive Board & Project Directors	Updates provided at each TRCC meeting
4.1c	Report progress on meeting performance measure goals to the TRCC quarterly.	Progress reports submitted to TRCC Executive Board quarterly	Quarterly	Executive Board and Project Directors	Goal leaders report on quarterly progress

**Objective 5: Ensure the Section 405(c) grant application is approved and submitted to FDOT by June 1st annually.**

**Strategy 5.1: Report on progress in achieving TRIS Strategic Plan goals and objectives at each TRCC Executive Board Meeting**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
5.1a	Include items on each TRCC meeting agenda regarding progress reports on each system and project	Progress documented in meeting minutes	Each Meeting	TRCC Coordinator & Project Directors	Quarterly updates reported at all TRCC meetings.
5.1b	Include items in each TRCC meeting agenda regarding status of quality measures for each system and project	Progress documented in meeting minutes	Each Meeting	TRCC Coordinator & Project Directors	Quarterly updates reported at all TRCC meetings.
5.1c	Submit an interim progress report to NHTSA prior to annual submission deadline	Interim Progress Report submitted	April/May (Annually)	TRCC Coordinator & Data SC	FY21- Interim progress report submitted to NHTSA on 4/8/2020; Pre-approval received 4/30/2020.  FY22- Interim progress report submitted to NHTSA on 4/07/2021; Pre-approval received 4/29/2021.
5.1d	Submit a TRCC approved Section 405(c) Application to FDOT by June 1st annually	405(c) grant application submitted by June 1st	June 1 <sup>st</sup> (Annually)	TRCC Coordinator	FDOT Pre-approval required before NHTSA July 1 <sup>st</sup> submittal date

**GOAL 2: Develop and maintain complete, accurate, uniform, and timely traffic records data.**

**Objective 6: Improve the completeness of traffic records systems by December 2021.**

**Strategy 6.1: Improve the completeness of the *Crash Data System* by expanding collection of crash reports to include collection of Short Form Reports.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
6.1a	Establish and maintain complete data collection of local crash reports, both long form and short form reports for ALL participating law enforcement agencies (LEAs)	Percent of crash records with no missing critical data elements	July 2012 (Complete)	FLHSMV	
6.1b	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for incomplete crash reports. <ul style="list-style-type: none"> <li>Establish performance measurements (baselines) based on previous FY crash data for crash report accuracy and completeness.</li> <li>Analyze number of reports in the crash data base that would fail one or more of the measures established for accuracy.</li> <li>Disseminate conclusions by conducting LEA trainings to reduce error rates by 5 percent each year.</li> </ul>	Improve completeness of crash reports by 5% from baseline data.	Annually	FLHSMV	<p>FY20 Crash and UTC Data Improvement Project: FLHSMV continued to distribute scorecards each quarter, which covered accuracy, completeness, and timeliness of crash data; Objective to conduct 4 stakeholder meetings for crash report revision feedback was modified to 1 due to travel restrictions and successfully completed virtually on 9/2/20.</p> <p>FY21 Crash and UTC Data Improvement Project to establish a crash location accuracy measure and baselines for improvement and add the new crash location accuracy measure to the quarterly scorecards and educate law enforcement about this new measure.</p> <p>FY22 Project: Continued distribution of scorecards each quarter, which cover accuracy, completeness, timeliness, and crash location accuracy of crash data. Objective to increase location accuracy by 5% (pending approval).</p>
6.1c	Establish and maintain a viable communication plan with vendors, agencies and other stakeholders <ul style="list-style-type: none"> <li>Establish a process for formalizing feedback to LEAs</li> <li>Establish and maintain current contact information on key players (vendors, agencies, OPS, FLHSMV)</li> <li>Develop and maintain an online crash manual that is relevant with current practices, policies, and procedures</li> </ul>	Law enforcement contact information updated; online crash manual developed and reviewed for updates	Annually	FLHSMV	<p>Contacts updated – January 2019</p> <p>Online crash report manual completed and published on 2/5/19</p> <p>FY19 Project TraCS to add help functionality in software that will link to the updated crash manual as a PDF online (May 2019)- Completed</p>



**Strategy 6.2:** Improve completeness of the **Roadway Data System** by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite).

Action Step	Description	Performance Measure	Timeline	Leader	Notes
6.2a	<p>Work with local governments to maintain relationships for the sharing of local roadway data</p> <ul style="list-style-type: none"> <li>Assess opportunities to share data with local entities</li> <li>Assess value for stakeholder buy-in</li> <li>Coordinate with State GIO representative</li> <li>Find out who is asking for local data within FDOT</li> </ul>	Maintain a contact list of the number of local relationships established and inventory the number of characteristics collected.	December 2021 (with census update)	FDOT SSO and Transportation Data Analytics Office (TDA)	<p>FDOT has met with MPOAC to coordinate SHSP safety goals</p> <p>List of contacts (2 contacts per city). Summary data is provided; 480 entities</p>
6.2b	Gather an inventory of existing data from local governments, MPOs or transportation planning organizations (what are they willing to share)		December 2021 (with census update)	FDOT SSO and TDA	FDOT TDA and Office of Policy Planning will be planning on the Decennial update of Urban Boundaries and Functional Classifications starting 2021
6.2c	<p>Establish a plan to collect additional public roadway data to include local roadway data</p> <ul style="list-style-type: none"> <li>Evaluate / Review current data and processes</li> <li>Establish a needs and requirements document to meet all local and federal reporting requirements</li> <li>Develop and conduct a survey to determine the number of additional attributes that should be collected</li> </ul>		December 2021 (with census update)	FDOT SSO and TDA	
6.2d	<p>Coordinate MIRE requirements with roadway database owners</p> <ul style="list-style-type: none"> <li>Identify MIRE elements to the RCI Handbook for reference</li> <li>Review current inventory in existing SSO and Roadway Databases</li> <li>Identify MIRE to include in IRAIS Project (RCI Rewrite)</li> </ul>	Maintain an established inventory of the number of contacts made and the number of elements included.	December 2021	SSO and TDA; Traffic Operations; Roadway Design	<p>Crosswalk developed – Traffic OPS Charter currently in place; Identified needs weekly meetings Anticipated vendor to be in place by June 2019. Not all data components have been established.</p> <p>ARNOLD Data Set consists of a layer of all public roads Submitted to FHWA to meet federal requirements.</p> <p>Additional work still needed to fully merge local roads data with current FDOT linear referencing system.</p> <p>Safety Office continues to update the All Roads Basemap based on NavTeq/HERE dataset</p> <p><b>FY21</b> Cloud Feasibility Study to identify/create an ARBM inventory of elements to include MIRE FDEs.</p>

6.2e	Evaluate potential base map considerations <ul style="list-style-type: none"> <li>ARNOLD; ARBM; NavTeq (HERE); RCI LRS</li> </ul>		January 2021	SSO and Traffic Operations	SSO and GIS Solutions have discussed current modifications needed to the HERE contract agreement to allow the HERE NAVSTREETS data to be shared with USDOT FHWA to meet federal requirements
6.2f	Publicize the Department's local roads map and encourage use of the map by local governments in their own applications and data interfaces <ul style="list-style-type: none"> <li>Develop software tools for internal use to create links between local roadway/map data and the FDOT's local roadway dataset</li> </ul>	Number of downloads of the UBR (Identify baseline)	Annually	SSO and TDA; CIM (Civil Integrated Management)	TDA has made the ARNOLD dataset available for Department use on its internal network. SSO is releasing a GIS map service of the ARBM to share with Florida government partners in traffic safety before the end of FY21
6.2g	Identify and evaluate current FDOT Roadway data dictionaries		December 2021		ROADS Initiative will address updates to data dictionaries through data stewards and custodians. <b>FY21:</b> RCI handbook has incorporated the MIRE reporting element number system in association with the HPMS data item numbering system.

**Strategy 6.3:** Improve completeness of the **Citation/Adjudication System** by monitoring data elements and identifying those elements which are 'critical' and increase the completeness of these fields by 3 percent annually.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
6.3a	Review and evaluate existing data; identify critical elements by data mining to compare completeness of data <ul style="list-style-type: none"> <li>Compare DUI conviction data from the court's dispositions to Driver Record Conviction data to identify incomplete records.</li> <li>Establish a baseline for UTC completeness</li> <li>Maintain training on how to complete the UTC</li> <li>Review Clerk of Court (COC) case management software systems</li> </ul>	Percent of citation records with no missing critical data elements (target – 3% increase per year).	Annually	FLHSMV	FY20 Crash and UTC Data Improvement Project: FLHSMV conducted 4 virtual train-the-trainer UTC workshops w/Clerks with 116 participants across 33 agencies, reviewed 4 COC case management systems, increased accuracy of citation reporting by 3%, and attempted to increase completeness of citation reporting by 3%.  FLHSMV FY 21-22 Internal Project: Develop a Performance Measure for Data Integration Project, Dispositions have been identified that are not posting to the driver history that were disposed more than 365+ days ago
6.3b	Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders. <ul style="list-style-type: none"> <li>Create a survey</li> <li>Establish a process for formalizing feedback to LEAs</li> <li>Establish and maintain current contact information on key players (vendors, clerks, agencies, FLHSMV)</li> </ul>	Develop Citation/Adjudication Baseline for Accessibility.	Annually	FLHSMV	FY22: Crash and UTC Data Improvement Project: Develop Citation/Adjudication Performance Measure for Accessibility, including baselines for improvement. (pending approval)

**Strategy 6.4:** Improve completeness of the **EMS System** by continuing to work to increase the number of emergency runs submitting to the state EMSTARS repository.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
6.4a	Work on identifying high-volume agencies on their aggregate system and transition agencies to EMSTARS. <ul style="list-style-type: none"> <li>Increase % of EMS agencies submitting to state incident level repository to 90% by 9/30/22</li> </ul>	Number of agencies reporting to EMSTARS contributing to the statewide database	Quarterly	FDOH	FY20 NEMSIS Project: 219 of 289 licensed Florida agencies reporting to EMSTARS (76% participation)  FY21 NEMSIS Project: Work with the 74 aggregate agencies to develop a transition plan for EMSTARS reporting
6.4b	Assist agencies with mapping issues, software to enable transition to most current NEMSIS data standard etc.	Number of critical data elements monitored.		FDOH	FY21 NEMSIS Project: Currently monitoring 5 critical data categories as defined by NEMSIS. <ul style="list-style-type: none"> <li>Overall NEMSIS Data Quality at 91% for patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, other incident information.</li> </ul> FY21 & 22 NEMSIS Project – Will be working with EMS State Plan to incorporate any other identified data elements for quality monitoring
6.4c	Review and refine the list of critical data elements	Number of critical data elements monitored	December 2021	FDOH	Currently monitoring 5 critical data elements FY21 & 22 NEMSIS Project: Will be working with EMS National Measures to ensure that the most critical elements are being tracked.
6.4d	Reduce the number of missing critical elements (blank elements)	Percent of EMS records with no missing critical data elements	Quarterly	FDOH	FY20- 90% of agencies are reporting with valid data from the 5 data categories - Reported quarterly updates to TRCC  FY21 NEMSIS Project: Will continue to monitor any revised critical elements

**Strategy 6.5:** Improve completeness of the **Trauma System**.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
6.5a	Increase the number of acute care hospitals submitting to the Trauma System	Percent of Trauma centers reporting complete and timely data		FDOH	Requested grant funding to conduct training to educate local EMS agencies on data collection standards.
6.5b	Quarterly reporting of compliance to Trauma Centers			FDOH	

**Strategy 6.6:** Improve completeness of the **Driver Records System** by reviewing the driver dataset to identify trends and gaps in the current process.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
6.6a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. <ul style="list-style-type: none"> <li>Review and evaluate existing driver data to establish performance measure for completeness</li> </ul>	Completeness gaps identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project to begin identifying a process (pending approval).

**Strategy 6.7:** Improve completeness of the **Vehicle System** by reviewing the vehicle dataset to identify trends and gaps in the current process.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
6.7a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. <ul style="list-style-type: none"> <li>Review and evaluate existing vehicle data to establish performance measure for completeness</li> </ul>	Completeness gaps identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project to begin identifying a process (pending approval).

