Florida Department of Transportation

FY 2023 Highway Safety Plan

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INTRODUCTION

FLORIDA DEPARTMENT OF TRANSPORTATION

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

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.

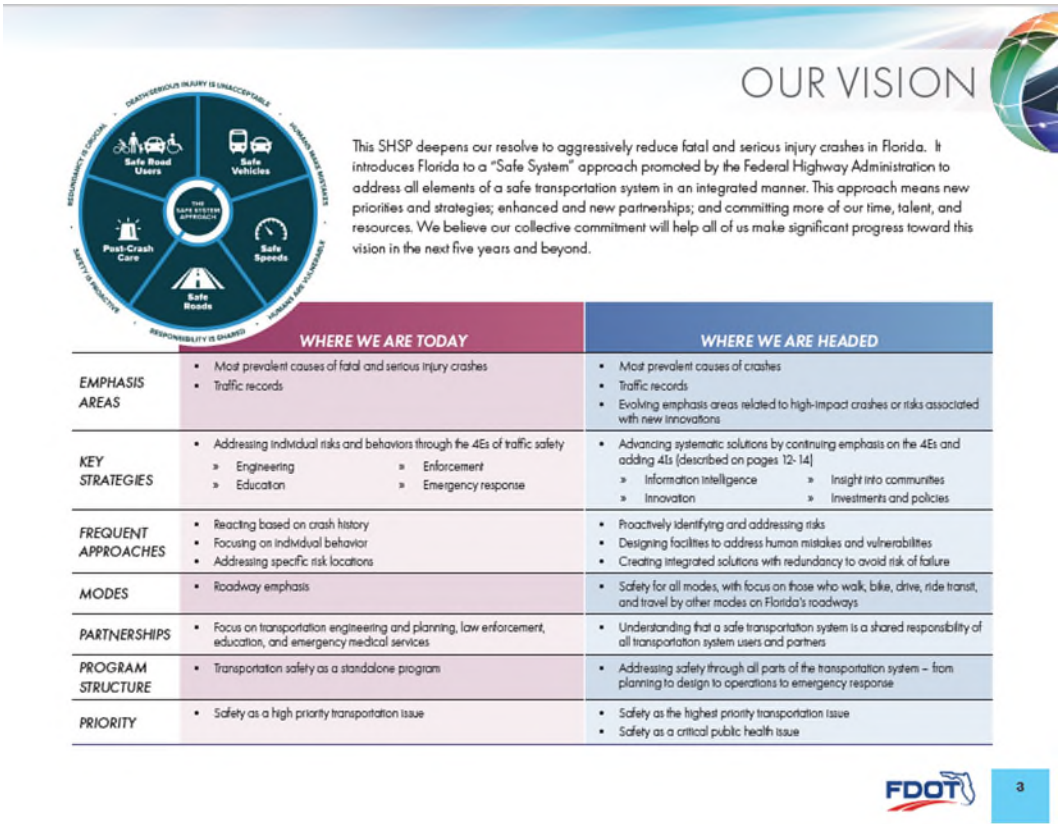
FLORIDA'S 2021 - 2025 STRATEGIC HIGHWAY SAFETY PLAN

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 3,000 Florida residents and visitors die in a traffic crash each year, and an average of 16,000 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 expansion or enhancement of many of these activities – and it also challenges us to do more.



This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It includes the "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 traffic safety 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

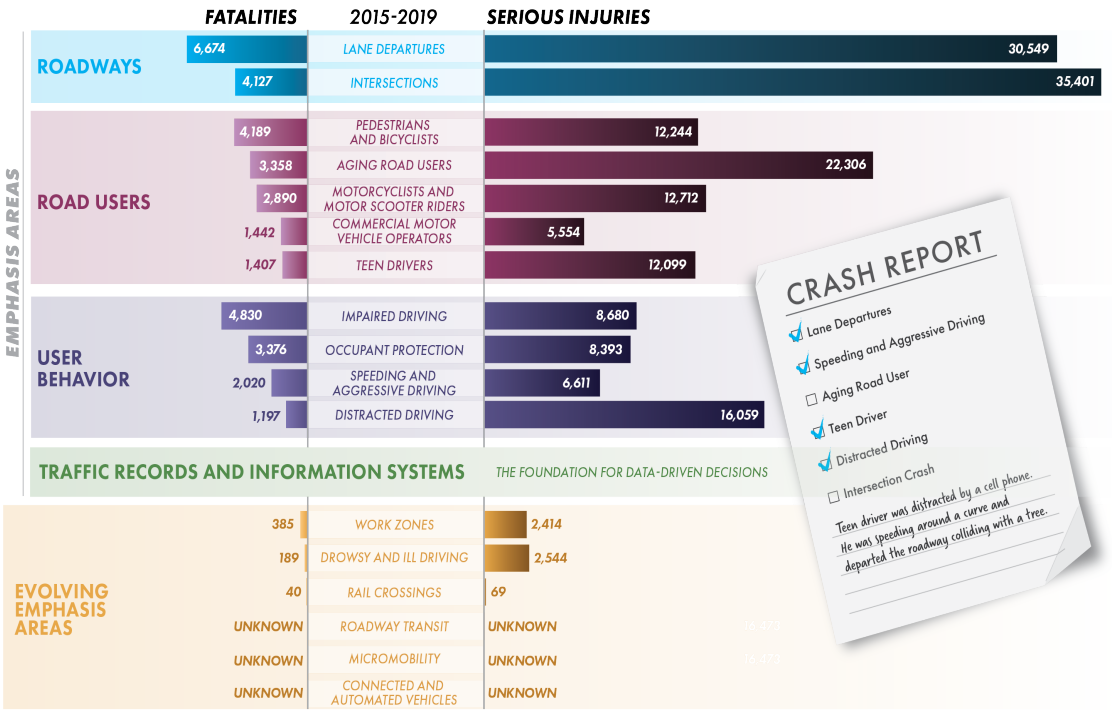
The SHSP was developed in close coordination with the state's long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of zero transportation fatalities or serious injuries 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, the top Emphasis Areas were identified and organized into three categories – Roadways, Road Users, and User Behavior – supported by traffic records and information systems and accompanied by an additional category for evolving safety issues.



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 promotes an *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 2023 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 Fixing America's Surface Transportation (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.

The FAST Act expired September of 2020; however, congress extended the authorization until November 15, 2021, when the new five-year Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act was enacted. Funding allocations for federal fiscal year 2022 and 2023 will match the application requirements and funding use eligibility defined in the FAST Act. Beginning October 1, 2023, all funding application requirements and funding use eligibility will be defined in the terms of the Bipartisan Infrastructure Law.

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 2022-23 HSP (hereafter referred to as Florida's FY 2023 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 2023 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., Mothers Against Drunk Driving (MADD), Students against Destructive Decisions (SADD), foundations, etc.).

COST REIMBURSEMENT

The FDOT State Safety Office will fund the projects described within this FY 2023 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 31st 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 2023 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 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 2023 Highway Safety Plan
402 Local Benefit

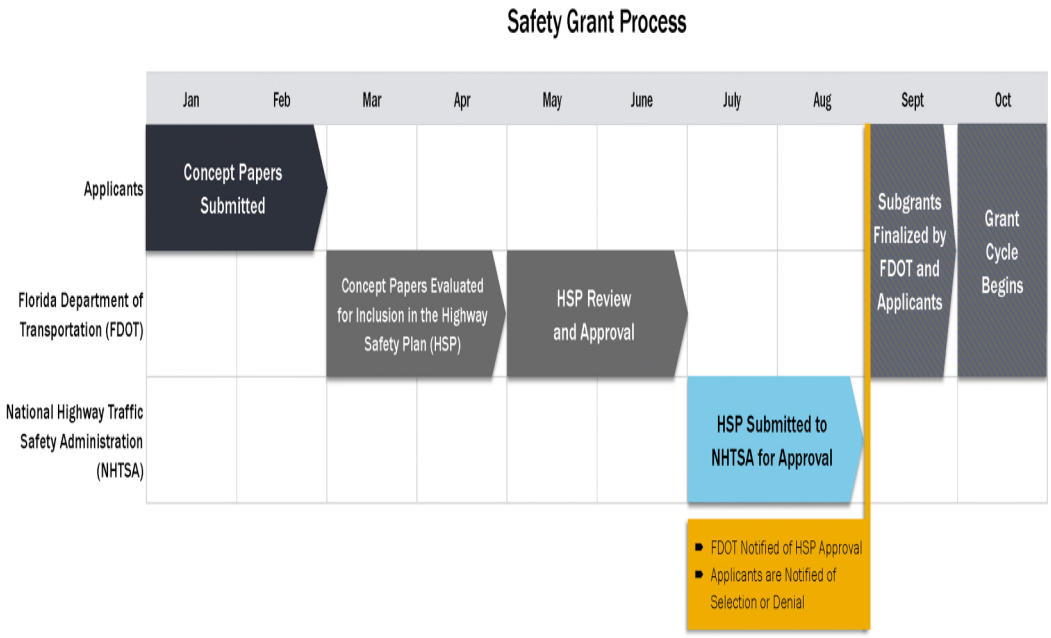
Type of Funding	402 (Grants)

FDOT Program Areas	Total Funding Amount	Total Local Benefit	Percentage
Aging Road Users	$ 510,000	$ 210,000	41%
Community Traffic Safety Outreach	$ 1,375,000	$ 635,000	46%
Distracted Driving	$ 363,000	$ 363,000	100%
Impaired Driving	$ 235,000	$ -	0%
Motorcycle Safety	$ 2,467,500	$ 1,608,500	65%
Occupant Protection and Child Passenger Safety	$ 1,555,000	$ 1,425,000	92%
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	$ 1,388,500	$ -	0%
Planning and Administration	$ 939,000	$ -	0%
Police Traffic Services - LEL	$ 1,225,000	$ 100,000	8%
Public Traffic Safety Professionals Training	$ 906,000	$ 906,000	100%
Speeding and Aggressive Driving	$ 3,632,000	$ 3,632,000	100%
Teen Driver Safety	$ 1,176,200	$ 511,200	43%
Traffic Records	$ 899,500	$ -	0%
Work Zone Safety	$ 835,000	$ 835,000	100%
Grand Total	$ 20,946,700	$ 10,225,700	49%

APPLICATION PROCESS

Entities interested in applying for NHTSA funding through FDOT's State Safety Office submit concept papers 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 are 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.



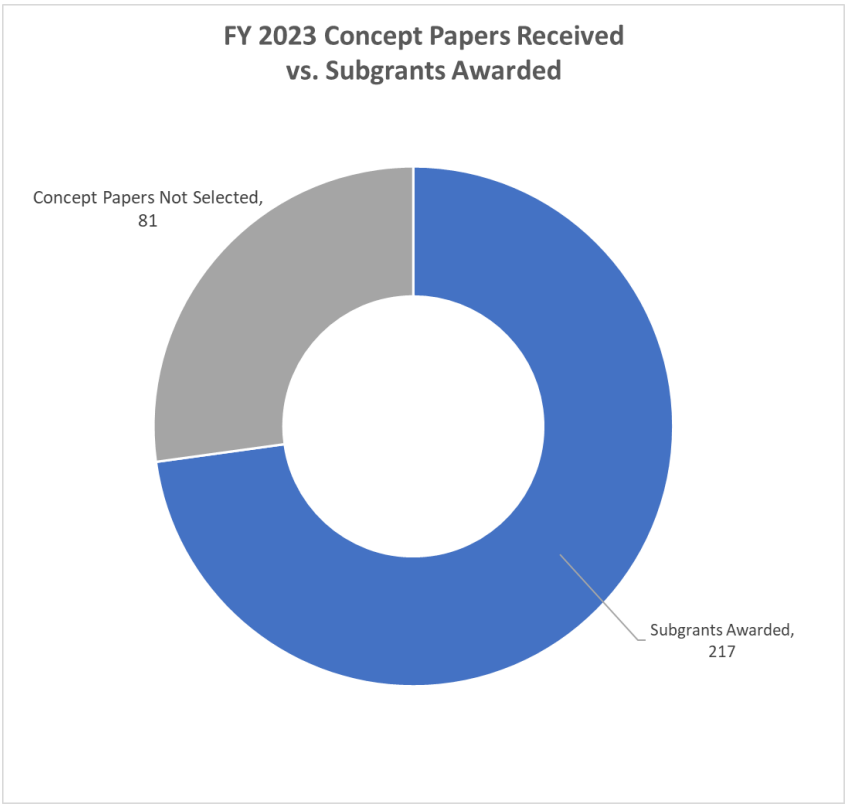
CONCEPT PAPERS

The FDOT State Safety Office received 298 concept papers from entities interested in implementing traffic safety projects and ultimately plans on awarding 217 different projects to subrecipients.

The chart below represents the total number of concept papers received and subgrants awarded for FY 2023.

FY 2023 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	12	11	1	92%
Distracted Driving	18	8	10	44%
Impaired Driving	39	32	7	82%
Motorcycle Safety	25	24	1	96%
Occupant Protection and Child Passenger Safety	27	24	3	89%
Paid Media (FDOT Only)	6	6	0	100%
Pedestrian and Bicycle Safety	18	7	11	39%
Planning and Administration (FDOT Only)	3	3	0	100%
Police Traffic Services	2	2	0	100%
Public Traffic Safety Professionals Training	43	31	12	72%
Speed/Aggressive Driving	57	40	17	70%
Teen Driver Safety	17	9	8	53%
Traffic Records	7	4	3	57%
Traffic Records Coordinating Committee (TRCC)	8	5	3	63%
Work Zone Safety	12	9	3	75%
Grand Total	298	217	81	73%



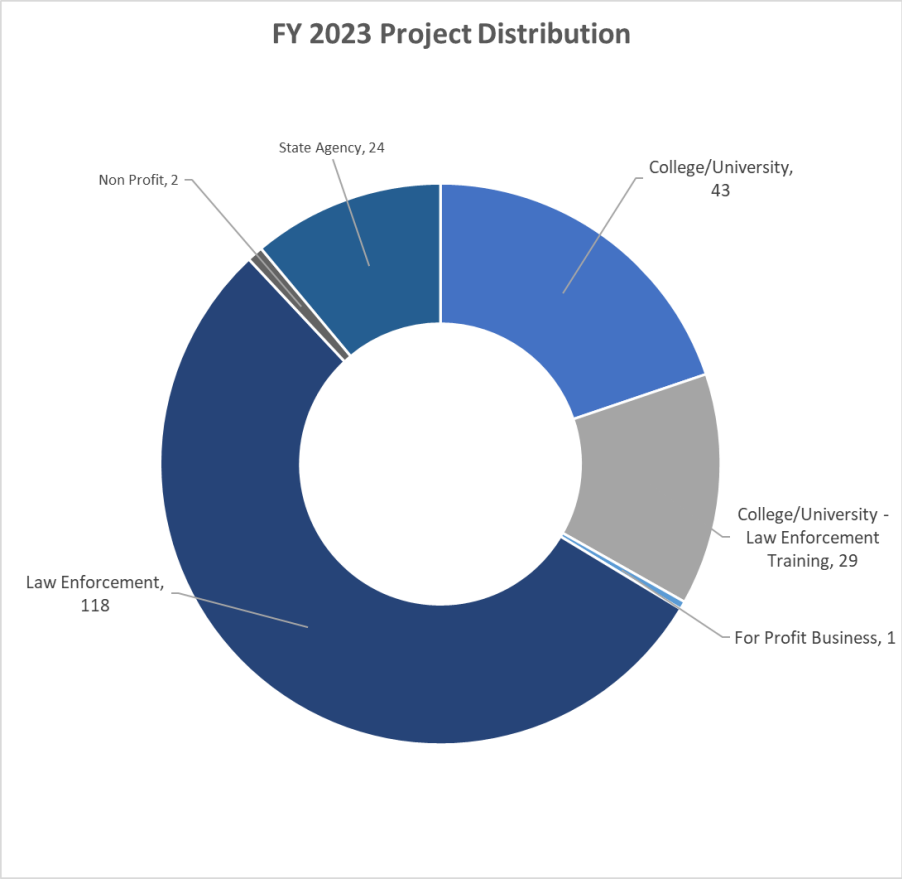
PROJECT DISTRIBUTION

The FDOT State Safety Office works with many different traffic safety partners to implement subgrant-funded projects. Florida's FY 2023 HSP includes 91 different subrecipients for the 217 different projects that are currently planned.

The chart below represents the planned FY 2023 subrecipients divided into six main categories.

FY 2023 Highway Safety Plan
Project Distribution

Agency Type	Projects Awarded	Sum of Final Funding Amount
College/University	43	$ 17,205,500
College/University - Law Enforcement Training	29	$ 1,563,000
For Profit Business	1	$ 56,000
Law Enforcement	118	$ 10,562,000
Non Profit	2	$ 310,000
State Agency	24	$ 9,438,200
Grand Total	217	$ 39,134,700



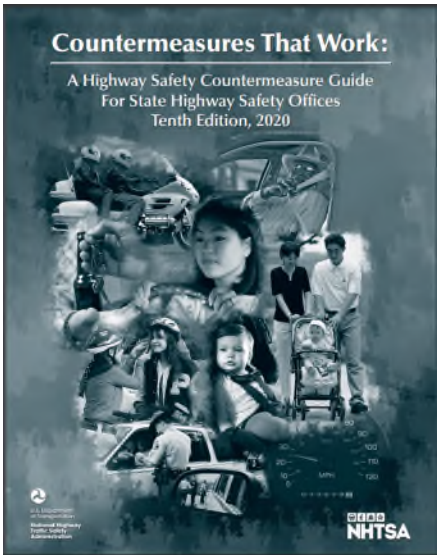
RISK ASSESSMENT

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

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 (2016-2020) reveals that a total of 10 fatalities and 93 serious injuries were sustained by Florida motorists due to unsecure loads, or an average of two fatalities and a little over 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.

DATA DRIVEN APPROACH

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 (2016-2020), 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 a 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 FLHSMV 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.

FY2023 Highway Safety Matrix - Ranking of Florida Counties

(Based on total actual serious injuries and fatalities during 2016-2020)

TARGET ZERO FATALITIES & SERIOUS INJURIES

Group I - Population of 200,001 and above - 26 Counties									
Florida County (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	19	15	19	17	19	22	18	23
Brevard	12	13	14	11	14	13	10	12	15
Broward	3	9	12	2	4	2	2	4	2
Clay	26	26	22	26	26	26	26	26	26
Collier	18	14	18	23	19	18	23	20	24
Duval	14	10	2	9	5	7	11	9	6
Escambia	20	17	19	20	18	15	21	19	16
Hillsborough	6	2	1	3	2	4	3	3	4
Lake	15	15	17	15	15	21	15	16	12
Lee	11	6	4	10	9	10	6	11	14
Leon	24	25	24	25	23	22	19	24	25
Manatee	7	12	9	13	13	11	16	6	8
Marion	13	18	6	16	8	16	14	17	19
Miami-Dade	4	7	8	1	1	1	4	2	5
Okaloosa	25	22	26	24	24	24	20	21	21
Orange	8	1	5	5	6	3	5	1	1
Osceola	17	3	20	17	21	17	24	15	17
Palm Beach	2	8	10	7	3	6	1	7	11
Pasco	1	4	3	8	12	8	12	5	9
Pinellas	5	11	7	6	7	5	8	8	13
Polk	16	16	13	12	10	12	9	14	20
Saint Johns	23	23	21	22	25	25	25	25	22
Saint Lucie	22	24	23	21	20	23	17	23	18
Sarasota	10	21	16	14	16	14	13	13	3
Seminole	21	20	25	18	22	20	18	22	10
Volusia	9	5	11	4	11	9	7	10	7

Group II - Population of 50,001 to 200,000 - 15 Counties									
Florida County (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Bay	7	2	5	4	4	1	3	2	8
Charlotte	6	7	6	5	12	5	7	12	6
Citrus	2	1	4	1	2	3	1	3	1
Columbia	8	9	2	15	1	13	4	4	15
Flagler	12	12	11	6	14	14	12	15	13
Hernando	1	3	3	2	5	4	2	1	3
Highlands	3	6	9	8	6	8	6	5	14
Indian River	4	10	10	11	7	7	8	6	5
Martin	9	15	8	7	9	6	5	10	7
Monroe	11	4	14	3	15	2	13	14	12
Nassau	13	14	7	14	11	15	14	7	4
Putnam	14	13	1	10	3	10	11	11	10
Santa Rosa	10	5	12	9	10	11	9	9	9
Sumter	5	8	13	12	8	9	15	8	2
Walton	15	11	15	13	13	12	10	13	11

Group III - Population of up to 50,000 - 26 Counties									
Florida County (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Baker	22	7	11	15	9	15	20	6	13
Bradford	16	18	9	11	12	7	21	16	8
Calhoun	21	8	21	20	22	24	19	18	22
Desoto	3	9	8	1	6	1	12	5	1
Dixie	20	17	16	22	13	12	16	19	6
Franklin	24	23	25	23	26	18	24	25	24
Gadsden	7	3	3	7	5	9	2	12	17
Gilchrist	17	21	7	14	10	22	10	10	21
Glades	14	13	14	9	16	20	17	23	16
Gulf	19	20	23	18	20	23	23	22	7
Hamilton	18	16	15	19	17	11	6	11	23
Hardee	1	5	6	3	4	10	13	4	14
Hendry	8	6	12	4	8	2	9	13	2
Holmes	9	19	20	17	19	19	15	7	9
Jackson	5	1	5	6	3	5	7	3	5
Jefferson	12	12	19	26	15	17	11	17	19
Lafayette	23	24	26	21	23	21	22	24	25
Levy	4	4	2	2	1	6	3	2	11
Liberty	25	26	22	25	25	26	25	26	26
Madison	13	11	18	16	21	13	8	21	18
Okeechobee	6	22	4	5	7	4	4	8	4
Suwannee	2	2	1	8	2	3	1	1	10
Taylor	11	15	10	13	11	8	5	9	15
Union	26	25	24	24	24	25	26	20	20
Wakulla	10	10	13	10	18	14	18	14	12
Washington	15	14	17	12	14	16	14	15	3

Legend
Highest 25% in a category.

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Florida Department of Transportation
State Safety Office

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FY2023 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2016-2020)

Group I - Population of 75,000 and above - 36 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	18	18	21	30	20	27	24	31	8
Boynton Beach	31	32	19	26	27	28	29	34	22
Cape Coral	16	7	9	10	15	23	8	13	29
Clearwater	12	14	16	14	21	10	22	22	17
Coral Springs	32	28	33	34	33	34	27	30	25
Davie	26	29	13	17	19	24	11	16	15
Deerfield Beach	33	31	34	31	35	25	28	32	16
Deltona	28	12	36	24	36	36	21	25	32
Fort Lauderdale	9	11	26	6	13	5	18	11	12
Fort Myers	13	6	6	9	8	12	6	7	18
Gainesville	8	5	7	8	10	9	16	9	20
Hialeah	11	30	10	13	9	7	20	12	19
Hollywood	20	23	11	16	7	17	15	19	7
Homestead	35	36	30	36	29	30	35	23	33
Jacksonville	2	3	1	2	1	4	3	2	4
Kissimmee	5	2	8	7	11	8	23	3	9
Lakeland	17	20	17	15	14	19	17	20	23
Largo	15	9	28	18	34	11	36	28	24
Melbourne	14	13	12	11	22	21	19	15	14
Miami	6	8	5	4	4	3	5	5	6
Miami Beach	30	34	31	23	31	16	26	36	27
Miami Gardens	29	15	24	29	16	18	7	14	26
Miramar	36	27	27	35	24	31	30	27	11
North Port	19	25	29	27	28	33	25	21	2
Orlando	1	1	2	1	2	1	2	1	1
Palm Bay	10	16	15	12	23	22	10	10	21
Palm Coast	25	24	18	25	30	35	33	33	28
Pembroke Pines	23	33	32	33	32	26	34	29	31
Plantation	7	19	20	22	17	20	13	8	5
Pompano Beach	21	17	23	21	18	14	12	18	10
Port Saint Lucie	27	26	25	28	25	29	31	26	34
Saint Petersburg	4	10	4	5	5	6	4	6	13
Sunrise	34	35	35	32	26	32	32	35	36
Tallahassee	22	22	14	19	12	13	14	17	30
Tampa	3	4	3	3	3	2	1	4	3
West Palm Beach	24	21	22	20	6	15	9	24	35

Legend

Highest 25% in a category.

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Florida Department of Transportation
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FY2023 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2016-2020)

Group II - Population of 15,000-74,999 - 103 Cities

Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Altamonte Springs	63	26	56	50	69	55	44	54	5
Apopka	20	6	14	22	16	20	12	16	29
Auburndale	51	88	65	56	62	57	80	55	66
Aventura	50	34	71	72	85	30	64	65	35
Bartow	68	87	58	59	75	89	94	67	97
Belle Glade	89	103	68	86	49	87	74	75	65
Bonita Springs	38	53	11	28	39	50	38	51	41
Bradenton	1	3	2	3	4	2	11	1	4
Casselberry	70	84	84	47	73	73	66	59	59
Clermont	14	13	13	17	11	37	16	6	9
Cocoa	15	12	9	10	13	14	5	11	22
Coconut Creek	62	68	77	65	55	71	73	71	34
Cooper City	75	74	92	83	72	96	68	89	83
Coral Gables	22	15	41	49	25	12	79	36	50
Crestview	71	29	79	69	52	64	47	35	87
Cutler Bay	73	90	82	81	78	53	101	69	76
Dania Beach	40	60	31	25	48	33	20	47	43
Daytona Beach	8	7	12	1	5	5	3	5	2
DeBary	80	62	75	76	74	91	72	84	95
DeLand	18	8	34	19	17	24	53	7	81
Delray Beach	5	19	17	12	10	6	2	15	18
Doral	92	82	69	79	83	70	88	81	25
Dunedin	58	77	43	51	79	60	65	58	80
Edgewater	60	75	74	44	59	77	62	73	30
Estero	2	1	1	2	1	1	1	2	7
Eustis	27	24	37	26	29	75	24	22	37
Fort Pierce	49	38	66	41	31	25	14	29	26
Fort Walton Beach	103	95	86	103	101	103	85	96	96
Greenacres	21	37	30	53	28	39	42	30	54
Groveland	65	44	45	61	60	90	70	62	38
Haines City	69	64	36	68	40	79	46	53	85
Hallandale Beach	36	42	57	38	51	42	54	57	78
Hialeah Gardens	87	93	97	93	100	74	92	91	93
Jacksonville Beach	91	70	44	60	92	41	69	78	94
Jupiter	57	27	62	54	22	76	57	44	72
Key West	55	56	80	7	53	22	61	61	36
Lady Lake	41	89	47	78	42	68	84	80	101
Lake Mary	85	23	40	63	67	84	48	76	31
Lake Wales	61	49	88	73	35	65	56	77	47
Lake Worth	47	59	22	24	20	15	39	31	23
Lauderdale Lakes	64	46	90	75	71	32	55	72	82
Lauderhill	53	71	48	66	33	26	23	42	48
Leesburg	10	32	10	15	24	21	25	13	28
Longwood	59	18	81	57	64	59	95	49	6
Lynn Haven	81	78	87	91	87	102	83	85	63
Maitland	77	21	53	89	66	92	77	66	8
Marco Island	90	97	76	97	93	97	103	97	100
Margate	13	31	52	42	18	11	34	9	40
Miami Lakes	102	98	83	100	86	101	102	95	84
Mount Dora	82	66	103	102	103	100	100	100	103
Naples	12	5	7	31	6	16	28	14	62
New Port Richey	23	39	20	21	82	28	36	26	68
New Smyrna Beach	19	17	35	11	46	36	35	32	13
North Lauderdale	98	58	89	74	77	69	58	83	75
North Miami	66	61	29	48	43	19	40	39	71
North Miami Beach	54	80	78	52	57	31	41	50	74
Oakland Park	35	54	63	32	27	10	10	45	52
Ocala	4	4	4	5	2	4	6	4	14
Ocoee	32	16	28	55	56	45	21	28	21
Opa-locka	88	45	99	62	61	56	29	74	98
Ormond Beach	6	9	15	6	30	13	7	18	53
Oviedo	74	73	70	82	70	95	98	87	77
Palm Beach Gardens	31	40	49	95	19	54	30	37	49
Palm Springs	84	86	16	36	21	40	17	43	92
Palmetto Bay	79	99	95	96	94	81	90	60	90
Panama City	17	10	5	13	7	9	8	21	17
Parkland	100	92	91	99	98	98	99	88	58
Pensacola	26	30	6	16	8	8	31	24	20
Pinecrest	101	102	98	98	102	93	97	103	64
Pinellas Park	7	14	8	8	15	7	13	8	12
Plant City	46	50	33	29	9	46	27	19	55
Port Orange	11	25	24	9	37	17	51	12	11
Punta Gorda	33	22	19	37	41	61	33	68	19
Riviera Beach	94	83	64	88	80	62	59	94	57
Rockledge	48	43	23	43	47	63	45	38	27
Royal Palm Beach	83	81	42	87	58	86	63	93	79
Safety Harbor	96	96	100	92	97	99	86	102	99
Saint Augustine	56	36	60	27	65	27	49	40	102
Saint Cloud	45	20	27	46	26	38	52	33	16
Sanford	44	28	32	18	12	29	15	25	15
Sarasota	3	11	3	4	3	3	4	3	3
Sebastian	67	85	94	70	91	88	82	90	60
Seminole	28	48	18	33	81	35	26	48	44
Stuart	24	79	46	30	32	44	37	41	32
Sunny Isles Beach	95	101	96	101	95	67	91	101	91
Sweetwater	99	94	85	94	96	82	93	92	61
Tamarac	37	67	61	45	36	51	18	34	70
Tarpon Springs	30	55	72	39	34	49	76	23	88
Tavares	39	65	54	34	54	83	75	79	45
Temple Terrace	76	100	93	84	90	66	60	99	86
Titusville	16	41	21	14	14	34	9	17	51
Venice	9	35	26	23	38	23	22	20	10
Vero Beach	34	47	38	77	45	58	71	63	24
Wellington	43	51	25	67	23	48	19	27	33
West Melbourne	86	69	73	85	99	80	96	82	89
West Park	97	76	102	80	88	85	78	70	69
Weston	78	57	55	64	68	52	50	64	39
Wildwood	52	52	59	71	76	94	87	98	46
Winter Garden	72	33	39	58	84	72	67	46	73
Winter Haven	42	72	50	35	50	47	32	52	42
Winter Park	29	2	51	20	44	18	43	10	1
Winter Springs	93	91	67	90	89	78	89	86	56
Zephyrhills	25	63	101	40	63	43	81	56	67

Legend
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FY2023 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2016-2020)

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

Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	17	16	12	17	13	51	36	21	26	Longboat Key	100	84	64	107	101	98	104	101	68
Arcadia	4	12	3	2	2	3	45	5	1	Loxahatchee Groves	111	116	115	116	61	96	96	70	111
Atlantic Beach	47	69	29	35	93	31	82	46	40	Macclenny	56	25	43	72	26	87	73	15	67
Avon Park	14	20	48	27	17	33	53	57	17	Madeira Beach	67	60	19	30	67	40	23	111	97
Bay Harbor Islands	115	109	75	109	105	101	107	82	81	Malabar	62	40	18	42	52	79	26	24	117
Belle Isle	105	83	72	106	83	80	71	76	63	Marathon	15	7	26	8	30	12	55	30	19
Belleair	109	94	78	98	110	92	112	87	101	Marianna	10	15	11	29	10	36	22	9	10
Belleview	34	50	52	62	60	61	33	44	88	Mary Esther	76	45	79	90	90	93	80	113	102
Biscayne Park	118	118	118	118	116	118	116	118	114	Mascotte	83	43	73	108	45	100	12	59	78
Brooksville	5	8	6	6	3	14	29	6	5	Melbourne Beach	68	35	36	68	117	78	117	61	115
Bunnell	60	24	45	11	16	57	24	53	12	Miami Shores	63	81	87	81	29	34	54	49	50
Callaway	69	28	66	43	33	50	50	45	38	Miami Springs	81	79	83	55	47	37	51	54	39
Cape Canaveral	64	66	42	38	73	42	41	50	53	Midway	79	53	46	99	50	95	25	38	108
Chipley	54	46	81	67	27	106	94	29	34	Milton	8	11	7	5	7	29	2	10	6
Clewiston	23	37	21	19	19	35	31	41	4	Minneola	112	100	58	102	94	107	98	93	42
Cocoa Beach	26	63	62	18	54	23	67	48	8	Mulberry	44	61	109	89	68	64	62	86	33
Crystal River	7	3	56	4	28	15	9	12	21	Neptune Beach	82	33	27	71	74	72	72	100	66
Dade City	12	42	94	13	25	25	56	14	62	Newberry	41	23	8	28	21	46	15	22	72
Davenport	36	21	31	49	23	53	84	27	65	Niceville	11	2	57	24	14	21	5	3	37
Daytona Beach Shores	75	52	34	22	66	56	21	60	96	North Bay Village	113	103	89	103	97	108	101	96	27
DeFuniak Springs	22	13	33	23	11	20	3	32	20	North Palm Beach	49	19	60	56	63	32	35	73	45
Destin	28	6	20	31	34	4	10	20	2	Oakland	77	77	55	91	111	77	81	90	105
Dundee	84	68	105	112	87	105	109	108	90	Okeechobee	33	49	76	41	32	75	59	28	85
Fellsmere	94	74	77	111	106	111	77	69	32	Oldsmar	31	47	38	54	62	41	40	33	22
Fernandina Beach	37	99	67	36	48	66	34	35	41	Orange City	19	17	41	9	43	5	7	25	16
Flagler Beach	53	75	54	25	77	90	79	109	94	Orange Park	65	41	17	33	40	8	30	18	59
Florida City	25	70	68	14	41	6	8	39	14	Pahokee	101	89	103	77	107	89	90	106	86
Fort Meade	108	110	65	97	58	82	89	83	84	Palatka	29	36	16	57	9	19	18	26	51
Fort Myers Beach	30	59	9	61	35	47	38	78	77	Palm Beach	40	29	71	70	99	24	70	66	28
Freeport	52	48	102	40	49	102	32	31	31	Palmetto	2	14	2	3	4	2	13	2	3
Frostproof	102	96	114	93	92	115	115	115	110	Panama City Beach	13	9	4	1	5	1	4	4	13
Fruitland Park	27	67	88	32	44	68	42	51	18	Parker	86	39	110	66	69	94	63	89	104
Grant-Valkaria	116	112	107	113	108	112	110	110	95	Pembroke Park	73	87	98	76	76	48	105	79	7
Green Cove Springs	51	30	30	48	64	58	44	67	9	Perry	57	57	32	73	24	44	57	36	69
Gulf Breeze	21	27	44	51	46	54	58	43	30	Ponce Inlet	103	98	117	117	115	117	97	117	113
Gulfport	50	80	40	37	72	27	52	74	46	Port Richey	9	26	37	16	78	11	39	17	36
High Springs	91	71	51	75	85	88	74	103	76	Port Saint Joe	78	113	111	92	38	113	113	91	106
Highland Beach	117	114	112	115	112	114	114	114	107	Quincy	71	56	14	83	31	71	37	75	61
Hilliard	61	78	24	101	51	97	118	72	116	Saint Augustine Beach	106	85	95	74	84	81	86	58	73
Holly Hill	32	32	69	20	80	10	27	63	47	Saint Pete Beach	70	54	25	58	96	43	43	95	54
Holmes Beach	97	95	80	65	91	84	93	88	103	Sanibel	46	107	96	96	103	73	87	102	74
Indian Harbour Beach	89	105	92	82	98	52	69	98	58	Satellite Beach	88	64	86	95	81	28	83	94	25
Indian River Shores	96	92	108	114	89	91	92	85	98	Sebring	1	5	15	10	6	18	17	7	24
Indian Rocks Beach	85	93	23	64	109	63	111	112	100	South Bay	80	117	47	94	70	65	65	71	35
Indiantown	90	86	97	84	75	99	88	77	75	South Daytona	18	18	59	15	95	16	16	47	23
Inverness	6	4	49	12	15	30	19	11	64	South Miami	38	101	85	44	79	22	100	56	43
Islamorada	66	34	10	50	56	39	75	42	29	South Pasadena	59	91	53	79	88	62	91	84	93
Juno Beach	110	115	113	100	113	85	95	92	109	Southwest Ranches	114	106	93	105	100	109	103	99	60
Kenneth City	58	90	106	88	37	76	20	23	92	Springfield	45	55	70	59	18	69	11	52	55
Key Biscayne	99	31	84	69	71	67	99	55	15	Starke	42	38	13	34	12	55	47	34	11
LaBelle	43	51	28	63	36	17	61	37	91	Surfside	93	88	100	110	86	74	108	104	82
Lake Alfred	107	72	74	85	57	59	46	80	79	Tequesta	74	73	101	87	65	110	76	105	83
Lake City	3	1	1	7	1	7	1	1	49	Treasure Island	72	58	50	60	102	38	85	68	70
Lake Clarke Shores	98	97	115	80	114	116	64	116	111	Umatilla	24	76	35	26	20	83	48	19	99
Lake Park	39	82	91	47	39	70	68	40	57	Valparaiso	95	111	104	78	59	103	60	107	87
Lantana	87	62	61	46	53	26	28	64	48	Wauchula	16	44	22	52	8	104	78	8	89
Lauderdale-By-The-Sea	92	108	99	86	104	60	106	81	80	West Miami	104	104	90	104	82	86	102	97	56
Lighthouse Point	35	65	63	21	55	13	14	65	52	Wilton Manors	48	102	39	45	42	9	66	62	44
Live Oak	20	22	5	39	22	45	6	16	71	Windermere	55	10	82	53	118	49	49	13	118

Legend
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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 (Fatality Analysis Reporting System (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 Blood Alcohol Content (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 2023 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 2022 and 2023 are based on monthly data from 2006 through 2021 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2022 and 2023 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to COVID-19 anomalies.

C1 - NUMBER OF FATALITIES

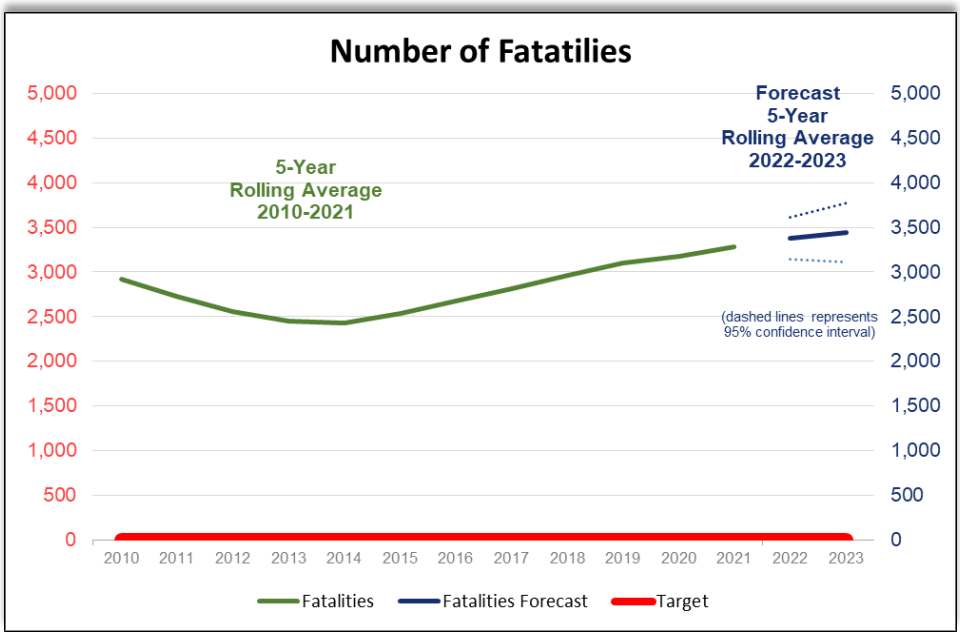
- **Target:** Florida's target for fatalities is zero in 2023.

- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted as 3,445 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

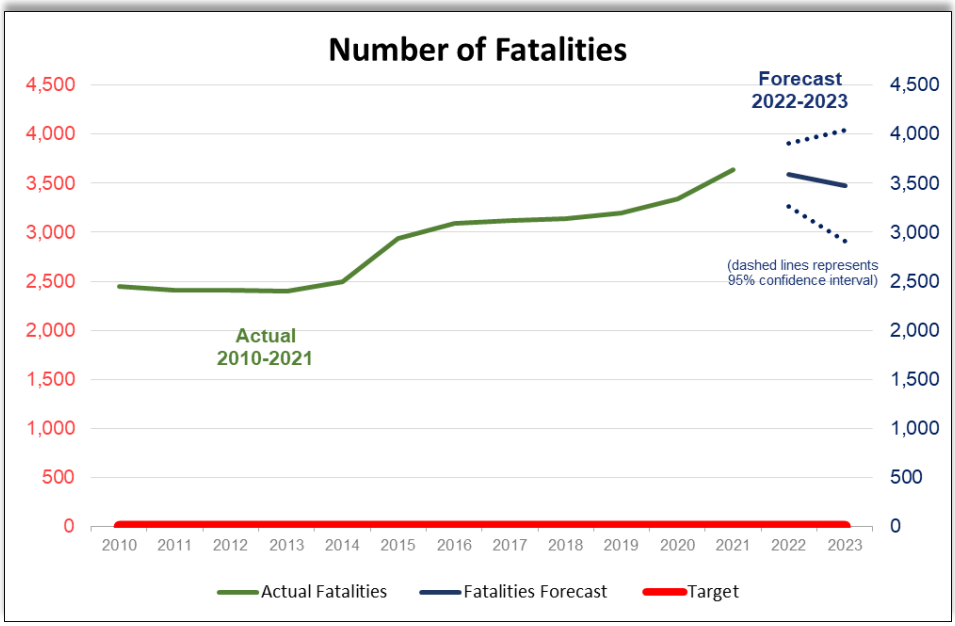
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures 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 2022 and 2023, 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 2022 and 2023.



- **Actual Annual Graph:** The chart below reflects the annual traffic fatalities for each year and the data forecast for 2022 and 2023.