**Objective 7: Improve accuracy of traffic records systems by December 2021.**

**Strategy 7.1: Improve accuracy of the *Crash Data System* by reducing errors by 5 percent per year.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.1a	<p>Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate crash reports</p> <ul style="list-style-type: none"> <li>Establish baselines for data accuracy based on previous FY crash report data.</li> <li>Analyze number of reports in the crash data base that would fail one or more of the measures established for accuracy.</li> <li>Disseminate conclusions by conducting LEA trainings to reduce error rates by 5 percent each year.</li> <li>Establish and maintain current contact and contact information on key players (vendors, agencies, OPS, FLHSMV)</li> </ul>	Improve accuracy and completeness of crash reports from previous FY baseline data by evaluating the number of crash reports in the crash data base that would fail established baselines due to validation errors.	<p>January 2017 (Complete) Annually</p> <p>Annually</p> <p>Annually</p>	FLHSMV	<p>TraCS provides updates at TRCC meetings on which additional validation checks were added to the system as a result of common errors determined during FLHSMV trainings.</p> <p>FY20 Crash and UTC Data Improvement Project: FLHSMV continued to distribute scorecards each quarter, which covered accuracy, completeness, and timeliness of crash data; Objective to conduct 4 stakeholder meetings for crash report revision feedback was modified to 1 due to travel restrictions and successfully completed virtually on 9/2/20.</p> <p>FY21 Crash and UTC Data Improvement Project to establish a crash location accuracy measure and baselines for improvement and add the new crash location accuracy measure to the quarterly scorecards and educate law enforcement about this new measure.</p> <p>FY22 Project: Continued distribution of scorecards each quarter, which cover accuracy, completeness, timeliness, and crash location accuracy of crash data. Objective to increase location accuracy by 5% (pending approval).</p>
7.1b	<p>Continue to pursue improving the efficiency of the location coding process, including use of up-to-date maps and utilities.</p> <ul style="list-style-type: none"> <li>Obtain data on scheduled intervals for evaluation.</li> <li>Mandate S4 geo-location tool for crash reporting and encourage for citation reporting</li> </ul>	Promote Signal 4 and Geolocation tool	<p>Ongoing</p> <p>Ongoing</p>	<p>FLHSMV</p> <p>University of Florida (UF) FDOT FLHSMV</p>	<p>FLHSMV sent memo (12/21/2016) to LEA regarding using S4/Geolocation tool and held meetings with each of the state approved vendors.</p> <p><b>TraCS S4 geolocation tool mandate for e-crash:</b> FY20: 70% LEAs (Jan. 2020) FY21 (April 2021) - Crash Reporting: 183 or 91% of TraCS LEAs - Citation Reporting: 13% of TraCS LEAs</p> <p>A portion of the regional FLHSMV Crash and UTC workshops will focus on the geo-location tool and the benefits it provides.</p>
7.1c	Coordinate among the various providers to complete a mapping of all crash systems to identify any	Percent of crashes locatable using roadway	Ongoing	FLHSMV FDOT	NHTSA Go Team Project Phase I completed. NHTSA Go Team Project Phase II: 6/10/19 close out

	redundancies in crash systems and how they relate to one another.	location coding method Identify system owners, gathered data and data process.		FDOH UF	NH FDOT CAR/S4 Project began 12/5/2019-Conducted Gap Analysis for S4/CAR capabilities and crash data process, created Crash System Business Context Diagrams. Close out presented to Go Team (Data) Subcommittee on 1/31/2020 and TRCC EB on 4/3/2020.
7.1d	Develop and maintain an online crash manual that is relevant with current practices, policies and procedures	Online crash manual developed and maintained	Annually	FLHSMV	Online crash report manual completed (3/8/2018); Revised crash manual to reflect MMUCC new definition for Serious Injuries (2/5/2019)
7.1e	Reduce the occurrence of illegitimate null values from mailed in reports. <ul style="list-style-type: none"> <li>• Check for missing fields</li> <li>• Review excessive use of "unknown" and/or "other", decreasing the use of these options by 2 percent annually</li> <li>• Implement a quality control process to ensure the accuracy and completeness of crash reports submitted via mail.</li> </ul>	Reduce number of crash reports returned to Agency.	Annually	FLHSMV	FY20: FLHSMV transitioned to a new vendor for key punching paper crash reports submitted via mail and is working to implement a quality control process.
7.1f	Improve the crash data quality program by developing the ability to conduct sample-based audits to compare e-crash data received in the FLHSMV database against local agency level data.	Number of discrepancies	Annually	FLHSMV	FY22 Crash and UTC Data Improvement Project to begin identifying a process (pending approval).

**Strategy 7.2: Improve accuracy of the Roadway Data System by constant review and improvement in the QA/QC processes for the roadway dataset.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.2a	Expand coverage of data quality checks to include maps <ul style="list-style-type: none"> <li>• Annually review dataset edits and find ways to improve the monitoring of date error-correction</li> </ul>	Number of new edits implemented	TBD	FDOT	LRS reconciliation process is monthly
7.2b	Perform a Quality Assurance Review Program for all Districts within 2 years	Number of District reviews conducted	Quarterly	FDOT	Natural Disaster and Travel ban impacted schedule (only 2 field visits conducted) but in office review was conducted
7.2c	Perform District Quality Evaluations to ensure Districts are meeting deadlines (RCI, HPMS, RITA, SLDs, Key Sheets, etc.)	Number of Evaluations completed	Biannual	FDOT	Completed all periods; Ongoing

**Strategy 7.3:** Improve accuracy of the **Driver Records System** by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.3a	Review, evaluate, and analyze driver data to find errors, duplicates, and missing data entry elements by developing citation inventory system.	Number of driver records with missing data elements.	Dec. 2021	FLHSMV	New citation inventory system handles duplicate citation numbers. Citation Inventory System will be included in the department's Motorist Modernization Phase II re-write of our systems. (August 2023)
7.3b	Track the number of duplicate record entries and reduce those entries by 6 percent in five years	Percent reduction in duplicate record entries (target – 1.2% per year)	Annually	FLHSMV	FLHSMV documented conviction data edit requirements to increase accuracy.  FLHSMV working on project to identify and delete duplicate records as part of onboarding process for State2State project
7.3c	Improve integrity of data by identifying and implementing a means to electronically receive and post-conviction codes for all serious and/or major offenses used by AAMVA/FMCSA so that driver record is accurate and consistent when transferred to other jurisdictions	Track the number of improvements based on federal or state laws.	Dec. 2021	FLHSMV	Modernization Project to improve Issuance system by redefining codes / business rules to unify four systems: DL / tag / title / and citation (Dec. 2021)  FY21 Driver Data Improvement grant requested to establish baseline data and measures for completeness and timeliness of the data in the driver system
7.3d	Continue to participate in workshops with AAMVA to achieve data accuracy <ul style="list-style-type: none"> <li>Provide updates to crash and citation reporting vendors when AAMVA barcode formats change in Florida to ensure imports from barcode readers are successful.</li> </ul>	Number of AAMVA workshops attended	Annually	FLHSMV	FLHSMV attended the 2021 Workshop & Law Institute AAMVA conference virtually on March 16-18.  FLHSMV is working to onboard to AAMVA's State2State platform in 2023, which will allow for more accurate driver records.
7.3e	Establish a process for gathering data, analyzing the data, and monitoring results regularly. <ul style="list-style-type: none"> <li>Review and evaluate existing driver data to establish performance measure for accuracy</li> </ul>	Accuracy issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project to begin identifying a process (pending approval).

**Strategy 7.4:** Improve accuracy of the **Vehicle Data System** by expanding use of Vehicle Identification Number (VIN) decoding through the Florida Real- Time Vehicle Information System (FRVIS) application and its remaining subsystems.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.4a	Request programming plan to implement VIN decoding throughout remaining motor vehicle applications	Percent of VINs successfully validated with VIN checking software	Annually	FLHSMV	FLHSMV has implemented VIN decoding in FRVIS, along with augmented NHTSA VIN decoding, for improved accuracy. This technology was already implemented in the EFS system.  FY20 Update: The VIN decoding system will be augmented with a NHTSA VIN decoding system to ensure decoding accuracy. The augmented system will be implemented by Fall 2020.
7.4b	Route plan through the agency's governance process		Annually	FLHSMV	FLHSMV is unable to provide the percentage of vehicle records with no errors in critical data elements at this time.
7.4c	Establish a process for gathering data, analyzing the data, and monitoring results regularly. <ul style="list-style-type: none"> <li>Review and evaluate existing vehicle data to establish performance measure for accuracy</li> </ul>	Accuracy issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project to begin identifying a process (pending approval).

**Strategy 7.5:** Improve accuracy of the **EMS System** by monitoring previously implemented data quality measures.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.5a	Monitor measurements for error in critical data elements quarterly <ul style="list-style-type: none"> <li>Update of Florida Data Dictionary to reflect NEMSIS V3.5 and associated business rules to decrease error rates for critical data elements (Approved Data Dictionary – 12/1/2021)</li> </ul>	Number of measures implemented	Quarterly  December 2021	FDOH	Data quality measures consistent with State EMS Strategic Plan are being monitored on a quarterly basis. FY19 NEMSIS Project: 89% of agencies are reporting with valid data from the 5 data categories.  FY20 NEMSIS Project: 97% Emergency runs in EMSTARS; 90% of these agencies are reporting with valid data from the 5 NEMSIS data categories.  FY21 NEMSIS Project: Track accuracy percent of all types of runs with valid data from the 5 NEMSIS data categories – previously only monitored accuracy from the “911 emergency calls”; Overall NEMSIS accuracy at 91% for the 5 data categories.



**Strategy 7.6:** Improve accuracy of the **Trauma System** by updating business rule validations on edit checks.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.6a	Improve accuracy by developing quality performance errors for Trauma data		Quarterly	FDOH	Utilizing the NEMSIS Data Quality Reports to track national measures.
7.6b	Develop accuracy performance measures	Number of performance measures established	Quarterly	FDOH	Implemented 5 data quality categories to measure: Patient Information; Cardiac Arrest; Valid System Times; Cause of Injury; Clinical Times Recorded

**Strategy 7.7:** Improve accuracy of the **Citation/Adjudication System** by reducing errors by 3 percent per year.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.7a	<p>Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate citation reporting</p> <ul style="list-style-type: none"> <li>Establish a baseline for UTC accuracy</li> <li>Maintain training on how to complete the UTC</li> <li>Review Clerk of Court (COC) case management software system</li> <li>Disseminate conclusions by conducting COCs trainings to reduce error rates by 3 percent each year.</li> </ul>	Improve accuracy of citation reports from previous FY baseline data	<p>January 2018 (Complete)</p> <p>Annually</p> <p>Annually</p> <p>September 2020</p> <p>September 2020</p> <p>Annually</p>	FLHSMV	<p>FY20 Crash and UTC Data Improvement Project: FLHSMV conducted 4 virtual train-the-trainer UTC workshops w/Clerks with 116 participants across 33 agencies, reviewed 4 COC case management systems, increased accuracy of citation reporting by 3% and attempted to increase completeness of citation reporting by 3%.</p> <p>FY 21-22 Project: Develop a Performance Measure for Data Integration Project, Dispositions have been identified that are not posting to the driver history that were disposed more than 365+ days ago</p> <p>FY21-22: Project: Develop Citation/Adjudication Performance Measure for Accessibility, including baselines for improvement. (pending approval)</p>

**Objective 8: Improve uniformity of traffic records systems by December 2021.**

**Strategy 8.1: Improve uniformity of the *Crash Data System* by continuing to comply with MMUCC Standard and Compliance.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
8.1a	Continue review of FLHSMV processes and MMUCC Standards to ensure consistency and uniformity <ul style="list-style-type: none"> <li>Perform an analysis on stance of new MMUCC Standards to create baselines on a National Standard.</li> <li>Create an implementation plan for MMUCC Compliance</li> <li>Develop a crash report control Document, based on the most recent MMUCC version, which would serve as a reference resource for the new crash report and the associated database changes, including XSD definitions and report layout.</li> </ul>	Crash Report comparison to National MMUCC standards  Number of Crash Report Control Documents developed	December 2021  September 2020	FLHSMV	MMUCC goal: 90% compliant MMUCC standards analysis completed in 2018. Uniformity baseline established in December 2017. Request grant funding to review manual and add MMUCC definitions by Sept. 2018. FY20 Project- Crash & UTC Data Improvement Objective-developed a crash report control document based on most recent MMUCC version completed.
8.1b	Develop and maintain an online crash manual that is relevant with current practices, policies and procedures	Online crash manual developed	Annually	FLHSMV	Online crash report manual completed and published on 2/5/19
8.1c	Develop a centralized crash locating database by creating tools in S4 Analytics for the FDOT Crash Analysis Reporting (CAR) System analysts to manually verify all crash reports (meeting FDOT requirements).	Tools Developed	September 2021	UNF FDOT FLHSMV	Geolocation-Based Crash Diagramming & FDOT Crash Mapping to Improve Crash Location Timeliness and Quality -Project approved FY20 and FY21; mock-ups presented to TRCC crash team on 12/18/20; tool development continues

**Strategy 8.2: Improve uniformity of the *Roadway Data System* by working with internal FDOT offices and local governments.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
8.2a	Monitor the process on updating Data Inventory Applications IRAIS to improve uniformity and integration	TBD	December 2021	FDOT	FDOT is coordinating internally to expand the collection of RCI data to local roads IRAIS IRAIS implementation services to replace the RCI application and database. Tentative award date is June 2019.  <b>FY21:</b> IRAIS data model still being developed. Discussions with Safety Office on ARBM needs being affected by transition of the RCI to IRAIS Roads and Highway platform held on 5/5/21.
8.2b	Provide a modified process of data collection methods and adding the MIRE Fundamental Data Elements to be collected	Methods and techniques implemented	Ongoing	FDOT CIM	FDOT currently reviewing data collection methods and techniques.  <b>FY21</b> Cloud Feasibility Study to identify/create an ARBM inventory of elements to include MIRE FDEs.

8.2c	GIS will provide uniform data in LRS format <ul style="list-style-type: none"> <li>Evaluate potential basemap considerations</li> </ul>	Testing results shared; Prototype finalized	December 2021	FDOT	FDOT working with vendor to provide and test new tools
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**Strategy 8.3:** Improve uniformity of **Driver Records System** by focusing on driver record data fields not electronically provided via TCATS.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
8.3a	Review TCATS data collection and submission process and target specific data elements for improvement for the new ICD 7.0.		September 2018/2019  August 2023	FLHSMV	FY20 and FY21 Crash and UTC Data Improvement Project to focus on improving completeness/accuracy of crash and citation reporting.  FLHSMV has met with the Florida Court Clerks and Comptrollers and the list of data elements for improvement is up to date. These fields will be considered in the Citation Inventory Phase II project rewrite of systems (August 2023)
8.3b	Compare targeted fields with data record requirements		September 2018/2019	FLHSMV	FY21 Driver Data Improvement project- funding to target data elements for improvement.
8.3c	Establish common rules for data elements (i.e. Naming conventions, address, zip code, etc.)		December 2021	FLHSMV	Modernization project will create uniformity by creating common rules.