C2 - NUMBER OF SERIOUS INJURIES

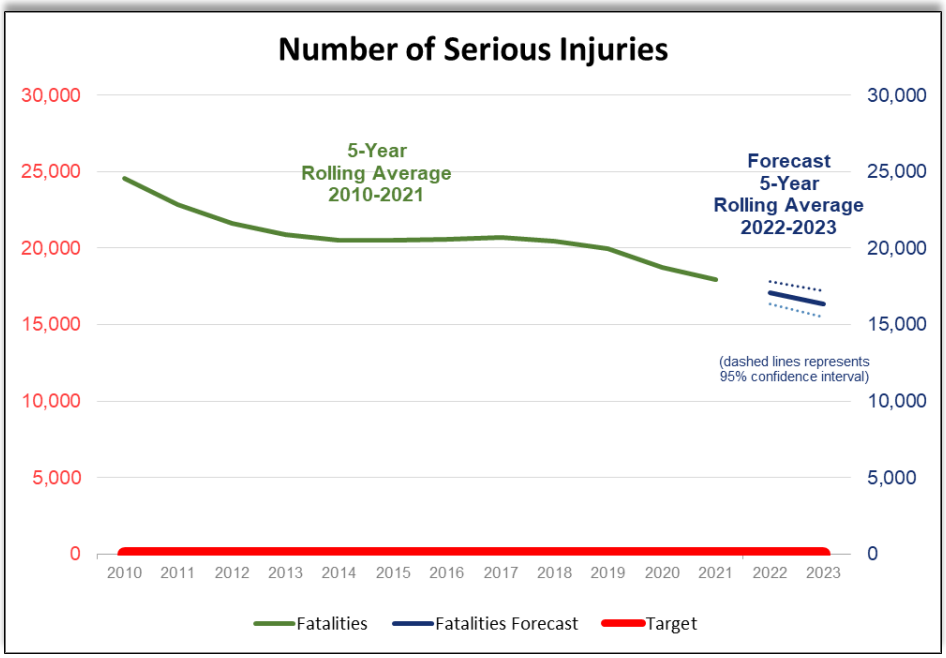
- **Target:** Florida's target for serious injuries is zero in 2023.

- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted as 16,330 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

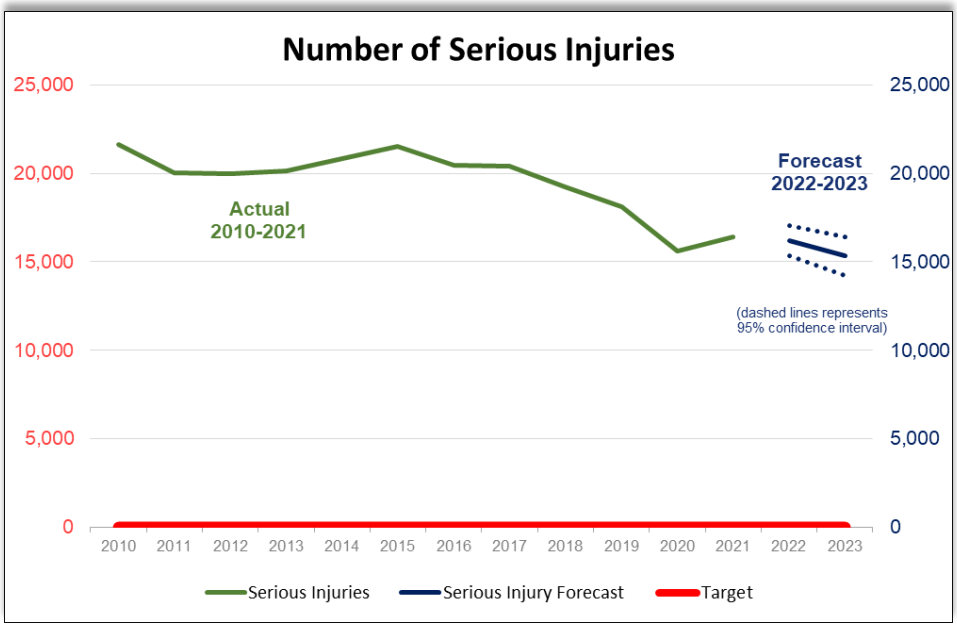
- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injuries could slowly trend downward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative 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 2022 and 2023, 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 2022 and 2023.



- **Actual Annual Graph:** The chart below reflects the annual serious injuries for each year and the data forecast for 2022 and 2023.



C3 - FATALITY RATE PER 100M VMT

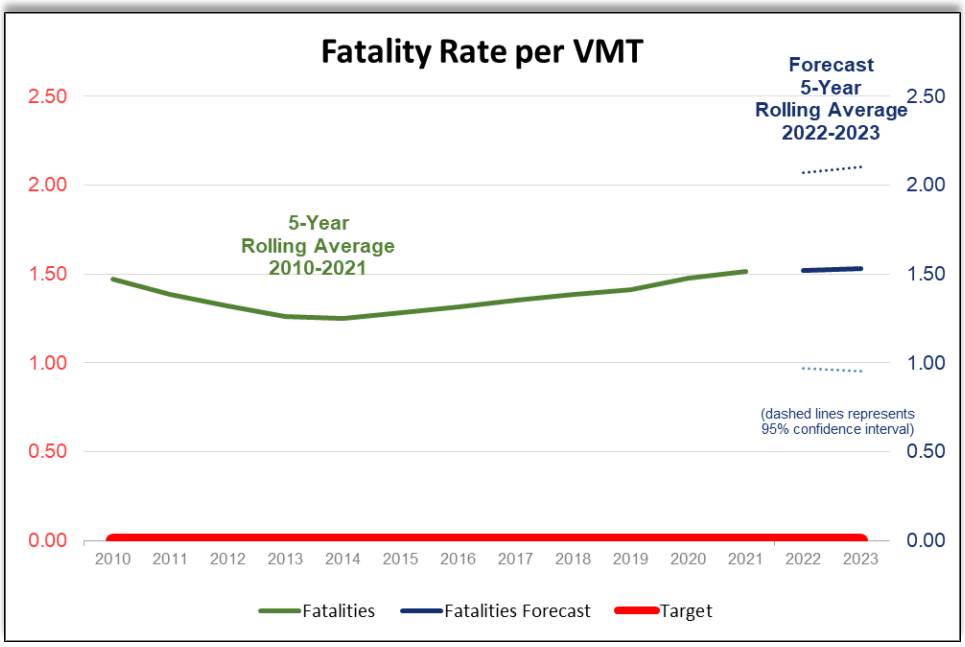
- **Target:** Florida's target for fatality rate is zero in 2023.

- **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 1.53 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

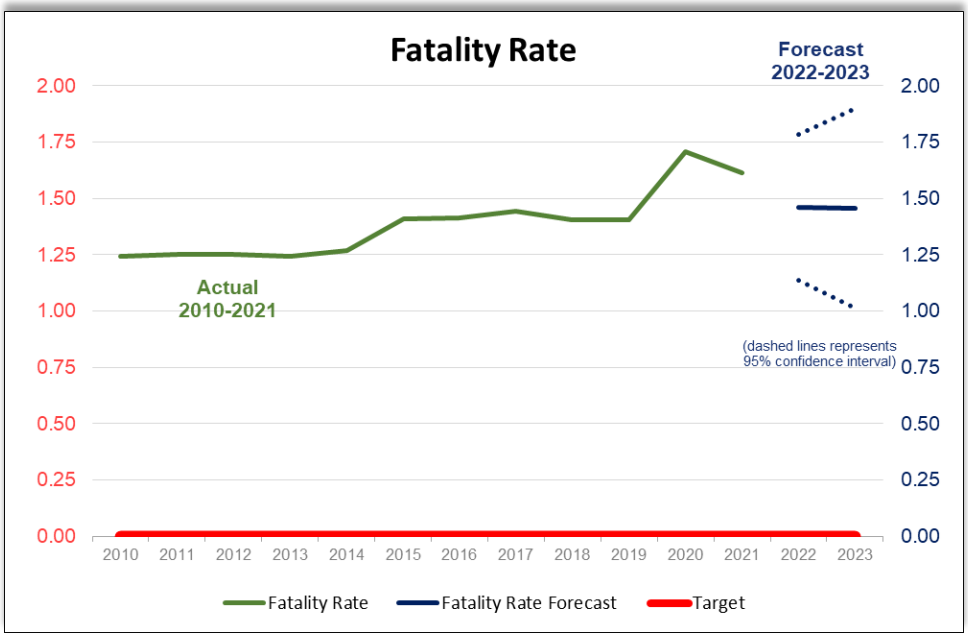
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatality rate could slowly trend upward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative 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 2022 and 2023, 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 2022 and 2023.



- **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

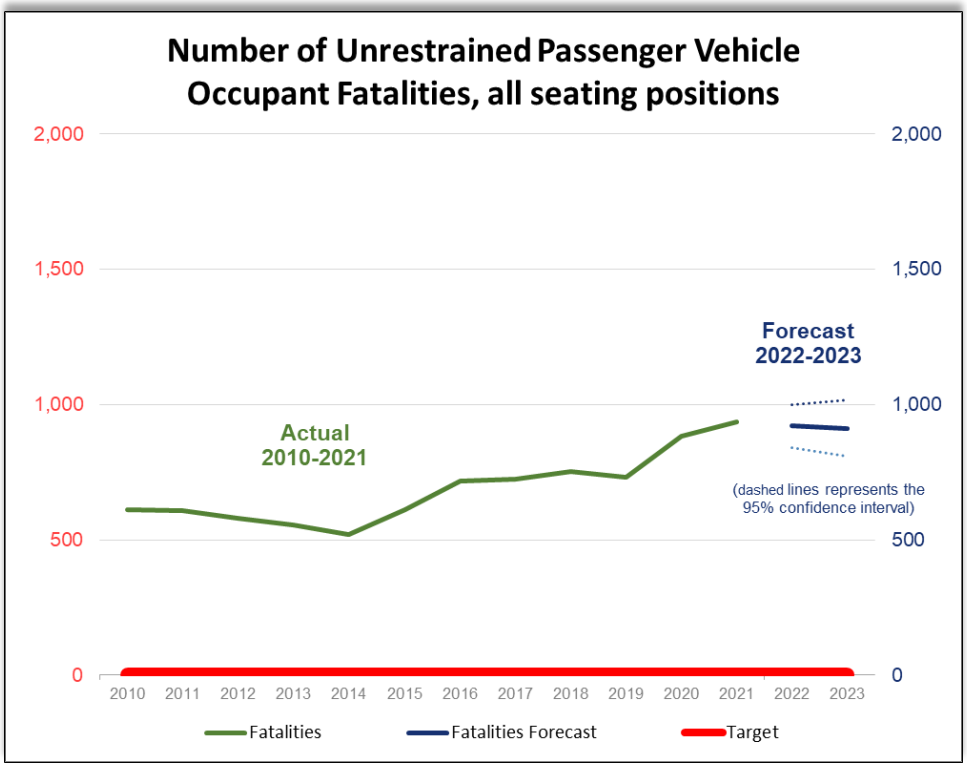
- **Target:** Florida's target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2023.

- **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 913 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

- **Strategy:** The data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could slowly trend downward in 2022 and 2023. 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 downward in 2022 and 2023, 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 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 2022 and 2023.



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

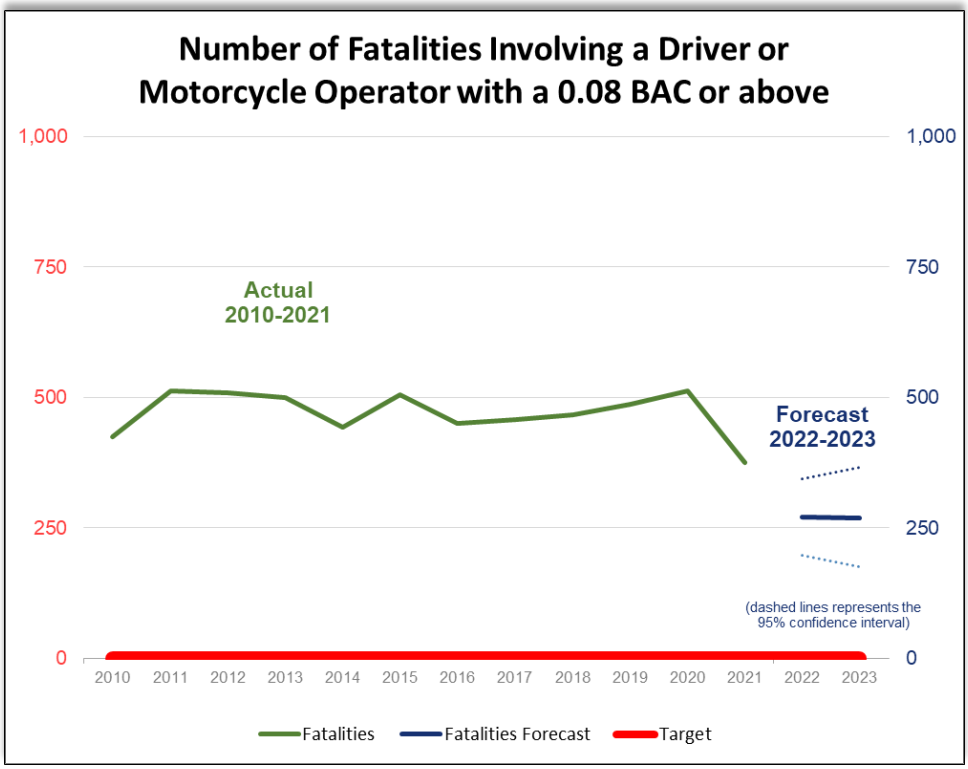
- **Target:** Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2023.

- **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 271 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

- **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 2022 and 2023. 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 2022 and 2023, 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 2022 and 2023.



C6 - NUMBER OF SPEEDING-RELATED FATALITIES

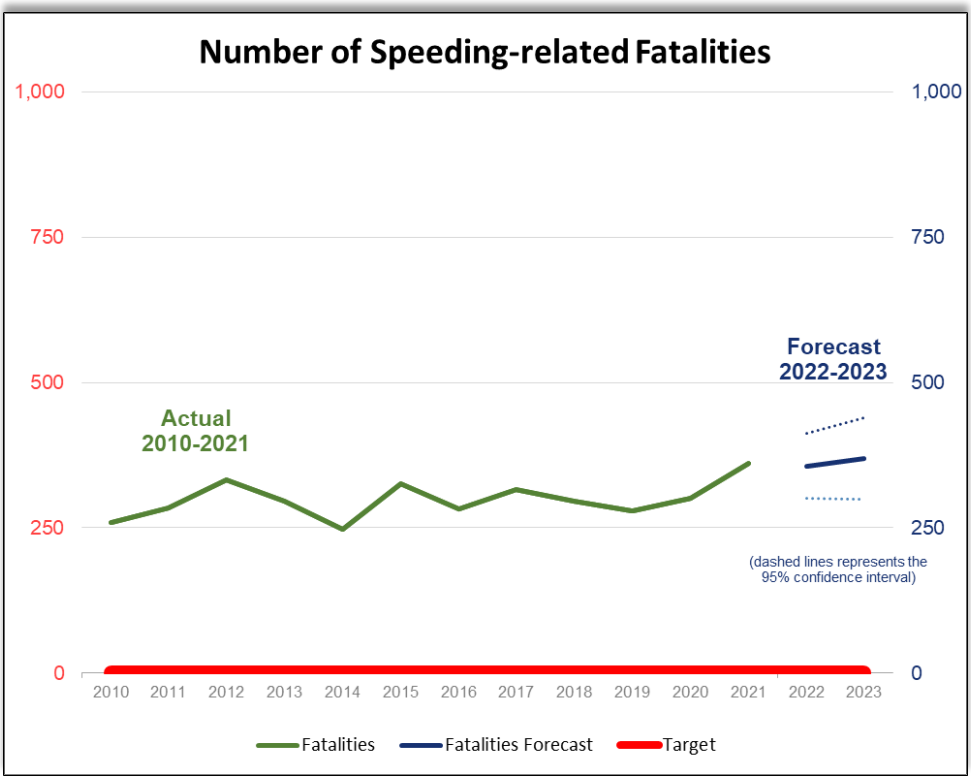
- **Target:** Florida's target for the number of speeding-related fatalities is zero in 2023.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of speeding-related fatalities on Florida's roads is forecasted as 369 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

- **Strategy:** The data forecast indicates Florida's annual total for the number of speeding-related fatalities could trend upward in 2022 and 2023. 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 trend upward in 2022 and 2023, 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 2022 and 2023.



C7 - NUMBER OF MOTORCYCLIST FATALITIES

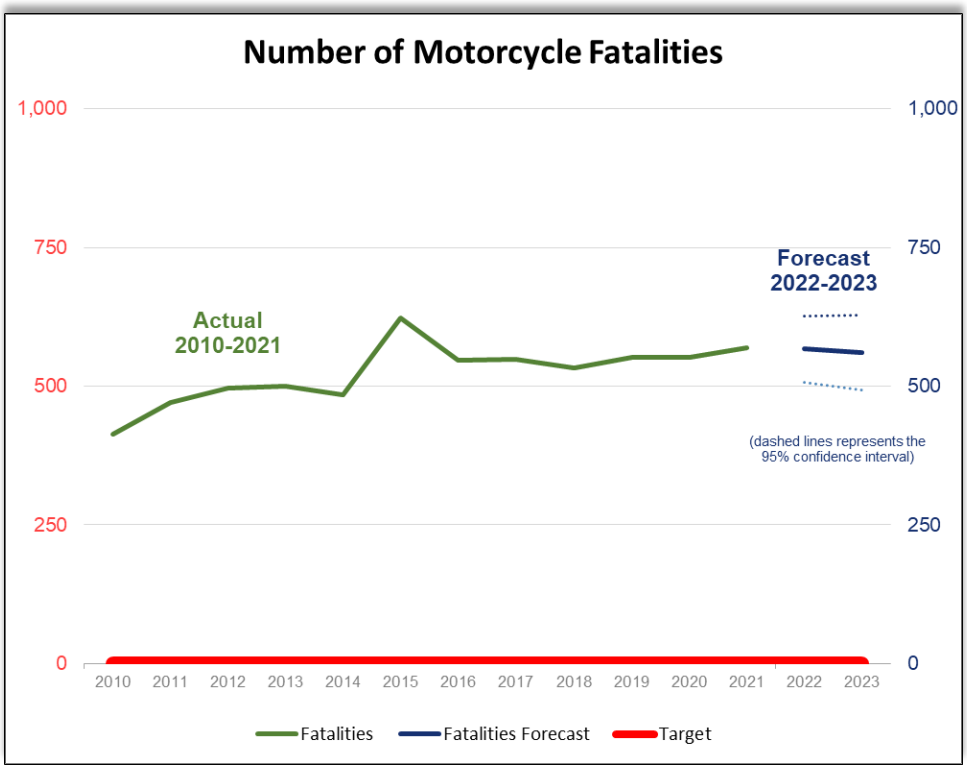
- **Target:** Florida's target for the number of motorcyclist fatalities is zero in 2023.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of motorcycle fatalities on Florida's roads is forecasted as 561 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

- **Strategy:** The data forecast indicates Florida's annual total for the number of motorcyclist fatalities could trend downward in 2022 and 2023. 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 2022 and 2023, 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 2022 and 2023.



C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

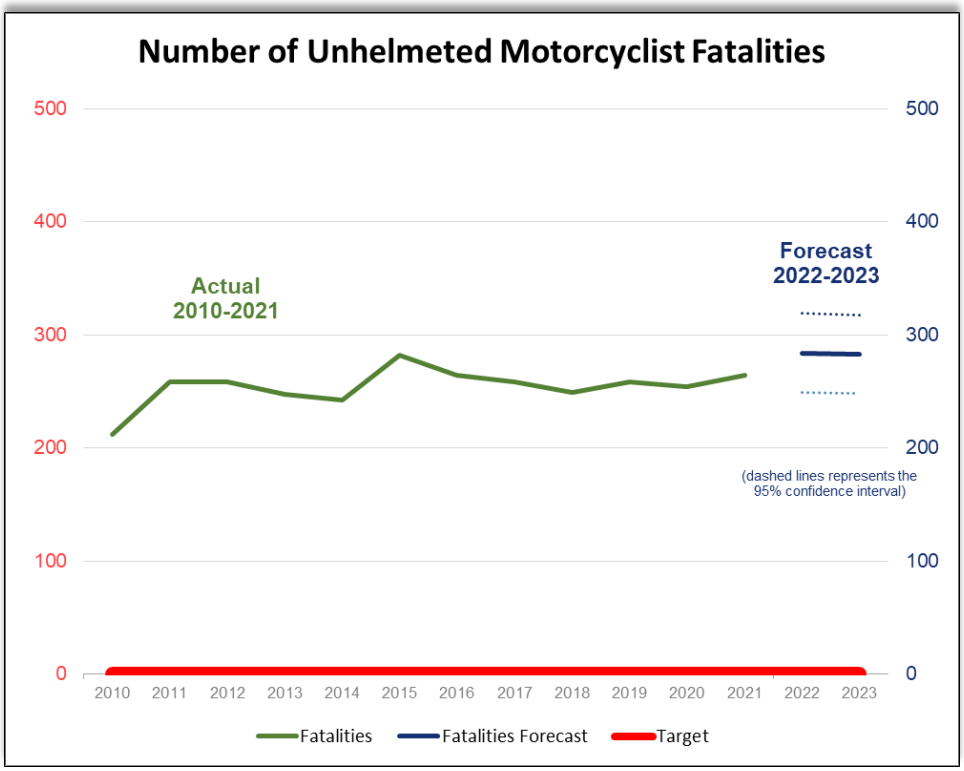
- **Target:** Florida's target for the number of unhelmeted motorcyclist fatalities is zero in 2023.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of unhelmeted motorcyclist fatalities on Florida's roads is forecasted as 283 in 2022. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

- **Strategy:** The data forecast indicates the annual total for the number of unhelmeted motorcyclist fatalities could slowly trend downward in 2022 and 2023. 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 trend upward in 2022 and 2023, 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 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 2022 and 2023.



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

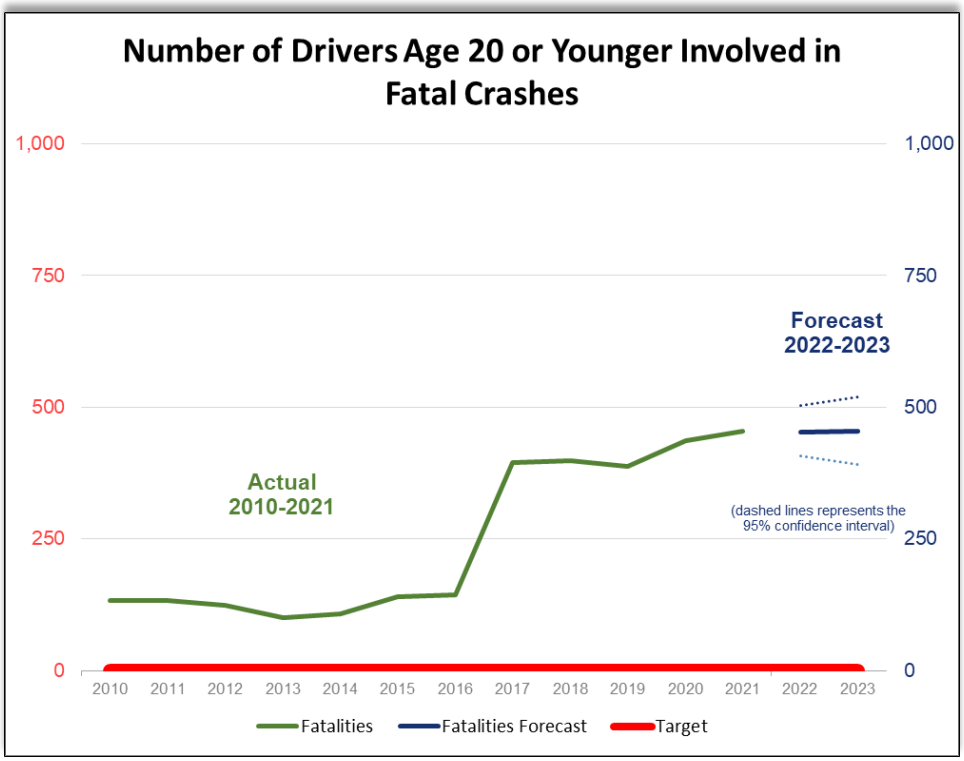
- **Target:** Florida's target for the number of drivers age 20 or younger involved in fatal crashes is zero in 2023.

- **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 455 in 2022. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

- **Strategy:** The data forecast indicates Florida's annual number of drivers age 20 or younger involved in fatal crashes will remain relatively flat in 2022 and 2023. 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 remain relatively flat in 2022 and 2023, 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 2022 and 2023.



C10 - NUMBER OF PEDESTRIAN FATALITIES

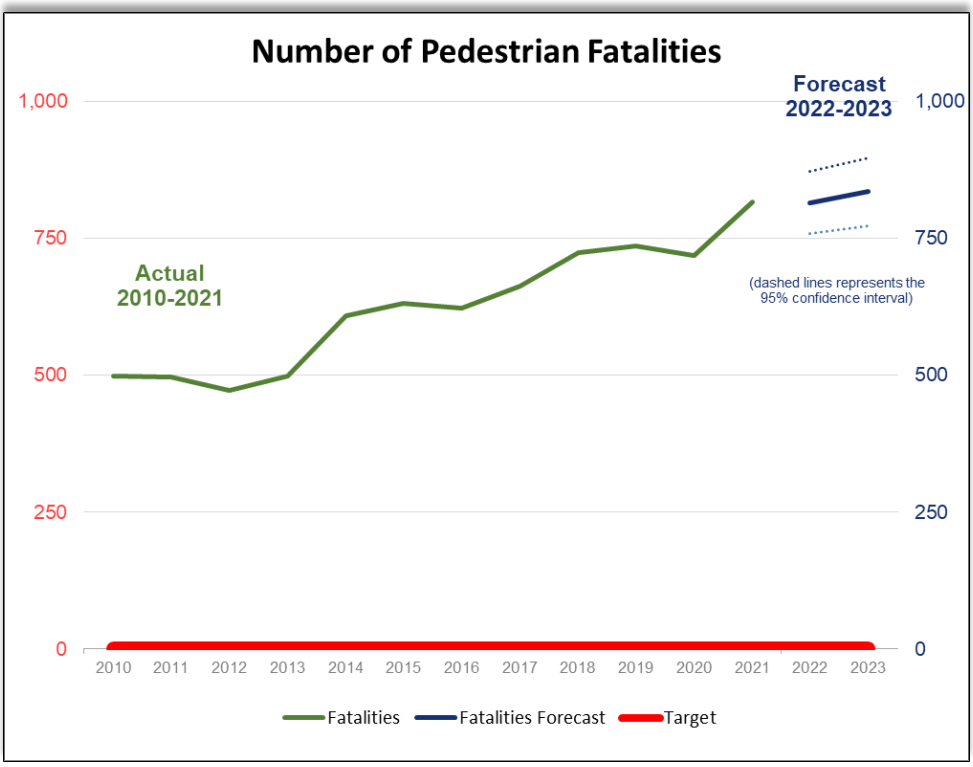
- **Target:** Florida's target for the number of pedestrian fatalities is zero in 2023.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of pedestrian fatalities on Florida's roads is forecasted as 835 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

- **Strategy:** The data forecast indicates Florida's annual number of pedestrian fatalities could trend upward 2022 and 2023. 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 2022 and 2023, 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 2022 and 2023.



C11 - NUMBER OF BICYCLIST FATALITIES

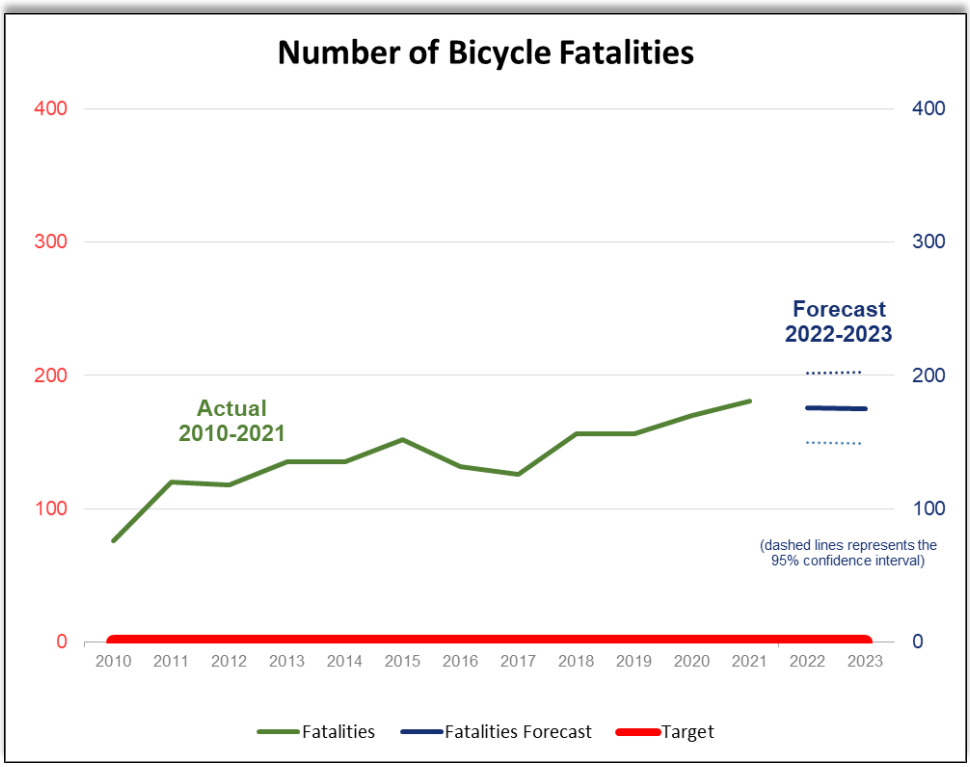
- **Target:** Florida's target for the number of bicyclist fatalities is zero in 2023.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of bicyclist fatalities on Florida's roads is forecasted as 176 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.

- **Strategy:** The data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2022 and 2023. 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 2022 and 2023, 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 2022 and 2023.



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 2023.

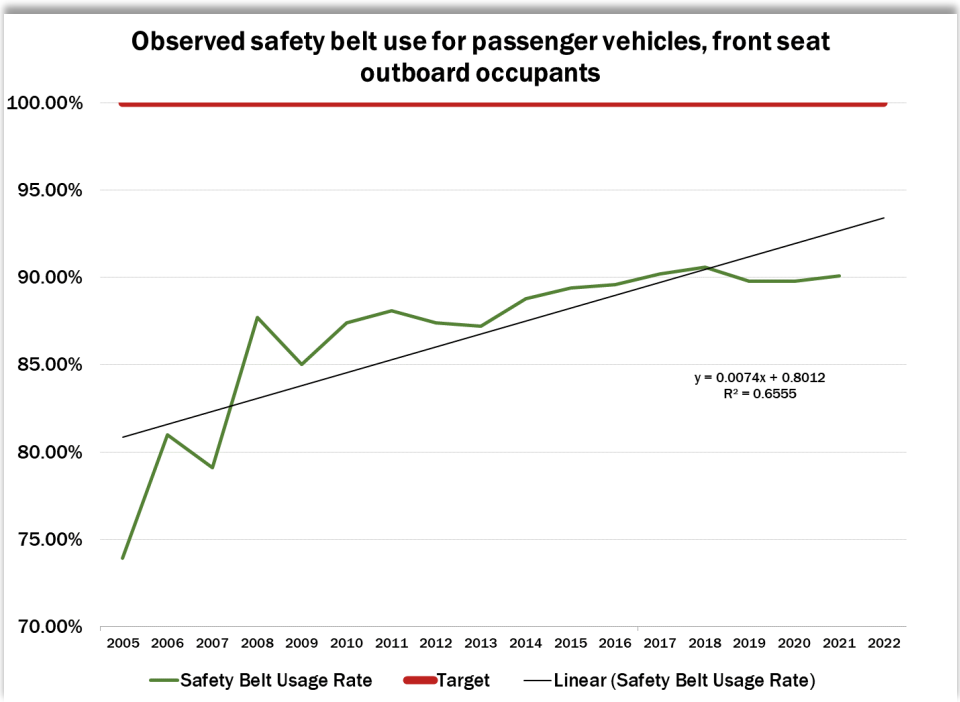
- **Annual Performance Forecast:** Based on a linear trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could be as high as 93.44% in 2023. This estimate was made with historical and current state data from 2005 to 2021 to estimate probable outcomes for 2022 and 2023.

- **Strategy:** The linear trend indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2022 and 2023. 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 2022 and 2023, 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 2022.

  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.

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 2018	FY 2019	FY 2020	FY 2021
A-1	Number of Grant-Funded Safety Belt Citations	Final	9,295	4,273	3,672	9,630
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	1,134	460	729	943
A-3	Number of Grant-Funded Speeding Citations	Final	19,999	29,991	14,428	24,618

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 2023 HSP:

	Program Area	Florida Specific Measures		FY 2023
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	217
			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		

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

Indicates data is not currently available

PERFORMANCE REPORT

In accordance with Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Florida is providing the below performance report that shows the State's progress towards meeting state performance targets from the previous fiscal year's HSP. 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 2019	FY 2020	FY 2021	FY 2022	FY 2023
C-1	Number of fatalities	5 Year Rolling Average	Target	0	0	0	0	0
			Final	3,110	3,168	3,284		
		FDOT Forcast	Upper	3,117	3,288	3,284	3,613	3,775
			Lower	2,797	2,982	2,947	3,142	3,115
		Final Within Forecast Range		Yes	Yes	Yes		
C-2	Number of serious injuries	5 Year Rolling Average	Target	0	0	0	0	0
			Final	20,171	18,913	17,942		
		FDOT Forcast	Upper	21,107	19,863	18,894	17,848	17,192
			Lower	19,340	18,652	17,481	16,361	15,468
		Final Within Forecast Range		Yes	Yes	Yes		
C-3	Fatality rate per 100M VMT	5 Year Rolling Average	Target	0	0	0	0	0
			Final	1.41	1.46	1.51		
		FDOT Forcast	Upper	1.63	1.85	1.83	2.07	2.10
			Lower	1.08	0.96	0.91	0.97	0.96
		Final Within Forecast Range		Yes	Yes	Yes		
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seating positions	Actual	Target	0	0	0	0	0
			Final	730	871	935		
		FDOT Forcast	Upper	745	783	791	1,001	1,016
			Lower	546	627	596	840	810
		Final Within Forecast Range		Yes	No (Above)	No (Above)		
C-5	Number of fatalities involving driver or motorcycle operator with a .08 BAC or above	Actual	Target	0	0	0	0	0
			Final	474	317	375		
		FDOT Forcast	Upper	410	358	360	345	367
			Lower	237	229	204	198	175
		Final Within Forecast Range		No (Above)	Yes	No (Above)		
C-6	Number of speeding-related fatalities	Actual	Target	0	0	0	0	0
			Final	277	252	361		
		FDOT Forcast	Upper	348	301	326	412	439
			Lower	206	187	183	301	298
		Final Within Forecast Range		Yes	Yes	No (Above)		
C-7	Number of motorcyclist fatalities	Actual	Target	0	0	0	0	0
			Final	551	499	569		
		FDOT Forcast	Upper	602	575	588	627	628
			Lower	469	456	460	507	493
		Final Within Forecast Range		Yes	Yes	Yes		
C-8	Number of unhelmeted motorcyclist fatalities	Actual	Target	0	0	0	0	0
			Final	257	219	264		
		FDOT Forcast	Upper	298	288	292	319	318
			Lower	222	218	221	249	248
		Final Within Forecast Range		Yes	Yes	Yes		
C-9	Number of drivers age 20 or younger involved in fatal crashes	Actual	Target	0	0	0	0	0
			Final	388	413	455		
		FDOT Forcast	Upper	400	452	481	503	519
			Lower	278	358	361	408	391
		Final Within Forecast Range		Yes	Yes	Yes		

C-10	Number of pedestrian fatalities	Actual	Target	0	0	0	0	0
			Final	735	678	817		
		FDOT Forcast	Upper	678	746	760	872	898
			Lower	557	636	638	758	773
		Final Within Forecast Range		No (Above)	Yes	No (Above)		
C-11	Number of bicyclist fatalities	Actual	Target	0	0	0	0	0
			Final	156	155	181		
		FDOT Forcast	Upper	160	166	167	202	202
			Lower	110	116	116	150	149
		Final Within Forecast Range		Yes	Yes	No (Above)		
B-1	Observed safety belt use for passenger vehicles, front seat outboard occupants	Actual	Target	100%	N/A	100%	100%	100%
			Final	89.8%	N/A	90.1%		
		FDOT Forcast	Upper	100%	N/A	100%	100%	100%
			Lower	90%	N/A	90%	90%	90%
		Final Within Forecast Range		No (Below)	N/A	Yes		

Indicates data is not currently

The following provides a progress report/comparison for the Florida specific performance measures and program areas of emphasis. The performance measures for fatality data are not reported, as FY 2021 state data is not currently available for these measures.

	Program Area	Florida Specific Measures		FY 2018	FY 2019	FY 2020	FY 2021
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	0	0	0	0
			Final	305	328	339	
		Target meet or exceeded		No	No	No	
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	160	175	180	180
			Final	168	250	57	81
		Target meet or exceeded		Yes	Yes	No	No
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0	0	0	0
			Final	87	266	314	
		Target meet or exceeded		No	No	No	
F-4	Paid Media	Estimated number of impressions					
		Distracted Driving	Target	N/A	N/A	N/A	100,000
			Final	N/A	N/A	65,060,262	52,757,998
		Target meet or exceeded		N/A	N/A	N/A	Yes
		Impaired Driving	Target	3,000,000	3,000,000	75,000,000	75,000,000
			Final	85,389,616	100,998,383	34,670,594	260,978,305
		Target meet or exceeded		Yes	Yes	No	Yes
		Motorcycle Safety	Target	500,000	500,000	70,000,000	50,000,000
			Final	78,996,032	47,872,112	50,051,564	57,726,974
		Target meet or exceeded		Yes	Yes	No	Yes
		Occupant Protection	Target	1,000,000	1,000,000	90,000,000	50,000,000
			Final	98,028,754	24,973,712	23,791,175	35,947,825
		Target meet or exceeded		Yes	Yes	No	No
		Pedestrian and Bicycle Safety	Target	400,000	400,000	170,000,000	50,000,000
			Final	182,600,000	2,813,253	46,028,836	125,549,839
		Target meet or exceeded		Yes	Yes	No	Yes
		Railroad Safety	Target	N/A	N/A	N/A	100,000
			Final	N/A	N/A	N/A	81,175,596
		Target meet or exceeded		N/A	N/A	N/A	Yes
		Speeding and Aggressive Driving	Target	N/A	N/A	N/A	N/A
			Final	N/A	N/A	N/A	N/A
		Target meet or exceeded		N/A	N/A	N/A	N/A
		Work Zone Safety	Target	N/A	N/A	N/A	100,000
			Final	N/A	N/A	N/A	134,984,071
		Target meet or exceeded		N/A	N/A	N/A	Yes
F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	168	170	175	187
			Final	145	164	175	177
		Target meet or exceeded		No	No	Yes	No
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic	Target	100%	100%	100%	100%
			Final	74%	72%	72%	72%
		Target meet or exceeded		No	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
			Final	2,383	2,976	2,600	2,914
		Target meet or exceeded		Yes	Yes	Yes	Yes

F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80	>80%	>80%	>80%
			Final	80.44%	79.55%	80.62%	81.40%
		Target meet or exceeded		Yes	No	Yes	Yes
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0	0	0	0
			Final	82	13	77	
		Target meet or exceeded		No	No	No	

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

Indicates data is not currently available

EVIDENCE-BASED ENFORCEMENT PLAN

The State of Florida has a comprehensive, evidence-based enforcement plan that encompasses all traffic safety program areas. Selection of enforcement activity locations is based upon data that identifies high-risk areas with the greatest number of crashes, serious injuries, fatalities, and/or traffic violations (citations). The FDOT State Safety Office funds law enforcement agencies located within high-risk areas and monitors data throughout the year to assess impact. Through the Florida Law Enforcement Traffic Safety Challenge, the state's 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

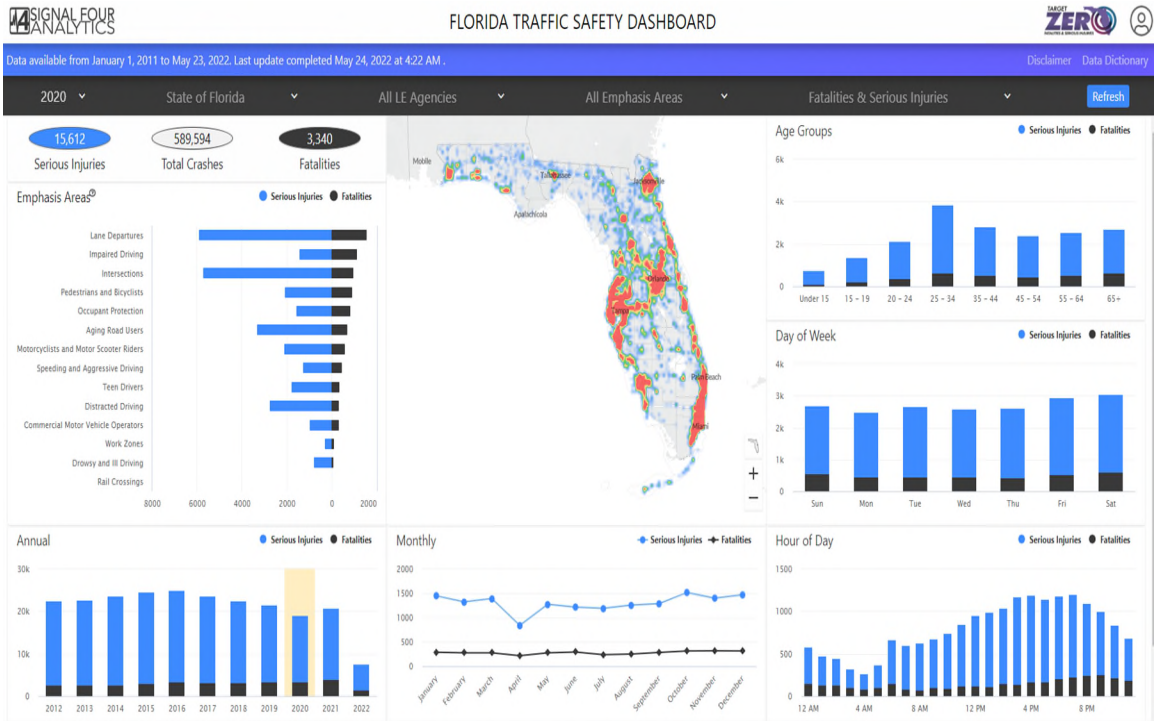
Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2016-2020), 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 2023 can be found on the following pages:

FDOT PROGRAM AREAS

Florida's FY 2023 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 the American Automobile Association (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 2023 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 the 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 (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Older Drivers - Communications and Outreach
  Formal Courses for Older Drivers (CTW: Chapter 7, Page 11)
- Older Drivers - Communications and Outreach
  General Communications and Education (CTW: Chapter 7, Page 12)

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.