**Strategy 8.4:** Improve uniformity of the **Vehicle Data System** by completing a data reconciliation/synchronization project with the American Association of Motor Vehicle Administrators (AAMVA) and the National Motor Vehicle Title Information System (NMVTIS) to ensure a uniform data exchange between the two entities.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
8.4a	Conduct a comparison and correction (data synchronization) to ensure the data Florida provides is accurate, reliable, and complies with NMVTIS uniform titling standards that will aid in preventing the processing of stolen vehicles in other states <ul style="list-style-type: none"> <li>Engage in a project with the American Association of Motor Vehicle Administrators (AAMVA) to synchronize our data with NMVTIS</li> <li>Initiate one to one file comparison to determine the root cause of any data discrepancies and correct the data</li> <li>Ensure an analysis/comparison of Florida's active and cancelled title records</li> </ul>	The percentage of NMVTIS standards-compliant data elements in the Vehicle Data System	Annually	FLHSMV	The NMVTIS project has produced the following improvements: Identified the primary reason sending duplicate VIN's. The issue was corrected, and we have seen a significant drop in the number of duplicate records being reported to NMVTIS. Reviewing a daily report and removing duplicate records from NMVTIS when applicable. (manual process) Received AAMVA tool (SWI) to correct current / older records. System updates most current title records based on files received from AAMVA (based on states that supply data to AAMVA).

8.5b	<p>Establish a process for gathering data, analyzing the data, and monitoring results regularly.</p> <ul style="list-style-type: none"> <li>Review and evaluate existing vehicle data to establish performance measure for uniformity</li> </ul>	Uniformity issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project to begin identifying a process (pending approval).
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**Strategy 8.5: Improve uniformity of the EMS System by transitioning agencies to most current NEMSIS compliance standard.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
8.5a	<p>Maintain data dictionary in compliance with current NEMSIS standards</p> <ul style="list-style-type: none"> <li>Update of Florida Data Dictionary to reflect NEMSIS V3.5</li> </ul>	Percent of EMS runs that are NEMSIS compliant	Annually	FDOH	<p>FY20 Project: 97% (FY19: 90%) of EMS emergency run reports in Florida are submitted to the state in a NEMSIS format. The state is in transition to the most current NEMSIS standard. Of the current 210 (FY19: 203) agencies submitting, 90% (FY19: 66%) are submitting in V3. Florida remains the largest V3 submitting state to NEMSIS</p> <p>FY21 NEMSIS Project: 219 of 291 licensed agencies submitting to EMSTARS, of which 215 (98.17%) of the 219 EMSTARS reporting agencies are submitting by V3 standards.</p> <p>FY22 NEMSIS Project: Objective- Publish Florida Data Dictionary to reflect NEMSIS V3.5 by 12/2021</p>
8.5b	<p>Implement training on current data dictionary standards</p> <ul style="list-style-type: none"> <li>Conduct work sessions to continue to maintain Florida data standards, business rules and implementation of best practices consistent with NEMSIS.</li> </ul>	Number of trainings conducted	Annually	FDOH	<p>Anticipate formal adoptions of Florida V3.5 data dictionary by 12/2021</p> <p>Anticipate training on V3.5 to begin December 2021 and continue on a quarterly basis</p> <p>Continuing quarterly EMSAC BioSpatial Training: FY21 NEMSIS Project:</p> <ul style="list-style-type: none"> <li>6 completed EMSAC Data Committee work sessions on: 11/17/20; 2/9/21; 2/24/21; 3/3/21; 3/23/21; 4/27/21.</li> <li>Participated in biweekly Technical advisory calls; NEMSIS TAC and NASEMSO annual meetings TBD.</li> </ul> <p>FY22 NEMSIS Project- Anticipate 4 EMSAC Data Committee work sessions and participation in NEMSIS TAC and NASEMSO annual meetings.</p>

8.5c	Track the percent of EMS runs that are in compliance with the current NEMSIS standard	Number of EMS submitting agencies transitioned to current standard			<p>FY21 NEMSIS Project: 219 of 291 licensed agencies submitting to EMSTARS, of which 215 (98.17%) of the 219 EMSTARS reporting agencies are submitting by V3 standards.</p> <p>V3.3.4 = 39 - 18.14% of all v3 agencies  V3.4 = 176 - 81.86% of all v3 agencies</p>
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**Objective 9: Improve timeliness of traffic records systems by December 2021.**

**Strategy 9.1: Improve timeliness of the *Crash Data System* by increasing the number of crash reports received within 10 days.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
9.1a	Develop outreach program and provide training with LEAs to increase their interest in electronic submissions	Number of training classes with LEAs conducted	Annually	FLHSMV	<p>FY20 Crash and UTC Data Improvement Project: FLHSMV continued to distribute scorecards each quarter, which covered accuracy, completeness, and timeliness of crash data;</p> <p>FY21 Crash and UTC Data Improvement Project to establish a crash location accuracy measure and baselines for improvement and add the new crash location accuracy measure to the quarterly scorecards and educate law enforcement about this new measure.</p> <p>FY22 Crash and UTC Data Improvement Project: Continue distribution of scorecards each quarter, which cover accuracy, completeness, timeliness, and crash location accuracy of crash data (pending approval).</p>
9.1b	Decrease time from crash date to date of crash submission by scan and data entry process by 5 percent annually	Percent of crash reports submitted electronically (baseline is 60 percent; target – 10% increase yearly); Percentage of crash records aged more than 10 days	Annually	FLHSMV	<p>FY20 Update: 313 agencies are submitting crash reports electronically  <b>Baseline Period</b> (4/1/19-3/31/20): 571,377 of 708,710 (80.62%) submitted w/in 10 days</p> <p>FY21 Update: 98.39% of LEAs are submitting crash reports electronically  <b>Current Period</b> (4/1/20-3/31/21): 446,755 of 548,872 (81.40%) submitted w/in 10 days</p>

**Strategy 9.2: Improve timeliness of the Roadway Data System.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
9.2a	Perform a Quality Assurance Review Program for all Districts within 2 years	Number of District reviews conducted	Quarterly	FDOT	Natural Disaster and Travel ban impacted schedule (only 2 field visits conducted) but in office review was conducted
9.2b	Perform District Quality Evaluations to ensure Districts are meeting deadlines (RCI, HPMS, RITA, SLDs, Key Sheets, etc.)	Number of Evaluations completed	Biannually	FDOT	Completed all periods- Ongoing

**Strategy 9.3: Improve timeliness of the Driver Records System by measuring both the internal and external average of the length of time between the occurrence of adverse action by a driver and the time it takes for that information to appear in the FLHSMV database.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
9.3a	<p>Reduce the average time required for disposition information to be added to the driver record</p> <ul style="list-style-type: none"> <li>Establish a baseline for the length of time it takes an adverse action by a driver to be entered into the DHSMV database (external measure)</li> <li>Establish a baseline for the length of time it takes for disposition information to be added to the driver record (internal measure)</li> </ul>	Average number of days from the date of a driver's adverse action to the date the adverse action is entered into the database (target – 2% reduction per year); Average number of days from the date of citation disposition notification by the driver repository to the date the disposition report is entered into the database	Annually	FLHSMV	<p>Requested grant to work on improving TCATS submissions September 2018/2019.</p> <p>Citation Inventory System will be included in the department's Motorist Modernization Phase II re-write of our systems.</p> <p>2020 electronic Citation submission is 94.93% received electronically an increase of 1.31% from 2019.</p> <p>UTC has a timeliness report for dispositions which can be ran statewide or by county.</p>

**Strategy 9.4: Improve timeliness of the Citation/Adjudication System by reducing the time between citation issuance and disposition.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
9.4a	Establish a baseline for timeliness			FLHSMV/ Clerks	UTC has a timeliness report for dispositions which can be ran statewide or by county.
9.4b	Increase the number of Clerk of Courts submitting citations electronically	Number of Clerks submitting electronically		FLHSMV/ Clerks	<p>FY20- As of March 2020, 5 COCs do not accept E- Citation processing</p> <p>FY21- As of March 2021, 3 COCs do not accept E- Citation processing</p> <p>All 67 clerks submit electronically to FCCC.</p> <p>There are 326 Law Enforcement agencies using E- Citations.</p>

9.4c	Identify counties/agencies with longer average processing times between the issuance of a citation and the disposition; work with these counties/agencies to reduce average processing time	Average number of days between citation issuance and disposition		Clerks	The department is reviewing Citation Inventory, to identify the citation offenses received and the department has not received a disposition within 365 days. This data is sent to the individual clerks to review and advise the status of each citation identified. If a disposition has been rendered the clerk notifies the department of their research. Any disposition we do not have in the system are transmitted to the department through the TCATS system.
9.4d	Continue education efforts on the benefits of electronic data submission to the Clerks			FLHSMV/ Clerks	<p>FY20 Crash and UTC Data Improvement Project: FLHSMV conducted 4 UTC virtual train-the-trainer workshops with 116 participants across 33 agencies, reviewed COC case management systems to encourage electronic reporting.</p> <p>FY21 Crash and UTC Data Improvement Project: FLHSMV will conduct 4 UTC training events, which will discuss the benefits of electronic reporting. Training materials have been created.</p> <p>2020 electronic Citation submission is 94.93% received electronically an increase of 1.31% from 2019.</p>
9.4e	Continue outreach program with Law Enforcement Agencies to increase their interest in and awareness of e-citation programs	Number of LEAs educated on e-citation programs		FLHSMV	<p>44 law enforcement agencies (LEA) have been identified for using paper citations only. An email has been sent to the directors, chiefs and Sheriffs over these agencies. The email explains the reasons to go with electronic submission. We are requesting to know when their agency plans to move towards electronic submission and provided the approved eCitation vendors list for their review. The department's goal is to be 100% electronic. We are waiting to hear back from the agencies with their response.</p> <p>11 responses were received back from the contacted LEAs, and the results are as follows:</p> <ul style="list-style-type: none"> <li>Zero anticipated less than 6 months (0%)</li> <li>Five anticipated 6 months -1year (46%)</li> <li>Three anticipated 1-2 years (27%)</li> <li>One anticipated more than 2 years (9%)</li> <li>One stated only if it is made mandatory and the other agency was dissolved. (18%)</li> </ul>

**Strategy 9.5:** Improve timeliness of the **EMS System** by continuing to monitor timeliness of submission indicators.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
9.5a	Continue to define timeliness measures and monitor quarterly	Percent of EMS run reports sent within 10 hours..	Quarterly	FDOH	<p><b>FY20:</b>                      51.58 %            0-1 day (within 24hrs)                      11.5 %             2-7 days                      9 %                 8-30 days                      26.9 %             GT 30 days</p> <p><b>FY21 update:</b>                      68 %                0-1 day (within 24hrs)                      13 %                2-7 days                      8 %                 8-30 days                      11 %                GT 30 days</p> <p>FY21: Project: increase in timeliness measure to 70% of EMS runs reports sent within 10 hours of run</p>

**Strategy 9.6:** Improve timeliness of the **Trauma System** by establishing timeliness performance measure.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
9.6a	Establish timeliness performance measures	Performance measures established	December 2018	FDOH	

**Strategy 9.7:** Improve timeliness of the **Vehicle System** by reviewing the vehicle dataset to identify trends and gaps in the current process.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
6.7a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. <ul style="list-style-type: none"> <li>Review and evaluate existing vehicle data to establish performance measure for timeliness</li> </ul>	Timeliness issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project to begin identifying a process (pending approval).



**GOAL 3: Provide the ability to link traffic records data.**

**Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021.**

**Strategy 10.1:** Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
10.1a	<p>Establish user and stakeholder needs by conducting crash data survey, research studies, assessments, etc. and implement findings/recommendations:</p> <ul style="list-style-type: none"> <li>• Conduct Cloud-Based TSIS Project to improve data sharing and identify integration opportunities to establish S4 Analytics as Florida’s analytical central repository (Go Team Recommendation). Project will consist of the following: <ul style="list-style-type: none"> <li>- Identify Current State Systems and Traffic Data Inventory</li> <li>- Document the Current State Data Management in place</li> <li>- Document Current State Systems Assessment to create a data blueprint</li> <li>- Develop High Level Cloud Architecture</li> </ul> </li> <li>• Create a Diagram Tool compatible with S4’s Geolocation Tool to be used by LEAs to improve crash data location (Go Team Recommendation) <ul style="list-style-type: none"> <li>- Update FLHSMV’s CRSCAN ingestion process to accept high resolution aerial photography in crash diagrams</li> </ul> </li> <li>• Reduce crash systems by: <ul style="list-style-type: none"> <li>- Enhancing S4 Geolocation Tool for FDOT crash analysts to verify crash locations within S4 Analytics to create a single unified crash location database</li> <li>- Develop a webservice to serve the crash report images directly from FLHSMV to eliminate distribution of crash data to S4 and FDOT crash databases</li> <li>- Develop process to fully synchronize FLHSMV and S4 crash databases to allow users access to the most current data available</li> <li>- FDOT CAR Analysis function to be moved and developed within S4 Analytics Environment (CAR Rewrite)</li> </ul> </li> </ul>	<p>Survey conducted</p> <p>Implementation Plan and High Level Cloud Architecture Complete</p> <p>Tool Developed</p> <p>Number of high-resolution diagrams accepted in repository</p> <p>Tool Developed</p> <p>Webservice Developed</p> <p>Crash data elements matched</p>		TRCC stakeholders	<p>Go Team Phase II User Survey conducted 10/17/2018-10/28/2018. Results presented at 12/7/2018 TRCC Meeting.</p> <p>NH Final Report (Final Report- 1/31/2020) conducted GAP Analysis on CAR vs S4 capabilities and functions across geolocating, analytics and roadway reference category areas.</p> <ul style="list-style-type: none"> <li>• Florida Cloud-Based TSIS Project Scope approved by Data Subcommittee 2/1/21 and NH Phase I contract executed May 2021; Scope presented to EB on 4/9/21 at the TRCC Meeting.</li> <li>• Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality Project <ul style="list-style-type: none"> <li>- <b>FDOT Tool:</b> <b>FY21</b> Technicalities and mockups completed 12/20; tool currently in development and to be operational by 9/21. <b>FY22</b> will focus on enhancements, bug fixes, etc.</li> <li>- <b>Diagram Tool:</b> <b>FY21</b> Tool developed; next steps to test within TraCS. <b>FY22</b> enhancements, expand functions and pilot with TraCS Leas.</li> </ul> </li> <li>• Central Crash Data Repository and Improved Crash Data Quality Project <ul style="list-style-type: none"> <li>- <b>FY21</b> Light synchronization conducted between S4 and FLHSMV crash databases for 2011-2021 crash data. <b>FY22</b> full synchronization to be completed.</li> <li>- <b>FY21</b> resolution discovered for high resolution acceptance; next steps to test/deploy.</li> </ul> </li> <li>• State funds approved for FY21 and FY22 CAR Rewrite project. Kick-off meeting held 12/20.</li> </ul>