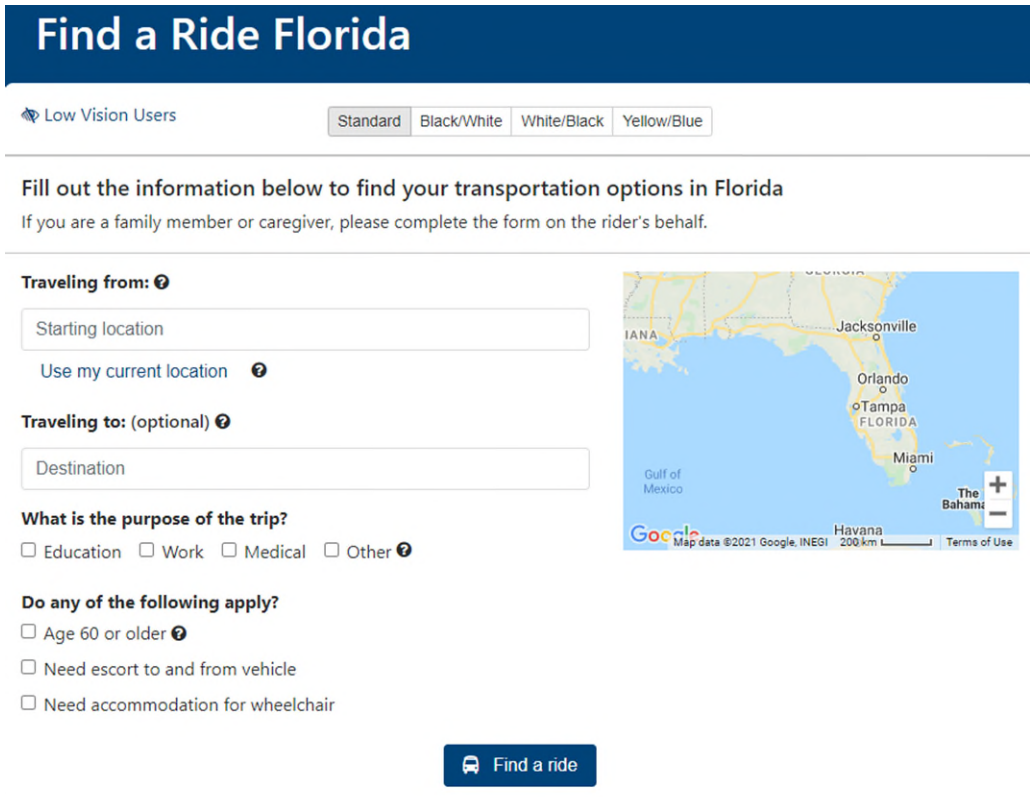
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in 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 target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

Agency:	Florida State University - Pepper Institute on Aging and Public Policy
Project Name:	Safe Mobility for Life Coalition
Project Number:	CP-2023-00148
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 (AAA), American Association of Retired Persons (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:	**$300,000**

Agency:	University of Florida - Institute for Mobility, Activity, and Participation
Project Name:	Aging Road User Information Systems
Project Number:	CP-2023-00330
Funding Source:	402
Local Benefit:	$210,000
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:	**$210,000**



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 Graduated Drivers License (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 (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach
  Responsible Beverage Service (CTW: Chapter 1, Page 62)

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach
  Alternative Transportation (CTW: Chapter 1, Page 63)

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach
  Designated Drivers (CTW: Chapter 1, Page 65)

- Seat Belts and Child Restraints - Communications and Outreach
  Supporting Enforcement (CTW: Chapter 2, Page 25)

- Seat Belts and Child Restraints - Communications and Outreach
  Strategies for Low-Belt-Use Groups (CTW: Chapter 2, Page 26)

- Seat Belts and Child Restraints - Communications and Outreach
  Strategies for Older Children (CTW: Chapter 2, Page 36)

- Seat Belts and Child Restraints - Communications and Outreach
  Strategies for Child Restraint & Booster Seat Use (CTW: Chapter 2, Page 38)

- Speeding and Speed Management - Communications and Outreach
  Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 32)

- Distracted Driving - Communications and Outreach
  Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 17)

- Motorcycle Safety - Alcohol Impairment
  Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Page 18)

- Motorcycle Safety - Communications and Outreach
  Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 21)

- Motorcycle Safety - Communications and Outreach
  Communications and Outreach: Motorist Awareness of Motorcyclists (CTW: Chapter 5, Page 22)

- Young Drivers - Driver Education
  Pre-Licensure Driver Education (CTW: Chapter 6, Page 21)

- Young Drivers - Driver Education
  Post-Licensure or Second-Tier Driver Education (CTW: Chapter 6, Page 22)

- Young Drivers - Parents
  Parental Role in Teaching and Managing Young Drivers (CTW: Chapter 6, Page 23)

- Older Drivers - Communications and Outreach
  General Communications and Education (CTW: Chapter 7, Page 12)

- Pedestrian Safety - Impaired Pedestrians
  Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 30)

- Pedestrian Safety - All Pedestrians
  Conspicuity Enhancement (CTW: Chapter 8, Page 37)

- Bicycle Safety - Children
  Bicycle Safety Education for Children (CTW: Chapter 9, Page 21)

- Bicycle Safety - Adults
  Bicycle Safety Education for Adult Cyclists (CTW: Chapter 9, Page 26)

- Bicycle Safety - All Bicyclists
  Promote Bicycle Helmet Use With Education (CTW: Chapter 9, Page 30)

- Bicycle Safety - Drivers and Bicyclists
  Share the Road Awareness Programs (CTW: Chapter 9, Page 34)

- Drowsy Driving - Communications and Outreach
  Communications and Outreach on Drowsy Driving (CTW: Chapter 10, Page 12)

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.

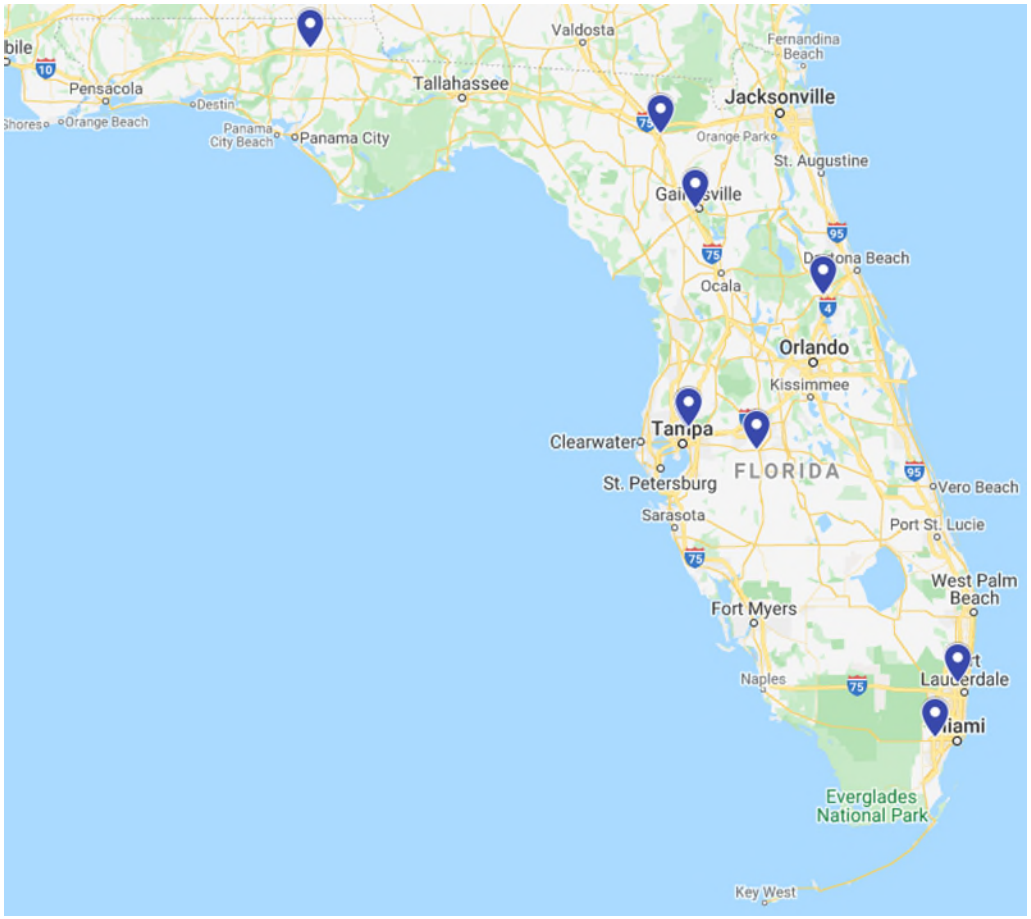
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in 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 target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

MAP OF COMMUNITY TRAFFIC SAFETY 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: $215,000

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, pull up banners, and tip cards that address traffic safety challenges affecting their local communities.

Budget: **$215,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2023-00243	$35,000	$35,000
Florida Department of Transportation – District 2	Public Information and Education Program – District 2	CP-2023-00083	$30,000	$30,000
Florida Department of Transportation – District 3	Public Information and Education Program – District 3	CP-2023-00294	$30,000	$30,000
Florida Department of Transportation – District 4	Public Information and Education Program – District 4	CP-2023-00176	$30,000	$30,000
Florida Department of Transportation – District 5	Public Information and Education Program – District 5	CP-2023-00239	$30,000	$30,000
Florida Department of Transportation – District 6	Public Information and Education Program – District 6	CP-2023-00051	$30,000	$30,000
Florida Department of Transportation – District 7	Public Information and Education Program – District 7	CP-2023-00231	$30,000	$30,000

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Community Traffic Safety Support
Project Number:	CP-2023-00127
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**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Traffic Safety Resource Center (FTSRC)
Project Number:	CP-2023-00298
Funding Source:	402
Local Benefit:	$420,000
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:	**$420,000**

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 (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Distracted Driving - Laws and Enforcement
  Cell Phone and text Messaging Laws (CTW: Chapter 4, Page 13)
- Distracted Driving - Laws and Enforcement
  High-Visibility Cell Phone and Text Messaging Enforcement (CTW: Chapter 4, Page 14)
- Distracted Driving - Laws and Enforcement
  General Driver Distraction Laws (CTW: Chapter 4, Page 16)
- Distracted Driving - Communications and Outreach
  Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 17)
- Drowsy Driving - Laws and Enforcement
  General Driver Drowsiness Laws (CTW: Chapter 10, Page 11)
- Drowsy Driving - Communications and Outreach
  Communications and Outreach on Drowsy Driving (CTW: Chapter 10, Page 12)

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.

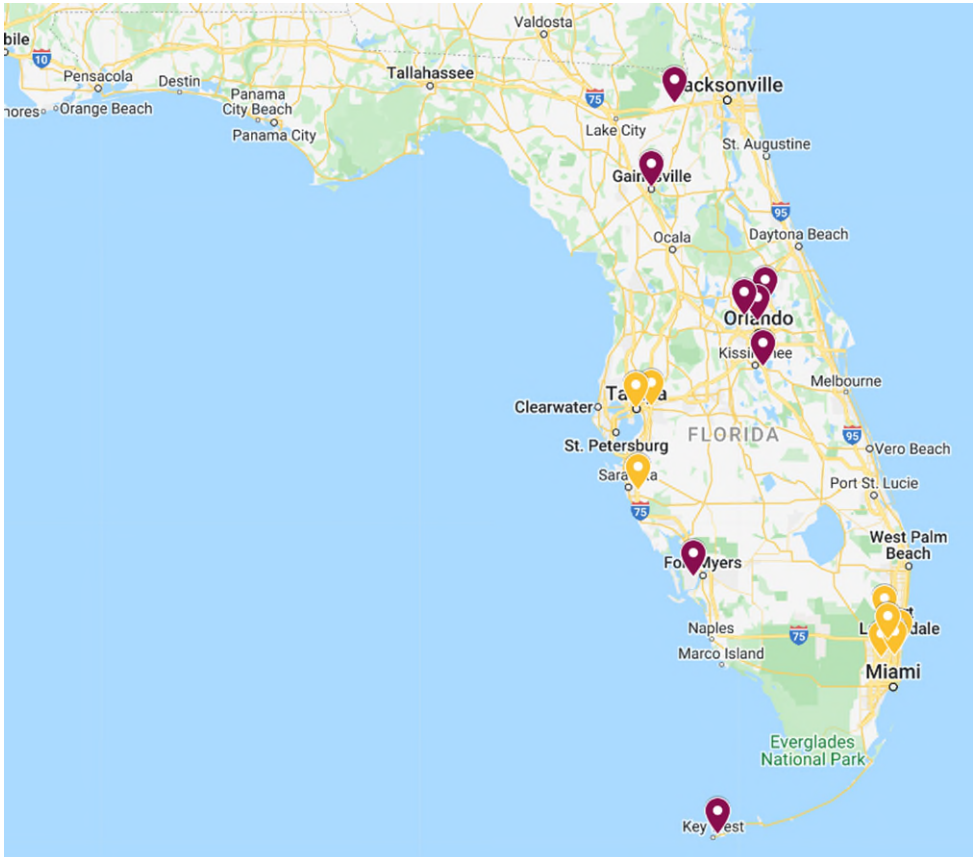
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in 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 target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 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: $337,000

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: **$363,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Enforcement of Distracted Driving in Apopka	DD-2023-00169	$26,000	$26,000
Baker County Sheriff's Office	Baker County Sheriff's Office Distracted Driving Program	DD-2023-00078	$30,000	$30,000
Cape Coral Police Department	Cape Coral Distracted Driving Enforcement and Education	DD-2023-00173	$20,000	$20,000
Gainesville Police Department	City of Gainesville Distracted Driving Program	DD-2023-00285	$30,000	$30,000
Lake Mary Police Department	Distracted Driving Education and Enforcement	DD-2023-00369	$20,000	$20,000
Maitland Police Department	Maitland Distracted Driving Program	DD-2023-00184	$15,000	$15,000
Monroe County Sheriff's Office	Distracted Driving Education and Enforcement	DD-2023-00035	$100,000	$100,000
Osceola County Sheriff's Office	Distracted Driving	DD-2023-00172	$122,000	$122,000

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 (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement
  Publicized Sobriety Checkpoints (CTW: Chapter 1, Page 25)
- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement
  High-Visibility Saturation Patrols (CTW: Chapter 1, Page 29)
- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement
  Breath Test Devices (CTW: Chapter 1, Pages 31)
- Alcohol- and Drug-Impaired Driving - Deterrence: Prosecution and Adjudication
  DWI Courts (CTW: Chapter 1, Page 37)
- Alcohol- and Drug-Impaired Driving - Deterrence: Prosecution and Adjudication
  Sanctions (CTW: Chapter 1, Page 44)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach
  Mass Media Campaigns (CTW: Chapter 1, Page 60)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach
  Responsible Beverage Service (CTW: Chapter 1, Page 62)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach
  Alternative Transportation (CTW: Chapter 1, Page 63)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach
  Designated Drivers (CTW: Chapter 1, Page 65)
- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving
  Minimum Legal Drinking Age 21 Laws (CTW: Chapter 1, Page 67)

- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving Zero-Tolerance Law Enforcement (CTW: Chapter 1, Page 69)
- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving Youth Programs (CTW: Chapter 1, Page 76)
- Alcohol- and Drug-Impaired Driving - Drug-Impaired Driving Enforcement of Drug-Impaired Driving (CTW: Chapter 1, Page 80)

RATIONALE FOR SELECTION

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SAFETY IMPACTS

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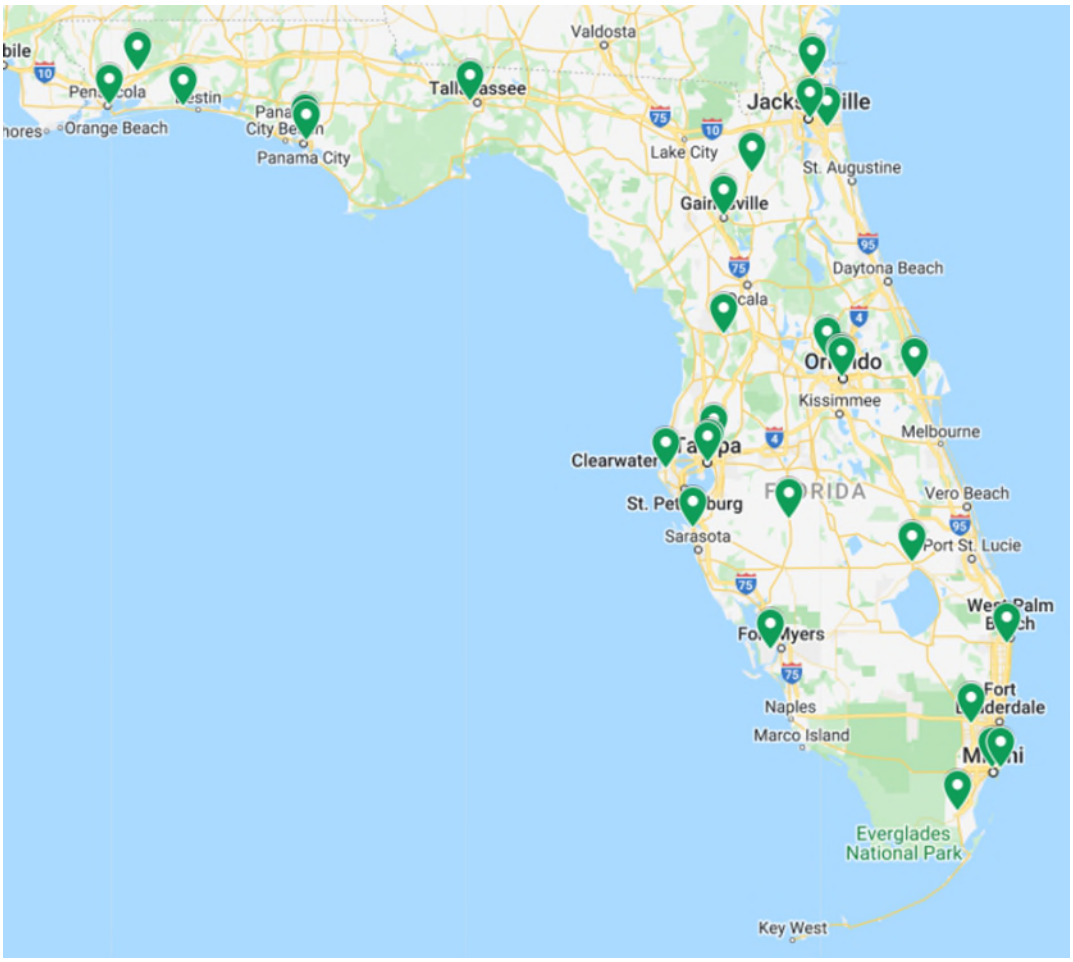
LINKAGE BETWEEN PROGRAM AREAS

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 target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 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.



Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Traffic Safety Resource Prosecutor (TSRP) Program
Project Number:	M5CS-2023-00262
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 Driving Under the Influence (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**

Agency:	Mothers Against Drunk Driving (MADD) Florida
Project Name:	Mothers Against Drunk Driving (MADD) Florida Safe and Aware
Project Number:	M5X-2023-00033
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:	**$300,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Drug Recognition Expert (DRE) Call-Out
Project Number:	M5X-2023-00061
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	The University of North Florida's 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**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Impaired Driving Media Awareness Survey
Project Number:	M5X-2023-00226
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	The University of North Florida's Institute of Police Technology and Management will conduct a Driving Under the Influence (DUI) media awareness study to help evaluate the effectiveness of Florida's *Drive Sober or Get Pulled Over* media efforts. The data collected will help improve Florida's future DUI media efforts by letting us know things like where the message is being heard and what types of media are most recognized.
Budget:	**$71,000**

Agency:	The University of South Florida - Center for Urban Transportation Research
Project Name:	Florida Impaired Driving Coalition
Project Number:	AL-2023-00320
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:	**$235,000**

FLORIDA
IMPAIRED DRIVING COALITION

MYTH 1

A 12 fluid ounce (fl oz) beer has the same amount of alcohol as most other alcoholic drinks.

Fact: An average 12 fl oz beer has about 4.2-5% alcohol content, 8-9 fl oz of malt liquor has about 7% alcohol content, 5 fl oz of wine has about 12% alcohol content, and 1.5 fl oz of distilled spirits (gin, rum, tequila, vodka, whiskey, etc.) has about 40% alcohol content.

MYTH 2

Coffee or an energy drink will sober up an impaired person.

Fact: A person might be more awake, but they are still impaired. Only time can sober a person up.

MYTH 3

A friend only had a few drinks, they do not look drunk, they are OK to drive.

Fact: Just because someone does not look, does not mean they are not impaired. Judgment is the first thing affected when someone has been drinking – coordination and motor skills are second and third.

MYTH 4

If a person had a few drinks, they can just ride their bike home.

Fact: In Florida, bicycles are subject to the same laws as all other motor vehicles. If a person rides impaired, they can still get a DUI.

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 2023 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving enforcement efforts and will utilize Driving Under the Influence (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: **$2,600,500**

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Enforcement of Impaired Driving in Apopka	M5HVE-2023-00117	N/A	$12,000
Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2023-00211	N/A	$30,000
Bradenton Police Department	Eye on Impaired Driving	M5HVE-2023-00159	N/A	$20,000
Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	M5HVE-2023-00068	N/A	$50,000
Cape Coral Police Department	Cape Coral Impaired Driving Enforcement and Education	M5HVE-2023-00079	N/A	$65,000
Citrus County Sheriff's Office	Drive Sober Citrus	M5HVE-2023-00123	N/A	$51,500
City of Miami Police Department	Driving Under the Influence (DUI) Overtime Patrol	M5HVE-2023-00146	N/A	$90,000

Fort Walton Beach Police Department	Fort Walton Beach Driving Under the Influence (DUI) Enforcement	M5HVE-2023-00359	N/A	$25,000
Gainesville Police Department	City of Gainesville Safe Gator Program	M5HVE-2023-00286	N/A	$70,000
Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	M5HVE-2023-00016	N/A	$652,000
Homestead Police Department	Homestead Police Department Driving Under the Influence Reduction	M5HVE-2023-00354	N/A	$85,000
Jacksonville Sheriff's Office	Jacksonville Sheriff's Office Impaired Driving Enforcement Project	M5HVE-2023-00030	N/A	$85,000
Miami Beach Police Department	Impaired Driving Initiative	M5HVE-2023-00197	N/A	$135,000
Nassau County Sheriff's Office	Sober Up	M5HVE-2023-00090	N/A	$20,000
Okeechobee County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2023-00114	N/A	$85,000
Orange County Sheriff's Office	Impaired Driving Enforcement	M5HVE-2023-00053	N/A	$75,000
Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	M5HVE-2023-00126	N/A	$100,000
Palm Beach County Sheriff's Office	City of Lake Worth Beach and Village of Wellington Impaired Driving Strategy	M5HVE-2023-00357	N/A	$100,000
Panama City Police Department	Impaired Driving Task Force	M5HVE-2023-00241	N/A	$20,000
Pensacola Police Department	Zero Tolerance - Impaired Driving Enforcement Initiative	M5HVE-2023-00205	N/A	$45,000
Pinellas County Sheriff's Office	Impaired Driving Prevention Enhancement Project	M5HVE-2023-00109	N/A	$50,000
Santa Rosa Sheriff's Office	Law Enforcement Against Drunk Driving (LEADD) Program	M5HVE-2023-00007	N/A	$60,000
Tampa Police Department	Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"	M5HVE-2023-00284	N/A	$625,000
Titusville Police Department	Impaired Driving	M5HVE-2023-00324	N/A	$20,000
Wauchula Police Department	Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety Program	M5HVE-2023-00139	N/A	$30,000

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 represents an average of 19 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 (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Motorcycle Safety - Motorcycle Helmets
  Motorcycle Helmet Use Promotion Programs (CTW: Chapter 5, Page 13)
- Motorcycle Safety - Alcohol Impairment
  Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (CTW: Chapter 5, Page 15)
- Motorcycle Safety - Alcohol Impairment
  Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Page 18)
- Motorcycle Safety - Motorcycle Rider Licensing and Training
  Motorcycle Rider Licensing (CTW: Chapter 5, Page 19)
- Motorcycle Safety - Motorcycle Rider Licensing and Training
  Motorcycle Rider Training (CTW: Chapter 5, Page 20)
- Motorcycle Safety - Communications and Outreach
  Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 21)
- Motorcycle Safety - Communications and Outreach
  Communications and Outreach: Motorist Awareness of Motorcyclists (CTW: Chapter 5, 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.

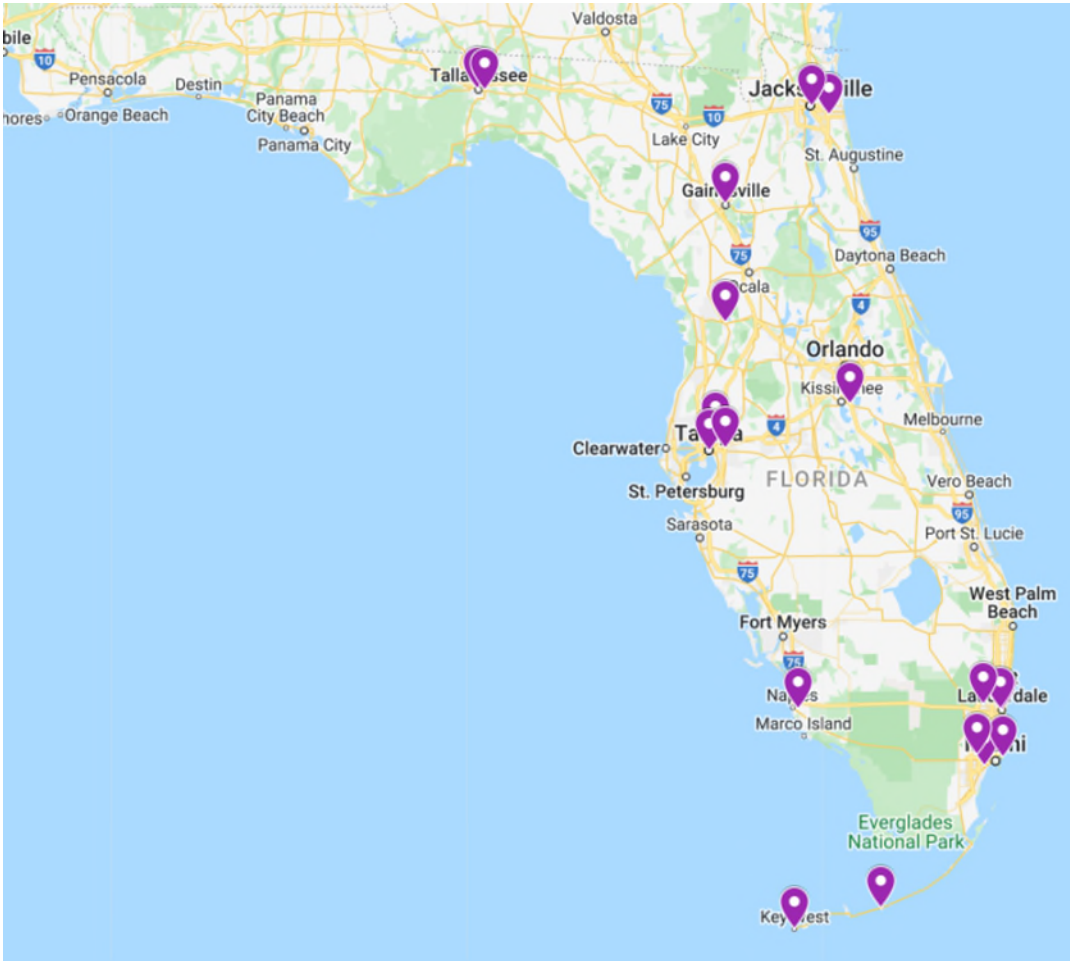
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in 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 target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 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-2023-00168
Funding Source:	402
Local Benefit:	$90,000
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:	**$90,000**

Agency:	University of Miami
Project Name:	Motorcycle Education and Injury Prevention Program in Trauma Centers
Project Number:	MC-2023-00245
Funding Source:	402
Local Benefit:	$290,000
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:	**$290,000**

Agency:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Name:	Motorcycle Awareness Survey
Project Number:	MC-2023-00206
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**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Florida's Comprehensive Motorcycle Safety Program
Project Number:	MC-2023-00316
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**

Agency:	The University of South Florida - Center for Urban Transportation Research
Project Name:	Motorcycle Program Evaluation and Data Collection
Project Number:	MC-2023-00328
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:	**$120,000**

Agency:	The University of South Florida - Center for Urban Transportation Research
Project Name:	Statewide Implementation of Motorcycle Education Program for Every Rider (MEPER)
Project Number:	MC-2023-00339
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 the current Mentorship Program for Every Rider pilot program and change it to a statewide implementation of Motorcycle Education Program for Every Rider (MEPER) which encourages safe riding habits and helmet use. The target population of MEPER will be expanded from early riders to every rider in Florida, and the curriculum will be expanded to meet Florida riders' educational needs based on the annual Florida Motorcyclist Survey findings, and behavioral risk factors identified through motorcycle crash data analysis.
Budget:	**$92,000**

Agency:	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
Project Name:	Motorcycle Endorsement Mailout
Project Number:	MC-2023-00057
Funding Source:	402
Local Benefit:	$0
Project Description:	The Florida Department of Highway Safety and Motor Vehicles will receive funding to conduct an educational outreach campaign to notify Florida residents who have a motorcycle currently registered, but do not have a corresponding motorcycle endorsement on their license, which is required to operate a motorcycle in Florida. The funding will be used to develop and disperse the educational material.
Budget:	**$61,000**

Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 402

Local Benefit: $448,500

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 Sheriff's Office will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors.

Budget: **$448,500**

Agency	Project Name	Project Number	Local Benefit	Budget
Citrus County Sheriff's Office	Motorcycle Safety and Education	MC-2023-00040	$46,000	$46,000
Collier County Sheriff's Office	Citizen Motorcycle Class	MC-2023-00317	$70,000	$70,000
Gainesville Police Department	City of Gainesville Motorcycle and Scooter Safety and Education Program	MC-2023-00283	$70,000	$70,000
Jacksonville Sheriff's Office	Jacksonville Safe Motorcycle and Rider Techniques (SMART)	MC-2023-00008	$36,000	$36,000
Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	MC-2023-00091	$76,500	$76,500
Tampa Police Department	Tampa Safe Motorcycle and Rider Techniques (SMART) - Making a Difference	MC-2023-00165	$150,000	$150,000

Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 402

Local Benefit: $780,000

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 FY2023 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: **$780,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Motorcycle Safety and Enforcement Project	MC-2023-00297	$125,000	$125,000
Fort Lauderdale Police Department	Fort Lauderdale Police Motorcycle Safety Campaign	MC-2023-00288	$30,000	$30,000
Hillsborough County Sheriff's Office	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	MC-2023-00013	$175,000	$175,000
Key West Police Department	Motorcycle Safety	MC-2023-00054	$75,000	$75,000
Miami Beach Police Department	Motorcycle Safety Campaign	MC-2023-00196	$75,000	$75,000
Miami-Dade Police Department	Miami-Dade Motorcycle Safety Program	MC-2023-00303	$150,000	$150,000
Monroe County Sheriff's Office	Motorcycle Safety	MC-2023-00036	$100,000	$100,000
Sunrise Police Department	Motorcyclist Safety and Education Initiative	MC-2023-00171	$50,000	$50,000

OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

DESCRIPTION OF THE PROBLEM

According to NHTSA, in 2020, there were 10,893 unbuckled passenger vehicle occupants killed in crashes in the United States. And among young adults 18 to 34 killed while riding in passenger vehicles in 2020, more than half (60%) were completely unrestrained.

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 2020, unrestrained occupants represented 24 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 safter 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 (CTW): Tenth Edition, 2020 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 12)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement
  Short-Term, High-Visibility Seat Belt Law Enforcement (CTW: Chapter 2, Page 18)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement
  Integrated Nighttime Seat Belt Enforcement (CTW: Chapter 2, Page 21)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement
  Sustained Enforcement (CTW: Chapter 2, Page 24)
- Seat Belts and Child Restraints - Communications and Outreach
  Supporting Enforcement (CTW: Chapter 2, Page 25)
- Seat Belts and Child Restraints - Communications and Outreach
  Strategies for Low-Belt-Use Groups (CTW: Chapter 2, Page 26)
- Seat Belts and Child Restraints - Child/Youth Occupant Restraint Laws
  Strengthening Child/Youth Occupant Restraint Laws (CTW: Chapter 2, Page 31)
- Seat Belts and Child Restraints - Child Restraint/Booster Seat Law Enforcement
  Short-Term High-Visibility Child Restraint/Booster Law Enforcement (CTW: Chapter 2, Page 34)
- Seat Belts and Child Restraints - Communications and Outreach
  Strategies for Older Children (CTW: Chapter 2, Page 36)
- Seat Belts and Child Restraints - Communications and Outreach
  Strategies for Child Restraint & Booster Seat Use (CTW: Chapter 2, Page 38)
- Seat Belts and Child Restraints - Other Strategies
  Inspection Stations (CTW: Chapter 2, Page 41)

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.

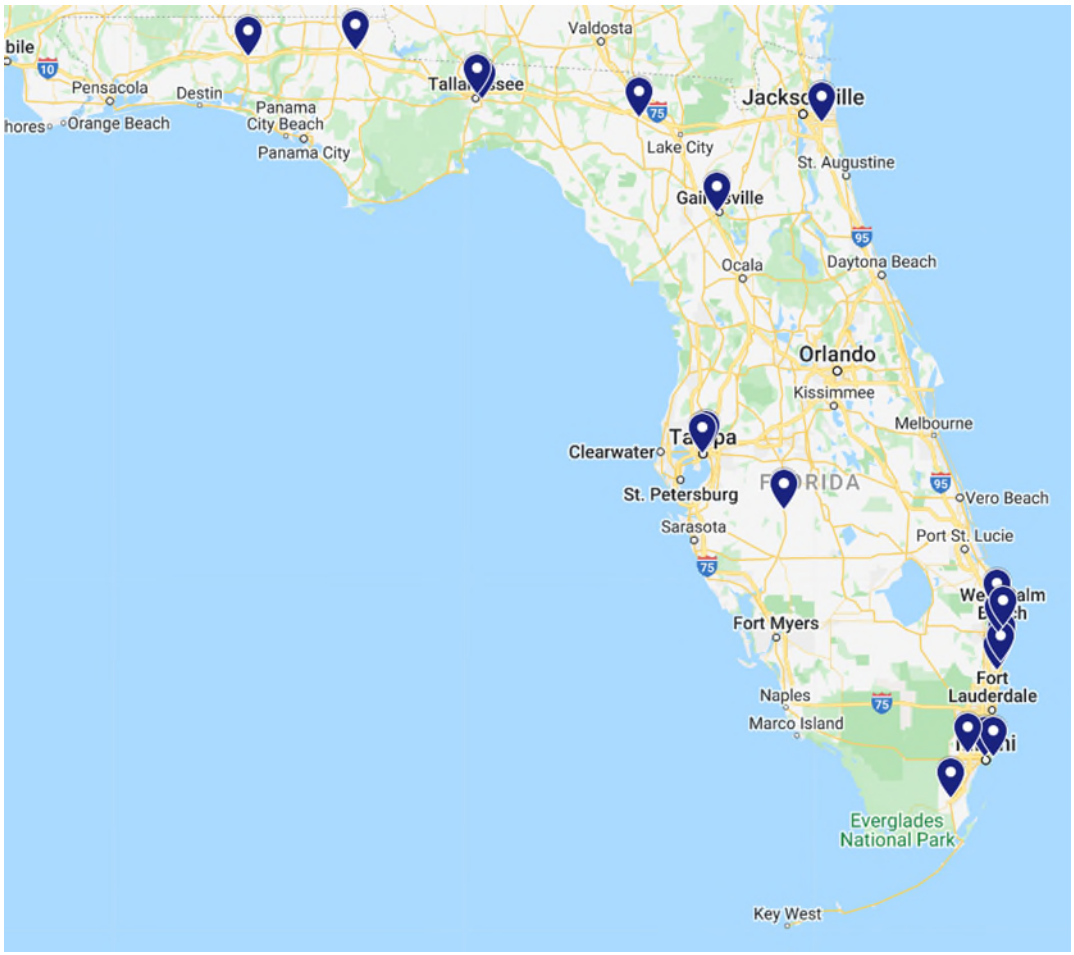
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in 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 target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 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.



Agency:	University of Florida - Institute for Mobility, Activity, and Participation
Project Name:	Child Passenger Safety Seat Fitting Station Database and Mapping
Project Number:	M2X-2023-00326
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:	**$72,000**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Occupant Protection Coalition
Project Number:	OP-2023-00246
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:	**$120,000**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Child Passenger Safety Resources and Support
Project Number:	M2X-2023-00302
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 $109,268 (5% of the FY 2022 405(b) allocation) will be spent on the purchase of child safety seats to be distributed to the public.
Budget:	**$277,000**

Agency:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Name:	Statewide Safety Belt and Child Passenger Safety Surveys
Project Number:	M2X-2023-00228
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	The University of North Florida's Institute of Police Technology and Management will oversee the comprehensive evaluation of Florida's occupant protection usage rates. A consultant will be hired to conduct a statewide observational safety belt usage survey and a child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion survey about occupant protection. The surveys will be shared with partners across the state to assist with program development and educational opportunities.
Budget:	**$356,000**

Agency:	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
Project Name:	Child Passenger Safety (CPS) Support
Project Number:	M2X-2023-00026
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	The Florida Department of Highway Safety and Motor Vehicles will train their Education and Outreach Coordinators (EOC's) as Child Passenger Safety Technician Instructors (CPST-I's). These CPST-I's will plan, coordinate and travel to areas in need of CPS Certification and Recertification courses. They will also provide opportunities for Child Passenger Safety Technicians (CPST's) to meet the seat check activity sign off required to maintain certification, making it easier for CPST recertify.
Budget:	**$25,000**

Agency:	The Dori Slosberg Foundation, Inc. (DBA Dori Saves Lives)
Project Name:	Occupant Protection and Child Passenger Safety Subgrant
Project Number:	OP-2023-00059
Funding Source:	402
Local Benefit:	$0
Project Description:	The Dori Slosberg Foundation, Inc. (DBA Dori Saves Lives) will be conducting a Social Media Campaign entitled: Buckle Up To Live! This campaign will be conducted on via social media platforms to disburse messages videos, Public Service Announcements, and infographics directed at low safety belt-use groups to emphasize the importance of wearing a safety belt while in a moving vehicle. This campaign will include community outreach in school, libraries, community centers, and community events.
Budget:	**$10,000**

Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 402

Local Benefit: $1,451,000

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 2023 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 2023 *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: **$1,425,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety	OP-2023-00180	$45,000	$45,000
City of Miami Police Department	Miami Safety Belt Enforcement Project	OP-2023-00251	$85,000	$85,000
DeFuniak Springs Police Department	Occupant Protection and Child Passenger Safety	OP-2023-00358	$15,000	$15,000
Delray Beach Police Department	Delray Beach Police Occupant Protection and Child Passenger Safety	OP-2023-00233	$60,000	$60,000
Hillsborough County Sheriff's Office	Occupant Protection Education and Enforcement Operation	OP-2023-00011	$125,000	$125,000
Homestead Police Department	Homestead Police Department Occupant Protection Project	OP-2023-00311	$55,000	$55,000
Jackson County Sheriff's Office	Jackson County Sheriff's Office Occupant Protection Program	OP-2023-00221	$30,000	$30,000

Live Oak Police Department	Occupant Protection	OP-2023-00121	$20,000	$20,000
Miami Beach Police Department	Occupant Protection and Child Passenger Safety	OP-2023-00198	$75,000	$75,000
Miami-Dade Police Department	Miami-Dade Occupant Protection and Child Passenger Safety Program	OP-2023-00300	$300,000	$300,000
Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Strategy	OP-2023-00356	$200,000	$200,000
Palm Beach Gardens Police Department	Occupant Protection Initiative	OP-2023-00306	$35,000	$35,000
Tallahassee Police Department	Safety Belt Enforcement	OP-2023-00044	$50,000	$50,000
Tampa Police Department	Sit Tight and Belt Right	OP-2023-00322	$200,000	$200,000
Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Passenger Safety	OP-2023-00227	$30,000	$30,000
West Palm Beach Police Department	Occupant Protection and Child Passenger Safety	OP-2023-00151	$100,000	$100,000

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 target 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 (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach
  Mass Media Campaigns (CTW: Chapter 1, Page 60)
- Seat Belts and Child Restraints - Communications and Outreach
  Supporting Enforcement (CTW: Chapter 2, Page 25)
- Seat Belts and Child Restraints - Communications and Outreach
  Strategies for Older Children (CTW: Chapter 2, Page 36)
- Seat Belts and Child Restraints - Communications and Outreach
  Strategies for Child restraint & Booster Seat Use (CTW: Chapter 2, Page 38)
- Speeding and Speed Management - Communications and Outreach
  Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 32)
- Distracted Driving - Communications and Outreach
  Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 17)

- Motorcycle Safety - Communications and Outreach
  Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 21)