10.1b	Create a framework for all system user needs based on findings of survey, research, assessments, etc. <ul style="list-style-type: none"> <li>• Create Implementation Plan built on Agency/Stakeholder input to create strategy for data sharing across multiple agencies</li> </ul>	Develop a framework for all systems	December 2021	Data System Owners / Data SC	Framework Implementation began in NH CAR/S4 Project.  FY21 TSIS Cloud Project Scope finalized and will include: Implementation Plan; TR Inventory; and High-Level Cloud Architecture recommendation;
10.1c	Form a subcommittee of data system representatives	Committee established representing data system owners		TRCC Executive Board	Go Team/Data Subcommittee established. Continued efforts on "Special Projects": <ul style="list-style-type: none"> <li>• NH FDOT CAR/S4 (Dec. 2019-Jan. 2020) Florida Cloud-Based TSIS Project (study) Scope approved on 2/1/21;</li> </ul>

**Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021.**

**Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
11.1a	Data Subcommittee (from Action 10.1c) will participate in Florida Cloud-Based TSIS Project to assist NH with the following: <ul style="list-style-type: none"> <li>• Implementation Plan to: <ul style="list-style-type: none"> <li>- Create a strategy for data integration within a cloud environment between the 6 TR systems.</li> <li>- Project communications and governance</li> </ul> </li> <li>• Identifying the Current State of the TR Systems to Create a Traffic Records Inventory to include: <ul style="list-style-type: none"> <li>- General overview of the TR systems</li> <li>- Information on the owner, users, and contact info for the systems</li> <li>- Descriptions and standards used for each system</li> <li>- Master data and systems of record</li> </ul> </li> <li>• Documenting the Current State Data Management to define business insights, user personas, data security and confidentiality requirements, and current data governance.</li> <li>• Documenting the Current State Systems Assessment and data blueprint to:</li> </ul>	Number of meetings participated in  Implementation Plan created  TR Inventory created  Data blueprint created	December 2021	Data Subcommittee TRCC Coordinator	Received Go Team Phase II funding to explore linkage possibilities. Final report June 10, 2019.  NH CAR/S4 Project began documentation of Crash Business Models (current/future state) to map Florida's Crash System's physical and logical data flow to identify linkage and data improvement opportunities; GAP Analysis on CAR/S4 demonstrated benefits gained with the consolidation of location processes in a central database; (Final report provided 1/31/2020)  FY21 S4 Analytics- to focus on data linkage opportunities between EMS/Crash/Citation/Roadway data (ongoing) <ul style="list-style-type: none"> <li>- Meeting held with stakeholders on 4/1/2021</li> </ul> FY22 S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data.  Florida Cloud-Based TSIS Project (study) Scope approved by Data Subcommittee on 2/1/21; Finalized Scope presented to EB on 4/9/21 at the TRCC Meeting.

	<ul style="list-style-type: none"> <li>- Measure the relative strength and limitations of each system</li> <li>- Map traffic data flow against current systems involved in TR data exchanges</li> <li>- Define current data integration points and access methods</li> <li>- Identify current issues with data flow and integration</li> <li>- Identify how each core component validates the data collected</li> </ul>				
11.1b	Progress update will be provided at quarterly TRCC meetings	Progress reports provided	Quarterly	TRCC Coordinator	<p>Results presented at 12/7/2018 and 4/5/2019 TRCC Meeting: Go Team Phase II final report and survey results.</p> <p>FY20: Executive Board updated at April 3, 2020 TRCC meeting on the following: NH Final Report-FDOT CAR/S4 Project</p> <p>FY21: TRCC Meeting on April 9, 2021 EB was presented Florida TSIS Cloud Project Scope to be conducted by NH.</p>

**Objective 12: Expand integration of Traffic Records (TR) projects to maintain a uniform data collection platform across key data fields needed to facilitate linking traffic records information systems by December 2021.**

**Strategy 12.1:** Continue to support and increase Law Enforcement Agency (LEA) utilization of TR data collection systems/tools and S4 Analytics by providing the integration of Traffic Records Projects: Systems and/or Software.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
12.1a	Track the utilization of traffic records systems/software for the following TR projects: <ul style="list-style-type: none"> <li>• Tracs (Traffic and Criminal Software)</li> <li>• ELVIS (Electronic License and Vehicle Information System)</li> <li>• Signal Four Analytics' Geo-Location Tool</li> <li>• National Emergency Medical Services Tracking and Reporting System Version 3 standards</li> </ul>	Number of users/agencies	Annually	Project Leads	<p><b>FY20:</b>                      TraCS- 19,578 users / 179 LEAs                      ELVIS- 18,975 users / 197 LEAs                      S4's Geo-Location Tool                      - Crash Reporting: 167 (TraCS) LEAs                      - Citation Reporting: 115 (TraCS) LEAs                      S4 Analytics- 4,268 users / 850 agencies and vendors                      NEMSIS V3- 194 EMS Agencies</p> <p><b>FY21:</b>                      TraCS- 26,030 users / 188 LEAs                      ELVIS- 22,284 users / 217 LEAs                      S4's Geo-Location Tool                      - Crash Reporting: 183 or 91% of TraCS LEAs                      - Citation Reporting: 13% of TraCS LEAs                      S4 Analytics- 5,111 users / 706 agencies and 189 contractors                      215 of 219 EMS Agencies submitting by NEMSIS V3 standards</p>
12.1b	Improve key data field collection across traffic records reporting: <ul style="list-style-type: none"> <li>• By integrating S4's Geo-location Tool w/TraCS crash and citation reporting</li> <li>• By integrating ELVIS with TraCS</li> </ul>	Number of incidents  Number of agencies	Annually	Project Leads	<p><b>FY21:</b> S4 Geo-Location Tool usage Oct. 1, 2020-April 21, 2021:                      - 110,222 crash reports                      - 92,135 citation reports                      - 34,304 traffic warnings                      - 6,824 tow sheets                      - 2,331 DUI Citations                      - 870 Parking Citation                      - 810 Field Interview Report                      - 147 Offense Incident Report                      - 54 Boating Warning                      - 123 Boating Citation</p> <p><b>FY21:</b> ELVIS Usage:                      Total LEAs 217                      99% or 188 TraCS LEAs agencies are using ELVIS</p>

**GOAL 4: Facilitate access to traffic records data.**

**Objective 13: Identify high priority user needs and develop a strategy to improve accessibility by December 2021.**

**Strategy 13.1: Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
13.1a	Identify agency to lead needs assessment	Needs assessment conducted (survey)	December 2021	FDOT FLHSMV	<ul style="list-style-type: none"> <li>Applied for Go Team Phase II funding to explore linkage possibilities. Survey conducted 10/17/2018-10/28/2018. Results presented at 12/7/2018 TRCC Meeting.</li> <li>FY21: FDOT SSO to implement Florida TSIS Cloud Project. Scope approved 2/1/21; NH contract executed May 2021.</li> </ul>
13.1b	Create a framework based on results from surveys or assessment projects <ul style="list-style-type: none"> <li>Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data</li> <li>Explore a possible UTC accessibility performance measure with baseline</li> </ul>	Final assessment report delivered to TRCC Executive Board	December 2021	FDOT FLHSMV	<ul style="list-style-type: none"> <li>Go Team Phase II final report and survey results presented on 12/7/2018 and 4/5/2019</li> <li>FY20: NH Final Report findings for CAR/S4 Project presented on 4/3/20</li> <li>FY21: Florida TSIS Cloud Project Scope presented on 4/9/21</li> <li>FY22 Crash and UTC Data Improvement Project to begin on UTC survey (pending approval).</li> </ul>
13.1c	Apply framework to Signal Four Analytics	Develop framework for all system needs	December 2021	FDOT FLHSMV FDOH UF	<p>Executive Board updated at 4/3/20 TRCC meeting on the following: NH CAR/S4 Project: Crash Business Models (current/future state) to include consolidation- 2 CAR System functions (location and analytics) within S4 Analytics; CAR/S4 GAP Analysis. (Final report provided 1/31/2020)</p> <p>Executive Board updated at 4/9/21 TRCC meeting on the following:</p> <ul style="list-style-type: none"> <li>FY21 TSIS Cloud Project Scope finalized and will include: Implementation Plan; TR Inventory; and High-Level Cloud Architecture recommendation to provide a visual of the transition to a Cloud based environment to include S4 Analytics as the analytical platform.</li> <li>FY21 S4 Analytics- to focus on data linkage opportunities between EMS/Crash/Citation/Roadway data (ongoing)               <ul style="list-style-type: none"> <li>Meeting held with stakeholders on 4/1/2021</li> </ul> </li> </ul> <p>FY22 S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data (pending approval).</p>

**Objective 14: Improve accessibility to data for all systems by December 2021**

**Strategy 14.1: Increase public record data availability through online access.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
14.1a	<p>Assist agencies with public facing websites to make data available through online access</p> <ul style="list-style-type: none"> <li>Signal Four (S4) Analytics to develop public facing Florida Traffic Safety Dashboard (crash)</li> <li>S4 Analytics to develop public facing dashboard for citations data</li> </ul>	Number of users accessing traffic records data	December 2021	Executive Board/Data System Owners	<ul style="list-style-type: none"> <li>FY21: S4 Analytics currently provides linkage between crash, citation, and roadway data. Public facing portal developed for crash data and went live December 2020.</li> <li>FY22 S4 will focus on expanding crash dashboard capabilities to include mobile platform as well as creating a citations data dashboard (pending approval).</li> <li>FY21: S4 Analytics- to focus on data linkage opportunities w/EMS/Crash/Citation/Roadway data to enhance safety analysis (ongoing)</li> <li>FY22 S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data (pending approval).</li> </ul>
14.1b	Provide access to real-time summary data reports	Number of users accessing real-time summary data reports	December 2021	Executive Board/Data System Owners	See notes above;
14.1c	Implement web development standards to make data accessible as public data based on needs assessment	User satisfaction with (a) the quality of traffic records data, and (b) their ability to obtain the data when, where, and in the form needed.	December 2021	Executive Board/Data System Owners	See notes above;
14.1d	<p>Provide federal, state, and local agencies with access to the linkable data among traffic safety information system databases</p> <ul style="list-style-type: none"> <li>Conduct Florida Cloud-Based TSIS Project to improve data sharing and identify data integration opportunities</li> </ul>		December 2021	Executive Board/Data System Owners	<ul style="list-style-type: none"> <li>S4 Analytics currently provides linkage between crash, citation, and roadway data. Public facing portal developed and went live Dec. 2020. FY22 will focus on citations data dashboard and continue identifying EMS linkage opportunities.</li> <li>FY21: Florida Cloud-Based TSIS Phase I Project approved and executed May 2021.</li> </ul>

**GOAL 5: Promote the use of traffic records data.**

**Objective 15: Promote the understanding and use of available data.**

**Strategy 15.1: Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
15.1a	Maintain a metadata resource that describes available data and how it can be accessed		Ongoing	TRCC Coordinator	
15.1b	Post metadata resource on respective agency websites	Publish on TRCC Website	Ongoing	TRCC Coordinator	Information published on TRCC website

**Strategy 15.2: Educate users on what systems are available and how to use them by December 2021.**

Action Step	Description	Performance Measure	Timeline	Leader	Notes
15.2a	Conduct user training	Number of training sessions, type, frequency, online tutorials, PowerPoints	Annually	Project Leads	<p>The following trainings were conducted:</p> <p><u>Crash and UTC Data Improvement:</u>  <b>FY20</b> Crash and UTC dates:                      Crash- 9/2/20 (virtual stakeholder meeting)                      UTC- 7/13/20 (2 sessions) and 7/20/20 (2 sessions).  <b>FY21</b> Crash and UTC dates:                      UTC Workshops: TBD; Curriculum is being routed for approvals.</p> <p><u>TraCS:</u>  <b>FY20:</b> 13 user trainings- 10/2/19; 10/17/19; 10/23/19 (2 trainings); 11/7/19; 11/15/19; 11/20/19; 12/5/19 and 12/6/19 (1 training); 12/6/19; 1/9/20; 2/7/20; 2/19/20; 3/4/20; 6/16/20; 6/23/20;  <b>FY21:</b> 21 user trainings-10/2/20; 10/8/20; 12/1/20; 12/14/20 (2 sessions); 12/15/20; 1/6/21; 1/29/21 (2 sessions); 2/3/21 (2 sessions); 2/18/21; 2/24/21; 3/5/21; 3/9/21; 3/14/21; 3/19/21; 3/22/21; 3/23/21; 3/24/21; 3/30/21;</p> <p><u>Signal 4 and Geo-location:</u>  <b>FY20</b> S4: 11/5/2019 at Ninth International Visualization in Transportation Symposium; 6/19/20 Intersection DB meeting w/FDOT; Geo-location: 4/27/20; 6/3/20; 8/6/20; 9/4/20; 9/23/20; 9/29/20;  <b>FY21</b> S4: 2/9/21 (2 sessions); 2/10/21 (2 sessions);</p> <p><u>FDOH NEMSIS Compliance:</u>  <b>FY20:</b> EMSAC BioSpatial Training: 3/3/20, 6/10/20                      EMSAC Data Committee: 10/2019; 1/2020; 3/3/2020, 6/10/20; NEMSIS TAC and NASEMSO: 08/2020;  <b>FY21:</b> EMSAC Data Committee: 11/17/20; 2/9/21; 2/24/21; 3/3/21; 3/23/21; 4/27/21. NEMSIS TAC and NASEMSO: TBD;</p> <p><u>ELVIS</u>  <b>FY20:</b> 35 Remote Trainings: 10/14/19; 10/25/19; 10/28/19; 10/30/19; 11/4/19; 11/13/19; 11/19/19; 12/4/19; 12/6/19; 12/10/19; 12/19/19; 12/26/19; 1/10/20; 1/29/20; 2/24/20; 4/2/20; 4/14/20; 4/22/20; 5/18/20; 5/28/20; 6/1/20; 6/4/20;</p>



					<p>6/29/20; 6/30/20; 7/22/20; 7/23/20; 7/28/20; 8/12/20; 8/18/20; 8/20/20; 8/28/20; 9/2/20; 9/24/20; 9/30/20 (2 sessions)</p> <p>10 In-person: 11/13/19; 11/15/19; 12/16/19; 12/17/19; 12/27/19; 1/2/20; 1/31/20 (2 trainings); 2/7/20 (2 trainings); 9 Demonstrations.</p> <p><b>FY21:20</b> Remote Trainings: 10/15/20; 10/16/20; 10/22/20; 10/30/20; 11/6/20; 11/18/20; 11/19/20; 12/9/20; 12/16/20; 12/21/20; 1/7/21 (2 sessions); 1/13/21; 1/22/21; 1/26/21 (3 sessions); 2/23/21 (2 sessions); 2/25/21;</p> <p>1 In-person: 10/28/20; 4 Demonstrations</p> <p><b>NOTE:</b> Most trainings were moved to virtual setting due to Covid-19 beginning March/April 2020;</p>
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**Strategy 15.3:** Monitor utilization of traffic records data by December 2021.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
15.3a	Monitor utilization of traffic records data		Annually	Data System Owners	
15.3b	Monitor utilization of web-based system		Annually	Data System Owners	
15.3c	Report utilization results by month at quarterly TRCC meetings	Reports provided	Annually	Data System Owners	

### Priority Recommendations (TRA 2015)

Data System	DOES NOT MEET	Partially MEETS	MEETS	Total
Crash	15	5	24	44
Vehicle	20	7	12	39
Driver	10	9	26	45
Roadway	22	2	14	38
Citation / Adjudication	12	1	41	54
EMS / Injury Surveillance	40	14	69	123
Data Use and Integration	6	5	2	13
TRCC Management	5	4	10	19
Strategic Planning	9	6	1	16
Grand Totals	139	53	199	391

### TRA 2020: Round 1 A

Data System	DOES NOT MEET
Crash	11
Vehicle	11
Driver	9
Roadway	11
Citation / Adjudication	14
EMS / Injury Surveillance	26
Data Use and Integration	5
TRCC Management	0
Strategic Planning	1
Grand Totals	88

### Analysis Results

Partially MEETS	MEETS	Total
6	31	48
8	17	36
9	23	41
9	14	34
10	26	50
14	40	80
2	5	12
4	7	11
3	12	16
65	175	328

### TRA 2020: FINAL Results

Data System	DOES NOT MEET	Partially MEETS	MEETS
Crash	3	4	41
Vehicle	10	2	24
Driver	6	3	32
Roadway	6	8	20
Citation / Adjudication	9	3	38
EMS / Injury Surveillance	21	8	51
Data Use and Integration	1	2	9
TRCC Management	1	1	14
Strategic Planning	0	2	9
Grand Totals	57	33	238

Total
48
36
41
34
50
80
12
16
11
328

**FY22 405c Traffic Records Assessment (TRA 2020) Priorities**

High Rank Question	FINAL ASSESSOR CONCLUSION	RANKING	TSIS Action Plan	State Response & Project to Address
<b>TRCC Management</b>				
10 - Does the TRCC have a traffic records inventory?	Florida does not currently have a traffic records inventory document. The Florida TRCC's Data Subcommittee does participate in many special projects and has worked to identify data gaps, data process gaps, and opportunities to improve overall data quality. This is all good work; however, the TRCC should consider taking the necessary steps to collect all this information in a central location and establish a traffic records inventory for Florida.	Does Not Meet Advisory Ideal	<b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
13 - Does the TRCC meet at least quarterly?	Per the Florida TRCC Charter, the Committee meets three times annually. There are also subcommittees that meet on other occasions throughout the year and as needed.	Partially Meets Advisory Ideal	<b>GOAL 1:</b> Provide ongoing coordination in support of multi-agency initiatives and projects which improve traffic records information systems. <b>Objective 1:</b> The TRCC Executive Board will meet three times per year with 70 percent participation from representative agencies. <b>Strategy 1.1:</b> Conduct Executive Board meetings no fewer than three times each calendar year.	The TRCC will consider adding a fourth meeting annually as needed.
<b>Strategic Planning</b>				
21 - Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?	The TRCC strategic plan has outlined the types of training conducted on some of the systems, but each system owner is responsible for any other training related to their system.	Partially Meets Advisory Ideal	<b>GOAL 4:</b> Facilitate access to traffic records data. <b>Objective 13:</b> Identify high priority user needs and develop a strategy to improve accessibility by December 2021. <b>Strategy 13.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. <b>Objective 14:</b> Improve accessibility to data for all systems by December 2021. <b>Strategy 14.1:</b> Increase public record data availability through online access. <b>GOAL 5:</b> Promote the use of traffic records data. <b>Objective 15:</b> Promote the understanding and use of available data. <b>Strategy 15.1:</b> Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2021. <b>Strategy 15.2:</b> Educate users on what systems are available and how to use them by December 2021.	The State feels this recommendation has been met. All data system owners provide training and assistance in accordance to their user needs and TRCC funded projects are responsible to provide training and assistance in accordance to their user base.
26 - Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?	Many efforts are being undertaken to coordinate with federal traffic records systems. Submitting data to NEMSIS is the only effort specifically addressed by the Strategic Plan.	Partially Meets Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.1:</b> Improve uniformity of the Crash Data System by continuing to comply with MMUCC Standard and Compliance. <b>Strategy 8.2:</b> Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments. <b>Strategy 8.3:</b> Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. <b>Strategy 8.4:</b> Improve uniformity of the Vehicle Data System by completing a data reconciliation/synchronization project with the American Association of Motor Vehicle Administrators (AAMVA) and the National Motor Vehicle Title Information System (NMVTIS) to ensure a uniform data exchange between the two entities. <b>Strategy 8.5:</b> Improve uniformity of the EMS System by transitioning agencies to most current NEMSIS compliance standard.	The State feels this recommendation has been met at this time and will continue efforts to better align with federal regulations and guidelines to ensure coordination with the Federal traffic records data systems.
<b>Data System: Crash</b>				

44 - Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?	Florida does not have a data dictionary showing links to other data systems or data elements populated from other traffic records systems.	Does Not Meet Advisory Ideal	<b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will also identify linkages to other data sets where possible.
50 - Do all law enforcement agencies collect crash data electronically?	Florida has a small percentage of law enforcement agencies that collect crash data via a paper crash report form. In 2019, 8,708 crash reports from 28 agencies were collected on the paper form, reflecting just 1.174 percent of all crashes submitted to the Crash system statewide. This is a significant improvement from the previous traffic records assessment, with the goal of 100 percent crash reporting in reach. This is an impressive percentage and Florida does have a plan to entice these agencies to transition to electronic reporting.	Partially Meets Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to statutory limitations. While we continue to entice agencies with laptops and incentives, legislative restrictions prevent mandatory electronic mandates.
51 - Do all law enforcement agencies submit their data to the statewide crash system electronically?	Florida has a small percentage of law enforcement agencies that submit crash data via a paper crash report form. In 2019, 8,708 crash reports from 28 agencies were collected on the paper form, reflecting just 1.174 percent of all crashes submitted to the Crash system statewide. This is a significant improvement from the previous traffic records assessment, with the goal of 100 percent crash reporting in reach. The incentive program for submitting electronic crash reports, combined with grant funding opportunities, the FHP laptop surplus program and other initiatives are all great programs to help push agencies towards the goal of 100 percent electronic crash reporting. Given the small number of agencies remaining, 100 percent electronic crash reporting by the next Traffic Records Assessment seems very achievable.	Partially Meets Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to statutory limitations. While we continue to entice agencies with laptops and incentives, legislative restrictions prevent mandatory electronic mandates.
66 - Are there integration performance measures tailored to the needs of data managers and data users?	There are currently no integration performance measures in place for the Crash system.	Does Not Meet Advisory Ideal	<b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21-FY22 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will also identify linkages to other data sets where possible and assist with identifying data quality measures needed to include integration measures.
71 - Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?	There appears to be a review process in place after the crash report has been accepted into the State system specific to the location data elements. The review happens at the FDOT when coding the location information for the crash record. Feedback regarding data quality issues that are identified as part of this process are used in officer training and is provided back to DHSMV. Additionally, there is a local supervisor review process that takes place before the crash report is submitted to the State Crash system. The investigating officer's supervisor reviews and approves the report prior to its acceptance in the State system, allowing for a review of the narrative, diagram, and coded contents prior to submission. Additional periodic quality control reviews comparing these various Crash report components could be added to help ensure data quality and integrity.	Partially Meets Advisory Ideal	N/A	Currently, The investigating officer's supervisor reviews and approves the report prior to its acceptance in the State system, allowing for a review of the narrative, diagram, and coded contents prior to submission. Beyond this, the State cannot pursue this recommendation at this time further due to limited resources.

72 - Are sample-based audits periodically conducted for crash reports and related database content?	Evidence was provided regarding an audit process in place for crash reports submitted to the Crash system on a paper crash report form. This audit focuses on quality control for the paper-scanning and data-keying process. There do not appear to be any audits conducted for electronically submitted crash reports, which comprise the majority of crashes submitted to the system. A process for sample-based auditing of electronically submitted crash reports and database content should be considered.	Does Not Meet Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.1:</b> Improve accuracy of the Crash Data System by reducing errors by 5 percent per year. <b>7.1f:</b> Improve the crash data quality program by developing the ability to conduct sample-based audits to compare e-crash data received in the FLHSMV database against local agency level data.	State has plans to address this recommendation in FY21-22 via our Crash and UTC Improvement TRCC project/grant.
74 - Is data quality feedback from key users regularly communicated to data collectors and data managers?	One instance of an email was provided of data quality feedback being sent to data collectors and system managers. Additional information relating to key performance metrics on Timeliness, Accuracy, and Completeness are available to both data collectors and data managers and are also available through the Crash system to all local law enforcement agencies who utilize the system. While reports are generated and agencies do have access to the reports, the State did not document or describe a process for transmitting and using key users' data quality feedback to inform changes. No information was provided to demonstrate the frequency of the reports, who the reports are sent to, or how the reports are used.	Partially Meets Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.1:</b> Improve the completeness of the Crash Data System by expanding collection of crash reports to include collection of Short Form Reports. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.1:</b> Improve accuracy of the Crash Data System by reducing errors by 5 percent per year. <b>Objective 9:</b> Improve timeliness of traffic records systems by December 2021. <b>Strategy 9.1:</b> Improve timeliness of the Crash Data System by increasing the number of crash reports received within 10 days.	The State feels this recommendation has been met by providing the law enforcement agencies (LEAs-data collectors) with quarterly reports on timeliness, accuracy, completeness and by incorporating these metrics into law enforcement trainings conducted throughout the state annually. FLHSMV receives feedback from the LEAs on these reports to improve this process and data quality. These metrics are also presented at the quarterly TRCC meetings to inform the data managers. Future plans are to create data quality reports in the TRCC's Signal Four Analytics to allow all data collectors and data managers the ability to review quality of the data whenever needed.
<b>Data System: Driver</b>				
92 - Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?	Florida does not transfer the DHR to another state electronically when requested due to a Change State of Record; the driver records are currently sent on paper. Florida will implement the S2S electronic driver history transfer service in October 2021.	Does Not Meet Advisory Ideal	This is a Florida Department of Motor Vehicles project/initiative and is not documented within the TRCC Action Plan.	The State plans to fulfill this recommendation by January 2023 with the implementation of the State to State (S2S) Verification Service.
93 - Does the State obtain the previous State of Record electronically upon request?	Although the State fully participates in the CDLIS system for electronic transfer of commercial driver records, Florida does not transfer a non-commercial DHR to another state electronically when requested due to a Change State of Record; the driver records are currently sent on paper. A partially automated process for manually obtaining and manually coding a DHR for drivers newly licensed in Florida has been described and documented. Florida will fully implement the S2S electronic driver history transfer service in October 2021,	Partially Meets Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State plans to fulfill this recommendation by January 2023 with the implementation of the State to State (S2S) Verification Service.
94 - Does the State run facial recognition prior to issuing a credential?	The State generally describes the ability to use facial recognition to perform comparisons within the driver database for the purpose of determining if multiple records exist for the same person and then following up with appropriate action. However, Florida does not currently run facial recognition prior to issuing a credential, and no documentation has been provided.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.