- Motorcycle Safety - Communications and Outreach
  Communications and Outreach: Motorist Awareness of Motorcyclists (CTW: Chapter 5, Page 22)

- Pedestrian Safety - Impaired Pedestrians
  Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 30)

- Bicycle Safety - Driver and Bicyclists
  Share the Road Awareness Programs (CTW: Chapter 9, Page 34)

- Drowsy Driving – Communications and Outreach
  Communications and Outreach on Drowsy Driving (CTW: Chapter 10, Page 12)

RATIONALE FOR SELECTION

NHTSA's current High Visibility Enforcement (HVE) model of promoting safety 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 target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Distracted Driving Media Campaign
Project Number:	PM-2023-00363
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**

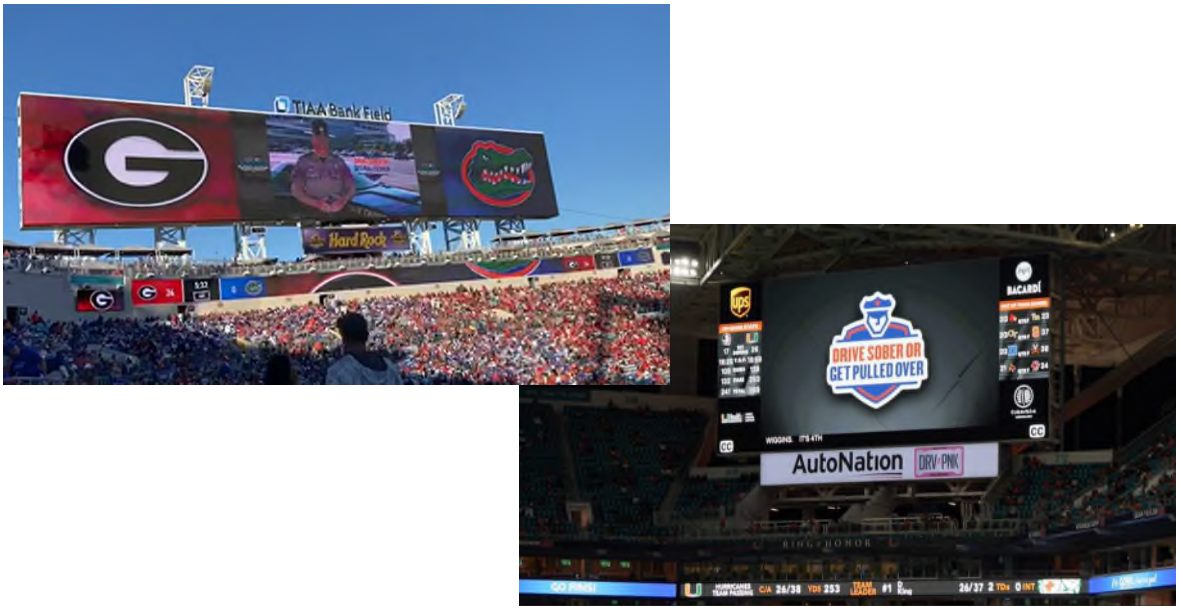
Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Florida *Click It or Ticket* Media Campaign
Project Number:	M2PEM-2023-00362
Funding Source:	405(b)
Local Benefit:	$0
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements 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:	**$1,700,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Impaired Driving Statewide Media Campaign
Project Number:	M5PEM-2023-00365
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**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Railroad Crossing Safety Media Campaign
Project Number:	PM-2023-00364
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**

Agency:	The University of South Florida - Center for Urban Transportation Research
Project Name:	Work Zone Safety Media Campaign
Project Number:	PM-2023-00129
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-2023-00249
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:	**$460,000**



Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Impaired Driving Professional Sports Marketing
Project Number:	M5PEM-2023-00252
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 2023 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-2023-00250
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**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Statewide Pedestrian and Bicycle Safety Media Campaign
Project Number:	FHPE-2023-00373
Funding Source:	405(h)
Local Benefit:	N/A
Project Description:	The Florida Department of Transportation will purchase media to broadcast Florida's Alert Today, Alive Tomorrow Pedestrian Safety Campaign. This program will focus on areas with the highest representation of serious and fatal crashes to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
Budget:	**$1,500,000**

Agency:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Name:	Pedestrian and Bicycle Safety Public Education Program – Billboard and Transit Advertising
Project Number:	FHPE-2023-00027
Funding Source:	405(h)
Local Benefit:	N/A
Project Description:	The University of North Florida's Institute of Police Technology and Management will purchase billboard and transit advertising to increase awareness of traffic laws pertaining to pedestrians and bicyclists. This program will focus on areas with the highest representation of serious and fatal crashes in an effort to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
Budget:	**$500,000**

Agency:	The University of South Florida - Center for Urban Transportation Research
Project Name:	Impaired Motorcyclist Media Campaign
Project Number:	M5PEM-2023-00341
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**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Stop Speeding Safety Campaign
Project Number:	PM-2023-00367
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT State Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a stop speeding campaign. Educational messages will be promoted through mediums such as radio, videos, social media, etc.
Budget:	**$750,000**

Agency:	The University of South Florida - Center for Urban Transportation Research
Project Name:	Motorcycle Safety Media Campaign
Project Number:	PM-2023-00340
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**

Agency:	The University of South Florida - Center for Urban Transportation Research
Project Name:	*Share the Road* Media Campaign
Project Number:	M11MA-2023-00342
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:	**$275,000**

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 safetybelts 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 (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Pedestrian Safety - Impaired Pedestrians
  Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 30)
- Pedestrian Safety - All Pedestrians
  Reduce and Enforce Speed Limits (CTW: Chapter 8, Page 34)
- Pedestrian Safety - All Pedestrians
  Conspicuity Enhancement (CTW: Chapter 8, Page 37)
- Pedestrian Safety - All Pedestrians
  Enforcement Strategies (CTW: Chapter 8, Page 39)
- Pedestrian Safety - All Pedestrians
  University Educational Campaign (CTW: Chapter 8, Page 44)
- Bicycle Safety - Children
  Bicycle Safety Education for Children (CTW: Chapter 9, Page 21)

- Bicycle Safety - Adults
  Bicycle Safety Education for Adult Cyclists (CTW: Chapter 9, Page 26)
- Bicycle Safety - All Bicyclists
  Active Lighting and Rider Conspicuity (CTW: Chapter 9, Page 27)
- Bicycle Safety - All Bicyclists
  Promote Bicycle Helmet Use With Education (CTW: Chapter 9, Page 30)
- Bicycle Safety - All Bicyclists
  Enforcement Strategies (CTW: Chapter 9, Page 31)
- Bicycle Safety - All Bicyclists
  Motorist Passing Bicyclist Laws (CTW: Chapter 9, Page 32)
- Bicycle Safety - Drivers and Bicyclists
  Driver Training (CTW: Chapter 9, Page 33)
- Bicycle Safety - Drivers and Bicyclists
  Share the Road Awareness Programs (CTW: Chapter 9, Page 34)

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 target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Pedestrian and Bicycle Safety Outreach and Support
Project Number:	PS-2023-00256
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. 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:	**$516,000**

Agency:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Name:	Florida's Comprehensive Pedestrian and Bicycle Safety Program
Project Number:	PS-2023-00202
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the Statewide Pedestrian 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.
Budget:	**$480,000**

Agency:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Name:	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program
Project Number:	PS-2023-00023
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida's 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.
Budget:	**$100,000**

Agency:	University of North Florida - Institute of Police Technology and Management (IPTM)
Project Name:	Pedestrian and Bicycle Program Evaluation and Data Collection
Project Number:	PS-2023-00025
Funding Source:	402
Local Benefit:	$0
Project Description:	The I University of North Florida's Institute of Police Technology and Management will conduct formative, process, outcome, and impact evaluations of the state's Comprehensive Pedestrian and Bicycle Safety 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:	**$236,500**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program
Project Number:	PS-2023-00128
Funding Source:	402
Local Benefit:	$0
Project Description:	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.
Budget:	**$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 Grants Tracking System (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, six 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 target of zero deaths.

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Operation of the Highway Traffic Safety Grants Section
Project Number:	PA-2023-00366
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, six 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:	**$455,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Highway Safety Travel and Training
Project Number:	PA-2023-00370
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:	**$24,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Florida Highway Traffic Safety Grant System Upgrade and Support
Project Number:	PA-2023-00374
Funding Source:	402
Local Benefit:	$0
Project Description:	FDOT State Safety office will purchase a grant management solution software package upgrade that can be technically supported in the coming years. Costs for the system upgrade, configuration, training, and documentation will be billed in the first year along with the annual maintenance support and hosting fee.
Budget:	**$250,000**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Traffic Safety Support
Project Number:	PA-2023-00259
Funding Source:	402
Local Benefit:	$0
Project Description:	Tallahassee Community College will support two 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:	**$210,000**


NHTSA Programs
Chris Craig
Traffic Safety Administrator
➢ LEL Programs
➢ Paid Media
PLANNING & OPERATIONS
Danielle King
Traffic Safety Operations Coordinator
❑ Subrecipient Training
❑ Electronic Grants Management
❑ Annual Plans and Reports
➢ Planning and Administration
Vacant
Traffic Safety Fiscal Assistant
❑ Subgrant and Invoice Tracking
❑ File Management
❑ Administrative Duties
FINANCIAL
Shana Morris
Traffic Safety Financial Analyst
❑ Invoice Auditing and Processing
Adriane Liedy
Traffic Safety Financial Analyst
❑ Invoice Auditing and Processing
PROGRAM MANAGEMENT
Ernie Bradley
Traffic Safety Program Manager
➢ Impaired Driving
Willem DeGreef
Traffic Safety Program Manager
➢ Aging Road Users
➢ Occupant Protection
Juanita Williams
Traffic Safety Program Manager
➢ Teen Driver Safety
➢ Public Traffic Safety Professionals Training
➢ Community Traffic Safety Teams
Edith Peters
Traffic Safety Program Manager
➢ Motorcycle Safety
➢ Work Zone Safety
Vacant
Traffic Safety Program Manager
➢ Traffic Records
➢ Distracted Driving
Vacant
Traffic Safety Program Manager
➢ Pedestrian and Bicycle Safety
Vacant
Traffic Safety Program Manager
❑ Property Monitoring
➢ Speeding and Aggressive Driving
Vacant
Traffic Safety Program Manager
➢ Mini Enforcement Subgrants
FDOT Position
Grant Funded Position
➢ Italics indicates subgrants managed
❑ Indicates major duties outside of subgrant management

POLICE TRAFFIC SERVICES - LEL

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, Safety Belts and Child Restraints, Speeding and Speed Management, Distracted and Drowsy Driving, Motorcycle Safety, Young Drivers, Older Drivers, Pedestrian Safety, and 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

- 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.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- 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.

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

Florida's FY 2023 405(B) Occupant Protection Grants

Occupant Protection Plan

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

In FY 2021, the state conducted a National Highway Traffic Safety Administration (NHTSA) occupant protection assessment. With guidance from the updated SHSP and NHTSA occupant protection assessment, the FOPC updated the Occupant Protection Strategic Plan in FY 2022 to guide efforts in 2022–2026. A copy of the current FOPC Strategic Plan is attached to this application as attachment **FL-FY23_405b_FOPC Strategic Plan**.

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 safety 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 safety belt use, child restraint use, and high crash/injury rates. Statewide dates of participation in the wave coincide with the NHTSA Memorial Day CIOT campaign wave.

The campaign wave will include the following elements:

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

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PUBLIC INFORMATION AND EDUCATION

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

PAID MEDIA

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

DIGITAL AND SOCIAL MEDIA

The FDOT State Safety CIOT website, 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 safety belt and child restraint laws
- The importance of strong and consistent enforcement in increasing usage rates
- The goals, activities, and enforcement waves of this program
- Attendance at state and national workshops and conferences concerning occupant protection

ENFORCEMENT EFFORTS

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

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

In addition to statewide enforcement periods, each region may conduct 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 2023 campaign wave will be required to report all activities conducted during the enforcement periods to the LEL program via an online reporting system. All applicable forms will be completed and returned in the specified time frame.

PROGRAM EVALUATION

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

- Florida Department of Highway Safety and Motor Vehicles (FLHSMV) Traffic Crash Facts
- Florida Department of Transportation's Safety Belt and Child Restraint Use in Florida Final Report
- FY 2023 CIOT Public Opinion/Attitude Survey
- The number of LEAs participating in the *Click It or Ticket* campaign wave
- The number of safety belt citations written during the *Click It or Ticket* campaign wave
- The number of child restraint citations written during the *Click It or Ticket* campaign wave
- Analytics measuring digital and social media following the *Click It or Ticket* campaign wave

Active Child Restraint Inspection Stations

County	Population 2020 Estimate	Number of Stations	Rural/Urban County	FY23 Matrix Top 25% (At-Risk)
Alachua	270,405	3	Urban	No
Baker	28,588	1	Rural	No
Bay	175,776	2	Urban	Yes
Bradford	28,818	1	Rural	No
Brevard	604,154	4	Urban	No
Broward	1,946,104	17	Urban	Yes
Calhoun	14,894	0	Rural	No
Charlotte	185,392	1	Urban	No
Citrus	149,781	1	Urban	Yes
Clay	219,925	0	Urban	No
Collier	386,478	1	Urban	No
Columbia	70,694	1	Rural	Yes
DeSoto	36,388	1	Rural	Yes
Dixie	16,704	0	Rural	No
Duval	988,783	3	Urban	Yes
Escambia	324,620	2	Urban	No
Flagler	114,053	0	Urban	No
Franklin	12,229	2	Rural	No
Gadsden	46,345	1	Rural	Yes
Gilchrist	18,027	0	Rural	No
Glades	13,230	0	Rural	No
Gulf	14,716	1	Rural	No
Hamilton	14,618	0	Rural	No
Hardee	27,571	0	Rural	Yes
Hendry	40,594	1	Rural	No
Hernando	192,189	2	Urban	No
Highlands	104,384	1	Rural	No
Hillsborough	1,481,163	3	Urban	Yes
Holmes	20,184	1	Rural	No
Indian River	158,238	0	Urban	No
Jackson	47,171	2	Rural	Yes
Jefferson	14,831	1	Rural	No
Lafayette	8,721	0	Rural	No
Lake	368,828	4	Urban	No
Lee	756,912	4	Urban	No
Leon	300,519	3	Urban	No
Levy	41,634	2	Rural	Yes
Liberty	8,774	1	Rural	No
Madison	19,254	1	Rural	No
Manatee	397,727	3	Urban	No
Marion	375,908	2	Urban	No
Martin	161,017	1	Urban	No
Miami-Dade	2,864,600	4	Urban	Yes
Monroe	76,280	2	Rural	No
Nassau	87,389	1	Urban	No
Okaloosa	204,326	2	Urban	No
Okeechobee	42,187	1	Rural	Yes
Orange	1,426,631	5	Urban	Yes
Osceola	388,132	1	Urban	No
Palm Beach	1,469,904	15	Urban	Yes
Pasco	539,769	2	Urban	No
Pinellas	986,400	9	Urban	Yes
Polk	707,191	4	Urban	No
Putnam	73,311	1	Urban	Yes
Santa Rosa	183,633	3	Urban	No
Sarasota	434,853	4	Urban	No
Seminole	470,856	7	Urban	No
St. Johns	266,128	2	Urban	No
St. Lucie	316,620	2	Urban	No
Sumter	133,310	3	Urban	No
Suwannee	46,028	0	Rural	Yes
Taylor	22,654	1	Rural	No
Union	15,493	0	Rural	No
Volusia	546,612	1	Urban	No
Wakulla	33,394	1	Rural	No
Walton	72,528	1	Rural	No
Washington	25,252	1	Rural	No
Totals:	**21,639,866**	**147**		

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 Inspection Stations that service 97% of the state, which includes service for over 82% of Florida's rural counties and 99% 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_FY23_405b_CPS Fitting Stations by County**

	Number of Counties Covered	Number of Stations	Population Served	% Category Served
All Counties	**55**	**147**	**20,972,364**	**97.0%**
Rural Counties	**21**	**25**	**806,899**	**82.0%**
Urban Counties	**34**	**122**	**20,165,465**	**98.0%**
At-Risk Counties	**16**	**68**	**11,846,816**	**99.0%**

In addition, the FDOT State Safety Office awarded subgrant funding in FY 2021 and FY 2022 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 79 certified CPS Instructors (CPST-I) and 3 instructor candidate
- Florida has 3 certified Technician Proxies
- Florida has 991 certified CPS Technicians (CPST)

RECRUITMENT AND TRAINING

Based on the total number of classes held and technicians trained during FY 2021 and FY 2022 (partial—through the beginning of June), an additional sixteen Certification Courses and one Renewal Course are currently scheduled for FY 2022.

FY 2021 TOTALS		FY 2022 TOTALS*	
Certification Courses:	**16**	**Certification Courses:**	**37**
Renewal Courses:	**0**	**Renewal Courses:**	**3**
Students Certified / Recertified:	**98**	**Students Certified / Recertified:**	**341**

*As of June 6, 2022

For those in need of asistance 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 encouragment, 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 certifciation training during the FY 2023 year:

FY23 CPST Certification Course Priority Counties

2020 Population Data

County	# Techs	# Instructors	# Tech Proxies	# Tech Candidates	# Instructor Candidates	# Spanish-	# Special Needs	Population All Ages	CPST-I Per	# Techs Needed
Baker	1	0	0	0	0	0	0	28,588	3.5	1
Bradford	0	0	0	0	0	0	0	28,818	0.0	2
Brevard	18	1	0	0	0	2	0	604,154	3.1	12
Charlotte	4	0	0	0	0	1	0	185,392	2.2	6
Clay	3	0	0	2	0	0	0	219,925	2.3	6
Collier	14	2	0	0	0	8	0	386,478	4.1	4
Dixie	0	0	0	0	0	0	0	16,704	0.0	1
Duval	23	2	0	5	0	0	2	988,783	3.0	20
Glades	0	0	0	0	0	0	0	13,230	0.0	1
Hamilton	0	0	0	0	0	0	0	14,618	0.0	1
Hendry	1	0	0	0	0	0	0	40,594	2.5	2
Hernando	4	0	0	0	0	0	0	192,189	2.1	6
Highlands	4	1	0	0	0	1	0	104,384	4.8	1
Hillsborough	42	4	0	8	0	3	3	1,481,163	3.6	21
Indian River	3	0	0	0	0	0	0	158,238	1.9	5
Jackson	2	0	0	0	0	0	0	47,171	4.2	1
Lafayette	0	0	0	0	0	0	0	8,721	0.0	1
Levy	1	0	0	0	0	1	0	41,634	2.4	2
Liberty	0	0	0	0	0	0	0	8,774	0.0	1
Marion	15	0	0	0	0	1	0	367,247	4.1	4
Martin	3	0	0	0	0	0	0	161,017	1.9	6
Miami-Dade	69	5	2	2	0	33	5	2,864,600	2.7	66
Okaloosa	7	0	0	1	0	1	0	204,326	3.9	3
Orange	62	4	0	3	0	10	8	1,426,631	4.8	3
Osceola	12	1	0	5	0	4	1	388,132	4.6	2
Pasco	14	1	0	2	0	0	3	539,769	3.1	10
Polk	32	1	1	0	0	6	0	707,191	4.8	2
Putnam	1	0	0	0	0	1	0	73,355	1.4	3
St. Johns	9	1	0	0	0	0	1	434,853	2.3	12
Suwannee	1	0	0	0	0	0	0	46,028	2.2	2
Taylor	1	0	0	0	0	0	0	22,654	4.4	1
Washington	0	0	0	0	0	0	0	25,252	0.0	2

*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 chld 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 it's growth and services were expanded to include the Special Needs Child Restriant 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. A list of the agencies that participated in 2022 and are presumed to participate in 2023, representing the 92% participation is included as attachment **FL_FY23_405b_CIOT Participation**.

HIGH RISK POPULATION COUNTERMEASURE PROGRAM

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

Every year, thousands of people die in motor vehicle crashes. According to 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 target 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. This decline proved to be temporary as unrestrained fatalities have continued to increase since 2018. As such, reducing unrestrained vehicle fatalities and injuries continue to be a safety priority for the State.

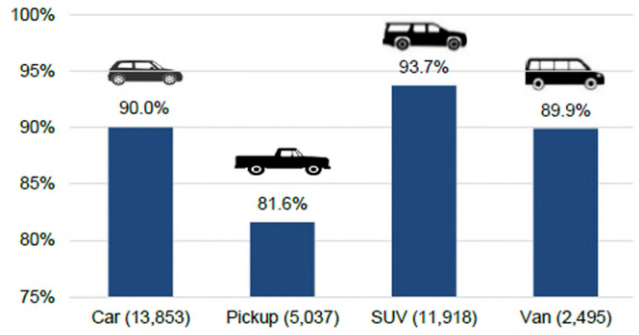
Restraint Use Among Passenger Vehicle Occupant Fatalities in Florida: 2007–2019

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	3.50%	1,879	1,813	41%	59%
2008	686	40%	1,000	58%	42	2.40%	1,728	1,686	41%	59%
2009	626	41%	846	56%	44	2.90%	1,516	1,472	43%	57%
2010	660	47%	706	50%	37	2.60%	1,403	1,366	48%	52%
2011	568	46%	609	49%	65	5.20%	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	889	53%	740	44%	65	4%	1,694	1,629	55%	45%
2017	923	56%	673	41%	49	3%	1,645	1,596	58%	42%
2018	847	54%	693	44%	36	2%	1,581	1,540	55%	45%
2019	899	57%	658	42%	28	2%	1,585	1,557	58%	42%

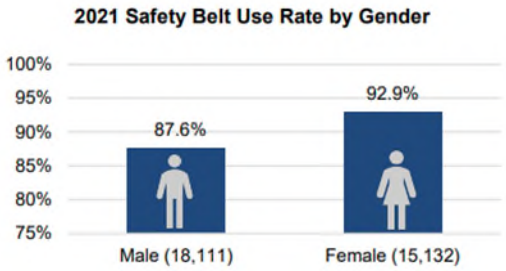
Source of data in this table and all tables that follow: Fatality Analysis Reporting System (FARS) 2007–2019 Final File.