<p>103 - Is there a formal, comprehensive data quality management program for the driver system?</p>	<p>The State asserts that a formal, comprehensive data quality management program for the driver system is in the process of being developed, and that measures for completeness, timeliness, and accessibility of the driver system are established and being refined. But no sample compliance reports or results of any comprehensive data management review have been provided. The State attachments present a report of production tallies that, although useful to the management of daily operations, do not reflect a formal, comprehensive driver data quality management program designed to review protocols covering the entire process: collection, submission, processing, posting, and maintenance of driver data (2018 Traffic Records Program Assessment Advisory, Page 19). A comprehensive program considers system-wide linkage, interface and data integration to identify the strengths and weaknesses that impact current status and future direction. In this response there are no examples of data quality feedback or data processing improvements that have actually resulted from the efforts applied by the emerging Quality Assurance program.</p>	<p>Partially Meets Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.6:</b> Improve completeness of the Driver Records System by reviewing the driver dataset to identify trends and gaps in the current process. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.3:</b> Improve accuracy of the Driver Records System by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries. <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.3:</b> Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. <b>Objective 9:</b> Improve timeliness of traffic records systems by December 2021. <b>Strategy 9.3:</b> Improve timeliness of the Driver Records System by measuring both the internal and external average of the length of time between the occurrence of adverse action by a driver and the time it takes for that information to appear in the FLHSMV database.</p>	<p>The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.</p>
<p>106 - Are there accuracy performance measures tailored to the needs of data managers and data users?</p>	<p>The Florida driver system is not supported by established accuracy performance measures as a component of a comprehensive data quality management program. A sample accuracy performance measure as described in the Advisory is: "The percentage of driver records with no errors in critical data elements. Even with edit checks, a driver record might have programming errors."</p>	<p>Does Not Meet Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.3:</b> Improve accuracy of the Driver Records System by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries.</p>	<p>The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.</p>
<p>107 - Are there completeness performance measures tailored to the needs of data managers and data users?</p>	<p>The response indicates that Florida is measuring completeness of an activity performed by other states and that is not what is intended in the Advisory. What is contemplated is the monitoring of driver system functionality to determine system performance. Examples of a driver system completeness measure from the Advisory would be: "The percentage of driver records with no missing critical data elements." or "The percentage of records on the State driver system that contain no missing data elements."</p>	<p>Does Not Meet Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.6:</b> Improve completeness of the Driver Records System by reviewing the driver dataset to identify trends and gaps in the current process.</p>	<p>The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.</p>
<p>108 - Are there uniformity performance measures tailored to the needs of data managers and data users?</p>	<p>The Florida driver system is not supported by established uniformity performance measures as a component of a comprehensive data quality management program. An example of a uniformity performance measure as described in the Advisory would be: The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases. Relevant standards include ANSI D.20."</p>	<p>Does Not Meet Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.3:</b> Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS.</p>	<p>The State plans to address this recommendation in the FY21 TRCC project titled Driver Data Improvement to target elements for improvement.</p>
<p>109 - Are there integration performance measures tailored to the needs of data managers and data users?</p>	<p>The Florida driver system is not supported by established integration performance measures as a component of a comprehensive data quality management program. An example of an integration performance measure as described in the Advisory would be: The percentage of appropriate records in the driver database that is linked to another system or file."</p>	<p>Does Not Meet Advisory Ideal</p>	<p><b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, &amp; duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.</p>	<p>The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will also identify linkages to other data sets where possible and a Quality Control Measurement document to assist with identifying data quality measures needed including integration measures.</p>



111 - Has the State established numeric goals-performance metrics-for each performance measure?	Florida has established baselines to monitor a couple of driver program activities but there were few examples provided that would indicate that the driver system is supported by established performance measures and subsequent performance baselines as contemplated in the Advisory.	Partially Meets Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.6:</b> Improve completeness of the Driver Records System by reviewing the driver dataset to identify trends and gaps in the current process. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.3:</b> Improve accuracy of the Driver Records System by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries. <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.3:</b> Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. <b>Objective 9:</b> Improve timeliness of traffic records systems by December 2021. <b>Strategy 9.3:</b> Improve timeliness of the Driver Records System by measuring both the internal and external average of the length of time between the occurrence of adverse action by a driver and the time it takes for that information to appear in the FLHSMV database.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
<b>Data System: Vehicle</b>				
119 - Are vehicle registration documents barcoded-using a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?	Florida vehicle registration documents do not contain barcodes to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.	Does Not Meet Advisory Ideal	N/A	The state cannot pursue this recommendation at this time due to limited resources.
127 - Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?	The State has provided two process flows that outline the vehicle system's data processing; the current FRVIS data flow and the future ORION data flow. Both data flows make reference to NMVTIS processing, but neither flow includes references to inputs from other data systems.	Partially Meets Advisory Ideal	N/A	The State feels this recommendation has been met. Evidence will be provided next assessment capturing the inputs from other data systems such as TraCS and ELVIS with the conclusion of the context diagrams from the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
132 - Is the process flow annotated to show the time required to complete each step?	Florida vehicle title and registration workflow documentation is not annotated to describe the time required to complete the processes. However, the State reported that the system processes transactions in real-time and title are issued in four days.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State plans to address this recommendation in the Motorist Modernization Project scheduled for 2023. Evidence will be provided next assessment with process times annotated for each step of the process / work flow.
133 - Does the process flow show alternative data flows and timelines?	Florida provided the as-is FRVIS process flow diagram that depicts alternative data flows in the titling process such as modifying and adding brands, adding liens, and adding sales tax. However, no alternative data flows and timelines for the overall process from initial event to final entry into the statewide vehicle system were provided.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State plans to address this recommendation in the Motorist Modernization Project scheduled for 2023. Evidence will be provided next assessment with alternative data flows and process times annotated.
135 - Are the driver and vehicle files unified in one system?	Florida driver and vehicle files are not currently unified in one system but system modernization is underway that will associate vehicle files with driver files and upon full implementation unify vehicle and driver files into one database.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State feels this recommendation will be met with the completion of the FLHSMV Motorist Modernization Project in 2023. Evidence will be provided next assessment.

137 - When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	The State reports that when discrepancies are identified during data entry in the crash data system, vehicle records are not flagged for possible updates. Although data exchange processes are in place between the vehicle system and the crash system, if a law enforcement officer identifies an issue subsequent to a crash, only ad hoc manual correction processes are available; the officer must notify a senior liaison officer in order to correct any error.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
141 - Are there timeliness performance measures tailored to the needs of data managers and data users?	The performance measures under consideration are those that relate to the vehicle data system; measures that are tailored to the needs of data managers and data users. The NHTSA Traffic Records Program Assessment Advisory (2018 Edition) emphasizes activities that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State highway safety data. An example from the Advisory of a vehicle system timeliness performance measure is the "median or mean number of days from (a) the date of a critical status change in the vehicle record (e.g., suspension due to failure to maintain financial responsibility) to (b) the date the status change is entered into the database." The State contends that there are timeliness performance measures for the vehicle data system and cites two important customer service measures: office wait time and call center wait time. Current and baseline values are provided in an attachment. Although it is possible that wait times could impact real-time data entry, only partial credit can be given for performance measures that are not directly on-point. Within the attachment, other timeliness aspects are tallied and recorded, such as various licenses issued within 5 days or 30 days. But there is no clear and complete list of relevant vehicle data system timeliness measures used by the State, and most baseline information is not readily apparent.	Partially Meets Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 9:</b> Improve timeliness of traffic records systems by December 2021. <b>Strategy 9.7:</b> Improve timeliness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
143 - Are there completeness performance measures tailored to the needs of data managers and data users?	The Florida vehicle system is not supported by completeness performance measures as described in the Advisory.	Does Not Meet Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.7:</b> Improve completeness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
144 - Are there uniformity performance measures tailored to the needs of data managers and data users?	The Florida vehicle system is not supported by uniformity performance measures as described in the Advisory.	Does Not Meet Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.4:</b> Improve uniformity of the Vehicle Data System by completing a data reconciliation/synchronization project with the American Association of Motor Vehicle Administrators (AAMVA) and the National Motor Vehicle Title Information System (NMVTIS) to ensure a uniform data exchange between the two entities.	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
145 - Are there integration performance measures tailored to the needs of data managers and data users?	The Florida vehicle system is not supported by integration performance measures as described in the Advisory.	Does Not Meet Advisory Ideal	<b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will also identify linkages to other data sets where possible and a Quality Control Measurement document to assist with identifying data quality measures needed including integration measures.

146 - Are there accessibility performance measures tailored to the needs of data managers and data users?	The Florida vehicle system is not supported by accessibility performance measures as described in the Advisory.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
147 - Has the State established numeric goals-performance metrics-for each performance measure?	The Florida vehicle system is not supported by performance metrics nor performance measures as described in the Advisory.	Does Not Meet Advisory Ideal	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.7:</b> Improve completeness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.4:</b> Improve accuracy of the Vehicle Data System by expanding use of Vehicle Identification Number (VIN) decoding through the Florida Real- Time Vehicle Information System (FRVIS) application and its remaining subsystems. <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.4:</b> Improve uniformity of the Vehicle Data System by completing a data reconciliation/synchronization project with the American Association of Motor Vehicle Administrators (AAMVA) and the National Motor Vehicle Title Information System (NMVTIS) to ensure a uniform data exchange between the two entities. <b>Objective 9:</b> Improve timeliness of traffic records systems by December 2021. <b>Strategy 9.7:</b> Improve timeliness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process.</p>	The State plans to address this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which aims to establish performance measures for data quality.
<b>Data System: Roadway</b>				
155 - Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	FDOT is recognized for the improvements it has made to the enterprise roadway information system since 2016. Sample maps and tabular data was provided showing statewide curve data along with ongoing efforts to add 2018 AADTS to the enterprise system scheduled to be completed in 2021. Florida continues its efforts to develop a complete enterprise roadway information system for all public roads.	Partially Meets Advisory Ideal	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.2:</b> Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department’s Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite). <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.2:</b> Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments.</p>	The State feels this has been partially met and will continue to put forth efforts towards a complete enterprise roadway information system for all public records. Discussions are in progress for the Roads and Highway Initiative to include all public roads using the HERE data that creates the All Roads Basemap (ARBM).
158 - Are all the MIRE Fundamental Data Elements collected for all public roads?	FDOT (Florida Department of Transportation) collects some MIRE (Model Inventory of Roadway Elements) FDE (Fundamental Data Elements) data directly, primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially-available data from HERE or through relationships with local or regional agencies. The FDOT State Safety Office indicates multiple teams in FDOT are working to acquire MIRE on all public roads with a priority for the MIRE FDEs. These State responses are in contrast to information provided with the 2016 Traffic Records Assessment where the State reported no efforts to collect MIRE FDEs.	Partially Meets Advisory Ideal	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.2:</b> Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department’s Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite). <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.2:</b> Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments. <b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, &amp; duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.</p>	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will assist in identifying what MIRE FDE elements are currently in the All Roads Basemap Inventory which contains all public roads.

<p>161 - Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?</p>	<p>FDOT collects and maintains some additional MIRE non-FDEs in the Department's Roadway Characteristics Inventory (RCI) database which does not incorporate all public roads. The RCI handbook is used as the enterprise system's data dictionary to document the MIRE data elements. FDOT responded that the RCI handbook has incorporated the MIRE reporting element numbering system in association with the HPMS data item numbering system to provide quick references for the reporting of FDOT's progress towards meeting the MIRE specifications. However, the supporting document of 2020 RCI-handbook-2019-interim[1] doesn't show the numbering system for MIRE reference. Additional round two information included the document "2020 RCitoMIRE2.0_Crosswalk_09082018" and it confirmed that not all additional MIRE Data Elements are collected on all public roads. The document provides an evaluation (Crosswalk) of the RCI elements that meet the definition of the MIRE (205 elements). The document also includes the referencing numbering systems for HPMS, MIRE, and the RCI data elements. The State is encouraged to add this documentation to future editions of the RCI Handbook. Lastly, as the State expands its data coverage to all public roads it might consider indicating which data elements are collected and managed for each roadway system.</p>	<p>Partially Meets Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.2:</b> Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite). <b>6.2g:</b> Identify and evaluate current FDOT Roadway data dictionaries. <b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, &amp; duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.</p>	<p>The State will continue efforts to incorporate the MIRE FDE within the RIC data dictionary and creating an inventory of the ARBM under the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.</p>
<p>162 - Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?</p>	<p>FDOT obtains commercially-available data from HERE which includes some local, municipal, or tribal roadway data. The data is in compliance with the data dictionary in the Department's Roadway Characteristics Inventory (RCI) database. It is unclear if the State collects any roadway data directly from local or municipal sources which meet the State data dictionary standard.</p>	<p>Partially Meets Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.2:</b> Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite). <b>6.2g:</b> Identify and evaluate current FDOT Roadway data dictionaries.</p>	<p>The State will continue its efforts to work with local partners to ensure roadway data complies with the data dictionary.</p>
<p>167 - Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?</p>	<p>The procedures used to collect, manage, and submit local agency roadway data do not appear to be documented. There was some reference to the collection of city/county total mileage. However, there is no reference to the collection of this data in the RCI Handbook. Additional Round 2 data referred to the collection of AADT data from a few local agencies, but it is only referred to as year-end processing without documentation.</p>	<p>Does Not Meet Advisory Ideal</p>	<p>N/A</p>	<p>The State cannot pursue this recommendation at this time due to limited resources.</p>
<p>172 - Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?</p>	<p>The FDOT State Safety Office created and maintains a conflated map dataset that combines a commercial statewide map (HERE) with the FDOT's Roadway Characteristics Inventory. Beyond the conflated map dataset, complete or detailed information on what individual local governments are doing with roadway data is not available.</p>	<p>Does Not Meet Advisory Ideal</p>	<p>N/A</p>	<p>The State cannot pursue this recommendation at this time due to limited resources.</p>
<p>173 - Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?</p>	<p>FDOT did not describe the capability to interface the State enterprise roadway information system with roadway data systems maintained by regional and local custodians. The FDOT State Safety Office created and maintains its conflated map dataset that combines a commercial statewide map (HERE) with the FDOT's Roadway Characteristics Inventory. Additional information provided during round two indicated that licensing agreements allow sharing of the commercial map dataset with Florida government agencies and universities. It appears that the agreement also allows local custodians the ability to view information from the HERE dataset.</p>	<p>Does Not Meet Advisory Ideal</p>	<p>N/A</p>	<p>The State cannot pursue this recommendation at this time due to limited resources.</p>

<p>179 - Are there timeliness performance measures tailored to the needs of data managers and data users?</p>	<p>Round 2 additional information referred the assessors to the Quality Assurance Review Handbook which is produced by the FDOT's Transportation Data and Analytics Office. The Handbook cites a couple of timeliness goals. The goals refer to the timeliness of updates to the RCI and AADT updates to the RCI by March 15 of the following year. The goals include scores depending on the percentage of RCI updates made within specified time period and AADT updates made by specified dates of the following year. The goals and processes appear to qualify as performance measurement. Although what is gleaned from the process is impressive, it did not include a baseline measure, actual measures over time or jurisdictions, or information about periodic measurement and reporting to data collectors, TRCC, and safety stakeholders.</p>	<p>Partially Meets Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. Objective 9: Improve timeliness of traffic records systems by December 2021. <b>Strategy 9.2:</b> Improve timeliness of the Roadway Data System.</p>	<p>The State feels this recommendation has been met.</p>
<p>180 - Are there accuracy performance measures tailored to the needs of data managers and data users?</p>	<p>Round 2 additional information included excerpts from the Quality Assurance Review Handbook produced by the FDOT's Transportation Data and Analytics Office. It discusses three accuracy performance objectives. The first evaluates the data consistency based on edits run against critical data elements. Scores are created from the edits triggered when the edits are run against targeted elements. If no edits are triggered from the targeted elements the result is the highest score. This is an excellent use of automated edits and this objective might be used for completeness and uniformity performance objectives as well. The second accuracy objective is based on randomly selecting five roadway segments and evaluating the accuracy of what appears to be one data element by reviewing the video log. This is also a good measure of accuracy and Florida is recognized for effectively evaluating the accuracy of their roadway data using a combination of manual/automated tools. The third performance objective evaluates the accuracy of randomly selecting five roadway segments and then comparing the accuracy of the RCI data with straight line diagrams and mapping applications like Google Maps, Google Earth, and ArcGIS products. As in the timeliness performance measurement, the goals and processes appear to qualify as performance measurement and are impressive. However, it is not clear what periodic measurement is done and whether the resulting information is shared with data collectors, TRCC, and safety stakeholders.</p>	<p>Partially Meets Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.2:</b> Improve accuracy of the Roadway Data System by constant review and improvement in the QA/QC processes for the roadway dataset.</p>	<p>The State will provide better documentation next assessment.</p>
<p>181 - Are there completeness performance measures tailored to the needs of data managers and data users?</p>	<p>Round 2 additional information included the Quality Assurance Review Handbook produced by the FDOT's Transportation Data and Analytics Office. As described in the previous question, Florida uses some of the accuracy performance objectives for describing their completeness performance measures. The processes appear sound if they are used to evaluate data completeness. Again as mentioned earlier the performance objective used to evaluate data consistency could be a data completeness and uniformity measure if used that way. Since information was not available about periodic measurement and reporting, it is not clear if the processes are used for completeness performance measurement.</p>	<p>Partially Meets Advisory Ideal</p>	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. Objective 6: Improve the completeness of traffic records systems by December 2021. Strategy 6.2: Improve completeness of the Roadway Data System by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite).</p>	<p>The State will provide better documentation next assessment.</p>

182 - Are there uniformity performance measures tailored to the needs of data managers and data users?	Round 2 additional information included the Quality Assurance Review Handbook produced by the FDOT's Transportation Data and Analytics Office. As described in the previous question, Florida uses some of the accuracy performance objectives for describing their uniformity performance measures. The processes appear sound if they are used to evaluate data uniformity. An additional performance objective (objective 14) was described to evaluate uniformity performance. Data consistency is checked between the GIS, LRS, and RCI for Off/On system roads, discrepancies between the systems are scored. Again as mentioned earlier the additional performance objective and the performance objectives used to evaluate data consistency could be a data completeness and uniformity measure if used that way. Since information was not available about periodic measurement and reporting, it is not clear if the processes are used for uniformity performance measurement.	Partially Meets Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.2:</b> Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments.	The State will provide better documentation next assessment.
183 - Are there accessibility performance measures tailored to the needs of data managers and data users?	Round 2 additional information included the Roadway Inventory Tracking Application (RITA). RITA is accessible only by the FDOT Districts and their staff or consultants who are responsible for RCI and HPMS data management and quality control. It is a FDOT application maintained by the Transportation Statistics Office. Review of the manual and State responses did not indicate the existence of Roadway system accessibility performance measures. The NHTSA Model Performance Measures for State Traffic Records Systems document, includes example Roadway System Accessibility Performance Measure that might be considered by FDOT. Accessibility performance measures are helpful in supporting the credibility and confidence in traffic records data.	Does Not Meet Advisory Ideal	GOAL 3: Provide the ability to link traffic records data. Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021. Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a data inventory in the FY21 Cloud Feasibility Study and will identify opportunities to track this performance measure.
185 - Has the State established numeric goals-performance metrics-for each performance measure?	Round 2 additional information was provided including the Traffic Records Strategic Plan which suggested page numbers for the performance metrics for each performance measure. However, after review, the assessors were unable to find the performance metrics.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
186 - Are data quality management reports provided to the TRCC for regular review?	Quality management reports are not provided to the TRCC for regular review. The TRCC coordinator meets with the Roadway data system owners as needed for special project collaboration and assistance on meeting the TSIS Action Plan's objectives and goals. Responses to previous assessment questions discuss how the roadway quality management system provides feedback reports to data collectors and managers. The State might consider presenting information about the success and effectiveness of their quality management system to the TRCC as well as sharing some of the relevant quality reports.	Does Not Meet Advisory Ideal	GOAL 3: Provide the ability to link traffic records data. Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2021. Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. Strategy 11.1: Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a data inventory in the FY21 Cloud Feasibility Study and will identify opportunities to evaluate data quality.
<b>Data System: Citation and Adjudication</b>				
209 - Are there State and/or local criteria for deferring or dismissing traffic citations and charges?	Florida does not maintain State and/or local criteria for deferring or dismissing traffic citations and charges.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The State allows prosecutors and/or judges the discretion in terms of deferrals or charges.

<p>211 - Are there security protocols governing data access, modification, and release in the adjudication system?</p>	<p>Florida has a broad public records law which entitles the public to access motor vehicle, driver license, and vehicular crash records. The United States Driver Privacy Protection Act, 18 United States Code, Sections 2721-2725 (DPPA) limits who has access to the information. The department automatically blocks personal information on motor vehicle and driver license records. DPPA is designed to limit public access to social security number, driver license or identification card number, name, address, telephone number, medical or disability information, and emergency contact information contained in motor vehicle and driver license records. Pursuant to these laws, certain information remains subject to public disclosure to authorized individuals or entities who qualify under one of the exemptions. The Department only discloses personal information to the extent authorized by Federal and State law. Traffic citations are not protected under law and the information and data is available upon request at the court and clerk level. The Clerk of Court in the County where the citation was issued must provide anyone that requests the information, the name and address of anyone who receives a traffic citation. The adjudication system access is governed by the Florida Supreme Court Standards for Access to Electronic Court Records, April 2019 and other court rules. The Clerks are additionally governed by the Florida GENERAL RECORDS SCHEDULE GS1-SL FOR STATE AND LOCAL GOVERNMENT AGENCIES. The completeness of the security protocols governing data access, modification, and release in the adjudication system is questionable as various offices and agencies are instructed to develop and establish policies to ensure that access to confidential records and information is limited to those individuals who require access in performance of their official duties. No monitoring or approval process for the content of the required policies is described.</p>	<p>Partially Meets Advisory Ideal</p>	<p>N/A</p>	<p>The State cannot pursue this recommendation at this time due to limited resources.</p>
<p>212 - Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?</p>	<p>The State does not have an impaired driving data tracking system; however, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a grant to start working towards creating such a system.</p>	<p>Does Not Meet Advisory Ideal</p>	<p>This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan at this time due to exploring/identifying funding resources.</p>	<p>The State has plans to address this recommendation in the FY22 project focused on creating a DUI Centralized Repository Database.</p>
<p>213 - Does the DUI tracking system include BAC and any drug testing results?</p>	<p>The State does not currently have a DUI tracking system.</p>	<p>Does Not Meet Advisory Ideal</p>	<p>This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan at this time due to exploring/identifying funding resources.</p>	<p>The State has plans to address this recommendation in the FY22 project focused on creating a DUI Centralized Repository Database.</p>

218 - Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?	The adjudication system does not interface with the vehicle system.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	There are plans to implement a Central Repository for Electronic Citation Data within TCATS pending budgetary approval in FY 2022. This system will provide an automated interface for vehicle information contained within the citation and all adjudication systems.
219 - Does the adjudication system interface with the crash system to document violations and charges related to the crash?	The adjudication system does not interface with the crash system.	Does Not Meet Advisory Ideal	N/A	The State and the Florida Court Clerks and Comptrollers cannot pursue this recommendation at this time due to limited resources.
224 - Are there integration performance measures tailored to the needs of citation systems managers and data users?	Although it appears there are several integrated systems, the State did not articulate an integration performance measure.	Does Not Meet Advisory Ideal	<p><b>GOAL 4:</b> Facilitate access to traffic records data. <b>Objective 13:</b> Identify high priority user needs and develop a strategy to improve accessibility by December 2021. <b>Strategy 13.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. <b>13.1b)</b> Create a framework based on results from surveys or assessment projects</p> <ul style="list-style-type: none"> <li>• Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data</li> <li>• Explore a possible UTC accessibility performance measure with baseline</li> </ul> <p><b>Strategy 6.3:</b> Improve completeness of the Citation/Adjudication System by monitoring data elements and identifying those elements which are 'critical' and increase the completeness of these fields by 3 percent annually. <b>6.3b:</b> Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.</p>	<p>The state has plans to create a performance measurement for accessibility in the FY 22 Crash and UTC Data Improvement Project. The FLHSMV Bureau of Records has identified dispositions that are not posting to the driver history with 365 plus days.</p> <ul style="list-style-type: none"> <li>• Measure the baseline at the beginning of the grant and at the end of the project.</li> <li>• Missing dispositions, failing data integration dispositions not posting to the driver's history.</li> <li>• Determine the percentage of the improvement or non-improvement at the end of the project</li> </ul>
225 - Are there accessibility performance measures tailored to the needs of citation systems managers and data users?	The State did not articulate a performance measure for accessibility.	Does Not Meet Advisory Ideal	<p><b>GOAL 4:</b> Facilitate access to traffic records data. <b>Objective 13:</b> Identify high priority user needs and develop a strategy to improve accessibility by December 2021. <b>Strategy 13.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. <b>13.1b)</b> Create a framework based on results from surveys or assessment projects</p> <ul style="list-style-type: none"> <li>• Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data</li> <li>• Explore a possible UTC accessibility performance measure with baseline</li> </ul> <p><b>Strategy 6.3:</b> Improve completeness of the Citation/Adjudication System by monitoring data elements and identifying those elements which are 'critical' and increase the completeness of these fields by 3 percent annually. <b>6.3b:</b> Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.</p>	The State has plans to address this recommendation in the FY22 Crash and UTC Data Improvement Project focused on creating a performance measure for accessibility.
231 - Are there integration performance measures tailored to the needs of adjudication systems managers and data users?	The State did not articulate an integration performance measure for the adjudication system. The performance measure referred to in the revised response relates to accuracy.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan.	The State plans to address this recommendation in the FY22 project titled "Missing Disposition 365+ days which aims to establish integration performance measures.



232 - Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?	The narrative states that Florida has an accessibility performance measure, which evaluates the number of registered users with access to the citation/adjudication data. The Florida Court Clerks & Comptroller (FCCC) provides a web-based Comprehensive Case Information System (CCIS) portal which is role based. This portal is available to all sixty-seven clerk of courts and other governmental agencies. A user will have access to statewide offense and disposition data or court records, some of which are considered sensitive or may be exempt from public disclosure by Florida or federal law, court rule or court order. There is no evidence or document from a representative system in Florida that specifies the accessibility measures used, including the most current baseline and actual values for each.	Partially Meets Advisory Ideal	<p><b>GOAL 4:</b> Facilitate access to traffic records data. <b>Objective 13:</b> Identify high priority user needs and develop a strategy to improve accessibility by December 2021.</p> <p><b>Strategy 13.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. <b>13.1b)</b> Create a framework based on results from surveys or assessment projects</p> <ul style="list-style-type: none"> <li>• Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data</li> <li>• Explore a possible UTC accessibility performance measure with baseline</li> </ul> <p><b>Strategy 6.3:</b> Improve completeness of the Citation/Adjudication System by monitoring data elements and identifying those elements which are ‘critical’ and increase the completeness of these fields by 3 percent annually. <b>6.3b:</b> Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.</p>	The State has plans to address this recommendation in the FY22 Crash and UTC Data Improvement Project project focused on creating a performance measure for accessibility.
234 - Does the State have performance measures for its DUI Tracking system?	Although the State has secured grant funds to develop a DUI Tracking system, one does not currently exist.	Does Not Meet Advisory Ideal	This is an internal project/initiative with the Florida Department of Motor Vehicles and is not documented within the TRCC Action Plan at this time due to exploring/identifying funding resources.	The State has plans to address this recommendation in the FY22 project focused on creating a DUI Centralized Repository Database.
236 - Are data quality management reports provided to the TRCC for regular review?	The State indicates each group represented at the Traffic Records Coordinating Committee meetings provides an update on their grants and the data quality measures of their record system.	Partially Meets Advisory Ideal	<p><b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.3:</b> Improve completeness of the Citation/Adjudication System by monitoring data elements and identifying those elements which are ‘critical’ and increase the completeness of these fields by 3 percent annually.</p> <p><b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.7:</b> Improve accuracy of the Citation/Adjudication System by reducing errors by 3 percent per year. <b>Objective 9:</b> Improve timeliness of traffic records systems by December 2021. <b>Strategy 9.4:</b> Improve timeliness of the Citation/Adjudication System by reducing the time between citation issuance and disposition.</p> <p><b>Strategy 13.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. <b>13.1b)</b> Create a framework based on results from surveys or assessment projects</p> <ul style="list-style-type: none"> <li>• Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data</li> <li>• Explore a possible UTC accessibility performance measure with baseline</li> </ul>	The State feels this recommendation has been met. Quarterly reports are provided at each TRCC meeting in regards to data quality improvements during the updates for the Crash and UTC Data Improvement Project. This FY21 the project reports on accuracy and completeness and will create a survey to identify accessibility of the data during FY22.
<b>Data System: EMS/Trauma Registry/Vital Statistics</b>				
242 - Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	While there is no specific highway safety project currently underway that is utilizing EMS data, Florida's EMS data is available to the State and EMS agencies for analysis, problem identification, and program evaluation activities. EMS data is used by local agencies to develop benchmarks and measure performance improvement.	Partially Meets Advisory Ideal	<p><b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 11:</b> Define the framework by identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems. <b>GOAL 4:</b> Facilitate access to traffic records data. <b>Objective 13:</b> Identify high priority user needs and develop a strategy to improve accessibility by December 2021. <b>13.1c:</b> Apply framework to Signal Four Analytics. <b>Objective 14:</b> Improve accessibility to data for all systems by December 2021 <b>Strategy 14.1:</b> Increase public record data availability through online access. <b>14.1d:</b> provide federal, state, and local agencies with access to the linkable data among traffic safety information system databases.</p>	The FY21 TRCC project titled Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics has an objective to review EMS elements to identify possible data linkage within the Signal Four environment. Future plans are to make a formal request of the EMS elements necessary to successful link the traffic data sets, create and ETL process to obtain the data and tools to analyze it.

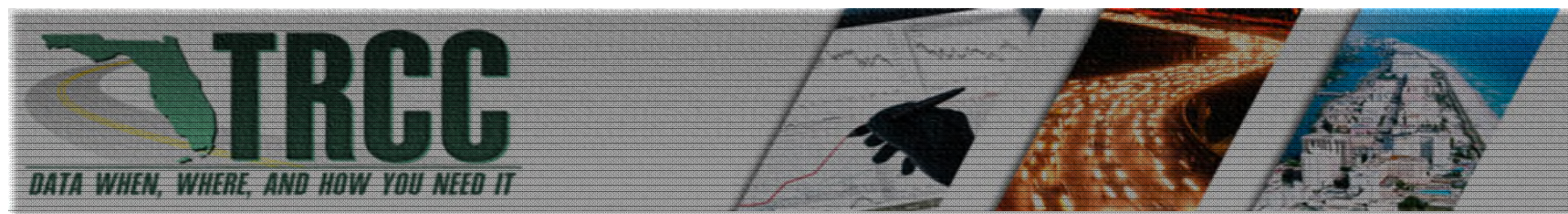
255 - Are there integration performance measures tailored to the needs of EMS system managers and data users?	The State has a grant performance goal to expand the EMS linkages to additional data sources. A specific linkage metric should also be considered (e.g., percent of EMS reports resulting from a motor vehicle crash that are linked back to the crash report).	Partially Meets Advisory Ideal	<b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.	The recommended linkage statistics, percentage of motor vehicle crash EMS records that linked to crash reports, is implemented and will be included in quarterly reports to the TRCC. The state also has plans to identify integration and linkage opportunities with the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
256 - Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	The accessibility objective listed in the report to the TRCC is to continue to use Biospatial. As that process is developed, specific performance metrics should be added to track the success of this effort.	Does Not Meet Advisory Ideal	N/A	The State feels this recommendation has been met because linkage statistics are tracked and reported to the TRCC on a quarterly basis. Evidence of this was provided however, additional evidence can be provided next assessment.
257 - Has the State established numeric goals-performance metrics-for each EMS system performance measure?	Several of the measures have metrics established: completeness, accuracy, uniformity, timeliness. Those are shared with the TRCC quarterly. Metrics have not been documented for accessibility or integration.	Partially Meets Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.4:</b> Improve completeness of the EMS System by continuing to work to increase the number of emergency runs submitting to the state EMSTARS repository. <b>Strategy 6.5:</b> Improve completeness of the Trauma System. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.5:</b> Improve accuracy of the EMS System by monitoring previously implemented data quality measures. <b>Strategy 7.6:</b> Improve accuracy of the Trauma System by updating business rule validations on edit checks. <b>Objective 8:</b> Improve uniformity of traffic records systems by December 2021. <b>Strategy 8.5:</b> Improve uniformity of the EMS System by transitioning agencies to most current NEMSIS compliance standard. <b>Objective 9:</b> Improve timeliness of traffic records systems by December 2021. <b>Strategy 9.5:</b> Improve timeliness of the EMS System by continuing to monitor timeliness of submission indicators. <b>Strategy 9.6:</b> Improve timeliness of the Trauma System by establishing timeliness performance measure.	The State plans to address this recommendation in the FY21 TRCC Project titled NEMSIS Data Collection for EMS. Metrics will be reviewed and clarified for accessibility and integration.
274 - Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?	Although ICD codes are collected, AIS/ISS scores are not calculated as part of the hospital discharge or emergency department databases.	Does Not Meet Advisory Ideal	N/A	The State feels this recommendation has somewhat been met. AIS and ISS measurements are included in the Florida Trauma Registry, which collects all moderate to severe trauma injury hospitalizations.
278 - Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	Submission deadlines are not timeliness performance measures. Performance measures are tools used to gauge the performance of a specific system and include a baseline and goal metric.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.

279 - Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	The Agency For Health Care Administration provides several reports (Error report, Norm Report that incorporates a statistically acceptable range for specific elements based on the previous four quarterly submissions, Threshold report that calculates a percentage of records falling outside a specified threshold, and Aggregated summary report) as data quality reviews for each submitting hospital. However, tracking individual facility errors does not constitute a performance measure with baseline, current, and target metrics against which the entire system may be evaluated.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
280 - Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	There are no documented completeness performance measures for the emergency department and hospital discharge data systems. Audits alone do not constitute a performance measure.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
281 - Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	There are no documented uniformity performance measures for the emergency department and hospital discharge data systems.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
282 - Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	There are no documented integration performance measures for the emergency department and hospital discharge data systems.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
283 - Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?	There are no documented accessibility performance measures for the emergency department and hospital discharge data systems.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
284 - Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?	No numeric metrics have been established for performance measures related to hospital data.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.

285 - Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?	The emergency department and hospital discharge data systems rely on the front-end validation and edit checks for quality review. Regular quality reviews of the statewide file are not conducted after the data is submitted.	Partially Meets Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
287 - Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Data management quality reports related to hospital data are not shared with TRCC.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time. The TRCC will focus efforts on acquiring an AHCA representative to assist with this recommendation.
290 - Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Trauma registry data has not been used to research a traffic crash issue, but it is anticipated that the newly formed Trauma System Advisory Council and Trauma Quality Collaborative will do so in the future.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources. However, it is anticipated that the external stakeholder group, the Trauma System Advisory Council, may address this recommendation in the future.
297 - Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	While there are reporting standards for submission of trauma registry data, no timeliness performance measures have been established.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
298 - Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	There are no documented accuracy performance measures; a submission standard is not the same as a performance measure.	Does Not Meet Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 7:</b> Improve accuracy of traffic records systems by December 2021. <b>Strategy 7.6:</b> Improve accuracy of the Trauma System by updating business rule validations on edit checks.	The State feels this recommendation has been met because the accuracy standard that is in place is used to measure performance. The State will review and provide additional evidence at the next assessment.
299 - Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	There are no documented completeness performance measures because a submission standard is not a performance measure.	Does Not Meet Advisory Ideal	<b>GOAL 2:</b> Develop and maintain complete, accurate, uniform, and timely traffic records data. <b>Objective 6:</b> Improve the completeness of traffic records systems by December 2021. <b>Strategy 6.5:</b> Improve completeness of the Trauma System.	The State feels this recommendation has been met because the completeness standard that is in place is used to measure performance. The State will review and provide additional evidence at the next assessment.
300 - Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	There are no documented uniformity performance measures because a submission standard is not a performance measure.	Does Not Meet Advisory Ideal	N/A	The State feels this recommendation has been met because the accuracy standard that is in place is used to measure performance. The State will review and provide additional evidence at the next assessment.
301 - Are there integration performance measures tailored to the needs of trauma registry managers and data users?	The trauma registry has the capability of being integrated with other traffic records data systems but, to date, those integrations have not occurred.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.

302 - Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	No accessibility measures have been established for the trauma registry.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
303 - Has the State established numeric goals-performance metrics-for each trauma registry performance measure?	The Trauma System Advisory Council will establish numeric performance goals to monitor the trauma registry data system.	Does Not Meet Advisory Ideal	N/A	The state plans to complete the described plan in the future.
305 - Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?	Through the administrative rule, a process has been established to provide feedback on the data elements, collection requirements, and any other concerns from trauma centers or other data users. Feedback can also be provided through the Trauma System Advisory Council; however, it is unclear if either of these processes is conducted routinely or on an ad-hoc basis.	Partially Meets Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time.
306 - Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Information is shared with the TRCC when key updates are made to the system and data quality reports are provided as needed.	Partially Meets Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time.
309 - Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Vital records data has been used to identify the extent of a problem (e.g., childhood injury fact sheet) but does not appear to have been used to evaluate programs or to help allocate resources.	Partially Meets Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
313 - Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Aside from the in-system edit checks, no additional quality review processes were described.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time.
314 - Are vital records data quality management reports produced regularly and made available to the State TRCC?	Vital statistics data quality management reports are not provided to the TRCC.	Does Not Meet Advisory Ideal	N/A	The State does not wish to pursue this recommendation at this time.
315 - Is there an interface among the EMS data and emergency department and hospital discharge data?	The Encounter Notification Service is moving towards an actual interface between EMS and hospital data systems; however, the current process still involves user input to identify patients or receive notifications. A true interface between the two systems will auto-populate data elements on a real-time basis.	Partially Meets Advisory Ideal	N/A	The State feels this recommendation has been met because there is an automated service between the states EMS repository and the States hospital Encounter Notification Service. The data is automatically exchanged between the two systems and does not require user input to identify patients or receive notifications. Clarifying evidence will be provided next assessment.

316 - Is there an interface between the EMS data and the trauma registry data?	There is not currently an interface between EMS and trauma data systems. However, the project underway with Biospatial will ultimately include an automated link between those systems.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources. However the states utilization of the Encounter Notification Service of the Health Information Exchange will facilitate this interface to occur in the future.
<b>Data System: Data Use and Integration</b>				
323 - Is citation and adjudication data integrated with crash data for specific analytical purposes?	Citation information captured on the crash report does not constitute an integration of crash and citation data. Neither does an independent analysis of crashes and citations at a specified location. Integration of the crash and citation/adjudication files would involve matching records in the two data systems to further understand associated violations and crashes (this will address the noteworthy issues (page 3) and recommendations (page 4) in the Citation and Crash Analysis.pdf).	Partially Meets Advisory Ideal	<b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.	The State has plans to create a traffic records inventory in the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. This inventory will identify linkages to other data sets where possible and a Quality Control Measurement document to assist with identifying data quality measures needed including integration measures.
325 - Are there examples of data integration among crash and two or more of the other component systems?	For a study of impaired driving offenses among veterans, linked administrative driving suspensions from the driver records and crash information from the Florida Department of Highway Safety and Motor Vehicles Data Warehouse was used. An analysis of integrated Ignition Interlock Device (IID) data was also conducted, but that is not two data systems other than crash (citation, driver, vehicle, roadway, ISS). A short description of the methodology used to integrate the data systems (data elements used, percentage of records successfully linked) will benefit future researchers and users of the data systems.	Partially Meets Advisory Ideal	<b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems.	The State feels this recommendation has been met and will continue to work on integration efforts during the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study.
328 - For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?	There are several, independent, publicly accessible websites for crash and citation/adjudication information. These sites query single data systems and do not appear to access integrated files. Access to integrated data is available to select traffic safety partners and stakeholders.	Does Not Meet Advisory Ideal	<b>GOAL 3:</b> Provide the ability to link traffic records data. <b>Objective 10:</b> Understand the needs of end users and stakeholders that require linked data by December 2021. <b>Strategy 10.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts. <b>Objective 11:</b> Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2021. <b>Strategy 11.1:</b> Identify key data fields which should exist in all traffic records information systems. <b>GOAL 4:</b> Facilitate access to traffic records data. <b>Objective 13:</b> Identify high priority user needs and develop a strategy to improve accessibility by December 2021. <b>Strategy 13.1:</b> Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. <b>Objective 14:</b> Improve accessibility to data for all systems by December 2021. <b>Strategy 14.1:</b> Increase public record data availability through online access.	The State feels this recommendation has been partially met and will continue to work on integration efforts during the FY21 Project: Florida Cloud-Based Traffic Safety Information System Study. The FY21-22 Signal Four Analytics will also improve the public facing crash dashboard and begin creating a citation dashboard.



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Updated: 04/12/2021

FCCC- Florida Court Clerks & Comptrollers

FDOH- Florida Department of Health

FLHSMV- Florida Department of Highway Safety & Motor Vehicles

FDLE- Florida Department of Law Enforcement

FDOT- Florida Department of Transportation

FHP- Florida Highway Patrol

FSU- Florida State University

UF- University of Florida

TraCS- Traffic and Criminal Software

ELVIS- Electronic License and Vehicle Information System

EB- Executive Board

SC- Application and/or Data Subcommittee