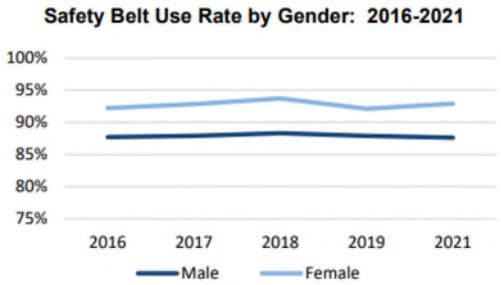
Annually, FDOT conducts a statewide observational safety belt survey. The 2021 survey identified several high-risk populations/groups with low safety belt use. Occupants in pickup trucks wore belts less often (81.6%) compared to occupants in other vehicle types. Occupants in pickup trucks have exhibited lower usage than those in other vehicle types every year of the survey.

2021 Observed Safety Belt Use Rate by Vehicle Type



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

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

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

will be made available on the Florida Occupant Protection Coalition and Florida Occupant Protection Resource Center websites.

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

Currently Florida concentrates its marketing efforts on encouraging the public, primarily 18 to 34-year-old males, to buckle up through the *Click It or Ticket* national campaign. The National Highway Traffic Safety Administration (NHTSA) requires all states, to conduct this high visibility enforcement and media efforts each year.

Enforcement Component

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

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

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the 2023 Florida Law Enforcement Traffic Safety Challenge. This training may include:

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

FY2023 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 2023. 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.

- Boynton Beach Police Department
- City of Miami Police Department
- DeFuniak Springs Police Department
- Delray Beach Police Department
- Hillsborough County Sheriff's Office
- Homestead Police Department
- Jackson County Sheriff's Office
- Live Oak Police Department
- Miami Beach Police Department
- Miami-Dade Police Department
- Palm Beach County Sheriff's Office
- Palm Beach Gardens Police Department
- Tallahassee Police Department
- Tampa Police Department
- The Dori Slosberg Foundation, Inc. (DBA Dori Saves Lives)
- 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-FY23_405b_FOPC Strategic Plan**.
- The name and title of the State's designated occupant protection coordinator is Willem de Grief, Traffic Safety Program Manager.
- The list of names, titles and organizations of the Florida Occupant Protection Coalition are provided below an also attached as **FL_FY23_405b_FOPC Membership List.**

FLORIDA OCCUPANT PROTECTION COALITION MEMBERSHIP

Name	Organization	Title	Field Represented
Amy Artuso	National Safety Council	Senior Program Manager	Advocacy Group
Thomas Aspey	Seminole Police Department	Officer	Law Enforcement
Andrea Atran	Florida Department of Transportation – District 2	Community Traffic Safety Specialist	Community Traffic Safety Team
Michael Binder	University of North Florida	Associate Professor/Faculty Director	University System, Research Facilities
Art Bodenheimer	Florida Police Chiefs Association	Officer	Law Enforcement
Chris Broome	NHTSA	Regional Program Manager	Advocacy Group
Danielle Campbell	Orlando Police Department	Traffic Safety Supervisor	Law Enforcement
	Car Fit	Senior Transportation Consultant	Advocacy Group
Ronda Cerulli	Florida Department of Health	Safe Kids Treasure Coast Program Director	State Agency
Robert Chaffe	Preusser Research Group	Senior Research Associate	University System, Research Facilities
Chris Craig	Florida Department of Transportation	Traffic Safety Administrator	State Agency
Willem de Greef	Florida Department of Transportation	Traffic Safety Program Manager	State Agency
Jacob Gonzalez	Tampa Police Department	Detective	Law Enforcement
Lucy Gonzalez-Barr	University of Florida	Education Training Specialist II	University System, Research Facilities
Leilani Gurener	Florida Department of Highway Safety and Motor Vehicles	Program Manager, Office of Driver Safety	State Agency
Adam Harpstrite	University of North Florida – IPTM	Program Specialist	University System, Research Facilities
Ryan Hathaway	Okeechobee County Fire Rescue	Captain of Community Risk Reduction	Fire/Rescue
Sarah Haverstick	Goodbaby International	Safety Advocate	For-Profit Agency
Ginny Hinton	University of Florida	County Extension Agent - Family & Consumer Sciences	University System, Research Facilities
Andrew Hopkins	University of North Florida, Public Opinion Research Lab	Assistant Director	University System, Research Facilities
Carrisa Johns	Orange County Sheriffs Office	Occupant Protection Specialist	Law Enforcement
Charles Kane	Florida Law Enforcement Liaison Program	Law Enforcement Liaison	Law Enforcement

Name	Organization	Title	Field Represented
Danielle Kessenger	The PLAYERS Center, Wolfson Children's Hospital	Child Passenger Safety Lead	Health
Doreen Kobelo	Florida A&M University	Associate Professor	University System, Research Facilities
Margaret Susie Kolb	DeMond Kolb and Associates	Child Passenger Safety Technician Instructor	Layperson
Sally Kreuscher	The Children's Hospital of South Florida	Safe Kids Coordinator	Health
Alan Mai	Florida Department of Health	Injury Epidemiologist	State Agency
Jasper Masciocchi	University of Florida, Florida OPRC	Education Training Specialist III	University System, Research Facilities
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Dewey Painter	South East American Indian Council, Inc.	Executive Director	Advocacy Group
Thomas Pikul	Florida Highway Patrol	Captain	Law Enforcement
Kelly Powell	Safe Kids		Advocacy Group
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David Summers	Health Care District Palm Beach County	Trauma Nurse Outreach Coordinator	Health
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Wanda Tison	University of Florida, Florida OPRC	Research Coordinator I	University System, Research Facilities

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FLORIDA OCCUPANT PROTECTION COALITION

STRATEGIC PLAN 2022-2026

Updated June 2022

FDOT

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Table of Contents

Executive Summary

Florida reached a historic record for statewide safety belt usage of 90.6 percent in 2018 and settled at 90.1 percent in 2021. Observed safety belt usage in Florida has risen 30 percentage points in the last 17 years and has increased approximately eight percentage points from 81.7 percent in 2008 to 90.1 percent in 2021[1]. Florida's primary safety belt law became effective in 2009. The law requires that all drivers, all front seat passengers, and all passengers under the age of 18 wear seat belts. Children under age 4 must be in a safety seat, and children ages 4 and 5 must be in either a safety seat or a booster seat; some exemptions apply to cars manufactured prior to 1968 and trucks prior to 1972.

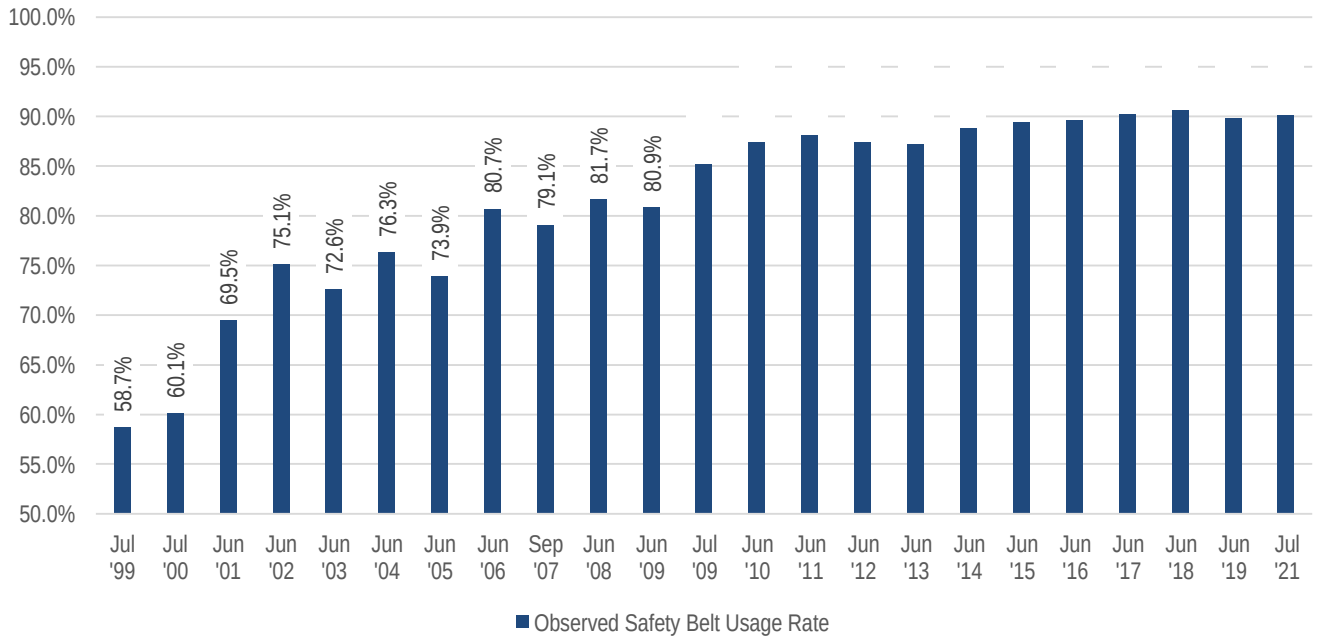


Figure 1: Florida Observed Safety Belt Usage Rate (1999-2021)[2]

Despite these impressive gains in safety belt usage and the implementation of many proven countermeasures, efforts to reduce the number of traffic fatalities and serious injuries involving unrestrained vehicle occupants in Florida continues to be a challenge in the state's goal to reach zero fatalities. Since 2016, about 23 percent of all traffic fatalities in Florida involved an unrestrained occupant[3]. Florida's occupant protection program involves enforcement, communication, and the education necessary to achieve significant, lasting increases in safety belt and child safety seat usage. Florida is dedicated to continuing to reduce the number of fatalities and serious injuries related to unrestrained vehicle occupants.

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

[2] Source: Safety Belt Use in Florida 2021 Final Report.

[3] Source: Florida Strategic Highway Safety Plan.

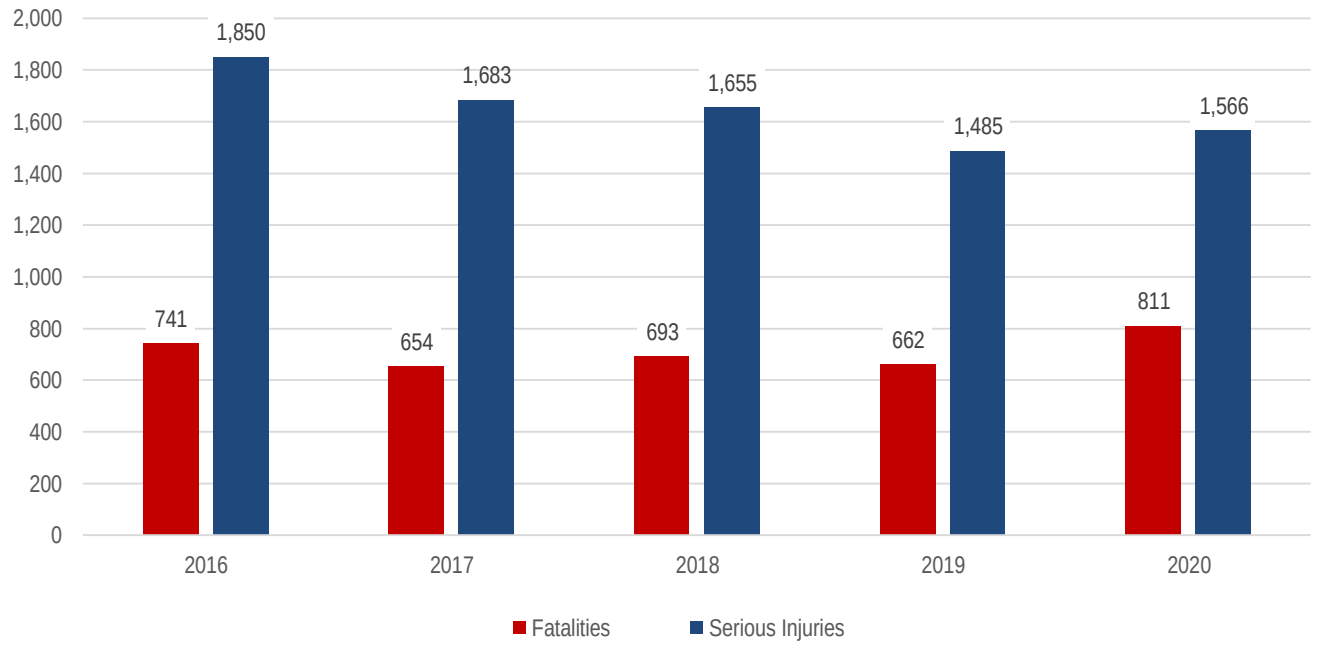


Figure 2: Florida's Unrestrained Occupant Fatalities and Serious Injuries (2016-2020)[4]

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

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

[4] Source: Signal Four Analytics Crash Dashboard (June 2022).

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-old males, minorities, and pickup truck drivers);
- Media campaigns that support the national *Click It or Ticket* mobilization; and
- The Florida Occupant Protection Resource Center that provides statewide occupant protection training, education, and resources.

Strategic Plan Focus

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

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

Effectiveness of Florida's Occupant Protection Program

NHTSA provides guidance on the proven effectiveness of countermeasure programs in Countermeasures That Work: A Highway Safety Guide for State Highway Safety Offices Tenth Edition, 2020 (CTW). The CTW citations below reference the programs that Florida is implementing.

Countermeasures Targeting Adults

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

Countermeasures Targeting Children and Youth

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

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

Strategic Highway Safety Plan (SHSP)

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

Stakeholders

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

Problem Identification

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

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

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

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

Strategic Plan Organization

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

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

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

Program Management and Planning

NHTSA Occupant Protection Assessment

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

Florida Occupant Protection Coalition

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

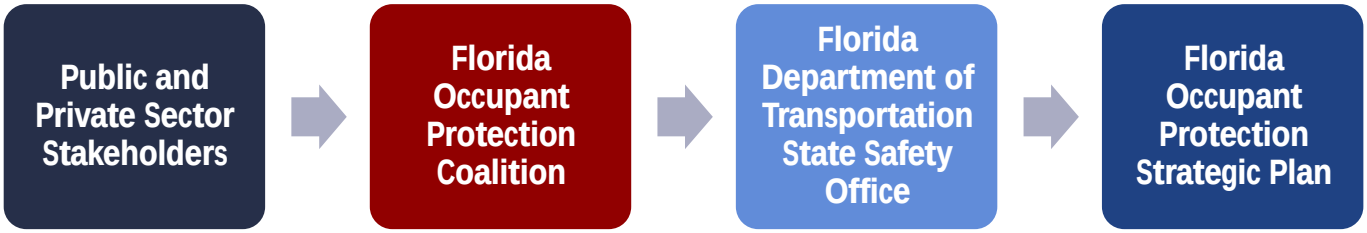
Coalition members' responsibilities include:

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

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

Strategic Planning

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



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

Program Management

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

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

Data and Records

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

Outreach and Communication

Target Zero

Target Zero is Florida's statewide initiative to reduce traffic fatalities and serious injuries with an ultimate goal of zero. On average, eight people are killed and 49 are seriously injured on Florida's roads every day. In the majority of those serious and fatal crashes, driver behavior is a contributing factor. This initiative focuses on connecting, interacting, and designing our transportation system to specifically relate to those road users that are most involved in crashes that resulted in serious injuries and fatalities.

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

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

Paid Media

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

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

Marketing and Communications Plan

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

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

Community-Based Programs

Community Traffic Safety Teams

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

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

Schools

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 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 show teenage drivers and passengers are among 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.

The Florida SADD Coordinator, who also leads 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.

Traffic Safety Resource Center

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

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

Law Enforcement

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

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

Law Enforcement Liaisons

One of the nation's 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 Coordinator and several LELs are members of the FOPC.

Child Passenger Safety

Florida Special Needs Occupant Protection Assistance

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

National Child Passenger Safety Week

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

Occupant Protection For Low-Use Groups

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

Program Evaluation and Data

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

Program Evaluation

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

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

The safety belt use surveys provide an accurate and reliable estimate of driver and front seat outboard passenger safety belt use in Florida. Data collected includes observed safety belt use rates by gender, vehicle type, roadway

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

Data

Florida effectively maintains a system of records that can:

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

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

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

Appendix A – Florida Occupant Protection Coalition Membership

Name	Organization	Title	Field Represented
Amy Artuso	National Safety Council	Senior Program Manager	Advocacy Group
Thomas Aspey	Seminole Police Department	Officer	Law Enforcement
Andrea Atran	Florida Department of Transportation – District 2	Community Traffic Safety Specialist	Community Traffic Safety Team
Michael Binder	University of North Florida	Associate Professor/Faculty Director	University System, Research Facilities
Art Bodenheimer	Florida Police Chiefs Association	Officer	Law Enforcement
Chris Broome	NHTSA	Regional Program Manager	Advocacy Group
Danielle Campbell	Orlando Police Department	Traffic Safety Supervisor	Law Enforcement
	Car Fit	Senior Transportation Consultant	Advocacy Group
Ronda Cerulli	Florida Department of Health	Safe Kids Treasure Coast Program Director	State Agency
Robert Chaffe	Preusser Research Group	Senior Research Associate	University System, Research Facilities
Chris Craig	Florida Department of Transportation	Traffic Safety Administrator	State Agency
Willem de Greef	Florida Department of Transportation	Traffic Safety Program Manager	State Agency
Jacob Gonzalez	Tampa Police Department	Detective	Law Enforcement
Lucy Gonzalez-Barr	University of Florida	Education Training Specialist II	University System, Research Facilities
Leilani Gurener	Florida Department of Highway Safety and Motor Vehicles	Program Manager, Office of Driver Safety	State Agency
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Consultant Support			
Alan Amidon	Cambridge Systematics	Professional	State Agency
Danny Shopf	Cambridge Systematics	Associate	State Agency

Appendix B - Florida Occupant Protection Strategic Action Plan

Updated May 19, 2022

GOAL 1: PROGRAM MANAGEMENT

Objective 1A: Meeting Facilitation and Progress Tracking

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
1A.1	FDOT Cambridge Systematics	Quarterly	Conduct quarterly Florida Occupant Protection Coalition (FOPC) meetings.	Number of meetings conducted annually	In-person meeting conducted 2/16/22 & 2/17/22	In-person meeting conducted 5/18/2022 & 5/19/2022		
1A.2	Cambridge Systematics	Quarterly	Update progress on Occupant Protection (OP) Strategic Action Plan strategies to include recent implementation activities.	Action Plan progress updated quarterly	Posted on website	Posted on website		

Objective 1B: Data Analysis/Reporting

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
1B.1	Cambridge Systematics	Annual	Develop an Annual OP Fact Sheet.	Fact sheet developed and posted on FOPC website and publicized	CS Developing	CS will present at Aug 2022 meeting		
1B.2	Robert Chaffe Mark Solomon	Annual	Review Florida's OP traffic records related data annually and determine if target audiences have changed.	Data analyzed and target audiences adjusted (if applicable)	Reviewing FARS, S4, and previous Fact Sheet	Reviewing FARS, S4, and previous Fact Sheet		
1B.3	Andrew Hopkins	Annual	Increase the number and availability of OP data sources.	Information for all applicable data sources available on FOPC website and publicized (i.e., Signal Four, etc.)	Reviewing public health/trauma data	Reviewing public health/trauma data		
1B.4	Doreen Kobelo	Annual	Analyze OP data to understand trends and challenges specifically for minority populations.	Data analysis conducted annually and posted on FOPC website and publicized	Coordinating with Mark Solomon	Continuing to coordinate with FLHSMV and FARS		

Objective 1C: Policies and Best Practices

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
1C.1	Jasper Masciocchi	Biennial	Review literature and interview states above the national average observed safety belt use rate to identify innovative strategies and best practices.	Research conducted; Interviews conducted.	Identifying states above 90%	Narrowing list to a few target states with consistently above 90%		
1C.2	Jasper Masciocchi Danielle Kessenger	Biennial	Review literature and interview states above the national average observed CPS use rate to identify innovative strategies and best practices.	Research conducted; Interviews conducted.	Identifying potential states	Identifying potential states		
1C.3	Leilani Gruener	Quarterly	Regularly coordinate with other Florida traffic safety coalitions to identify education and enforcement opportunities across Strategic Highway Safety Plan (SHSP) Emphasis Areas.	Number of traffic safety coalitions coordinated with (annually).	Attending upcoming coalition meetings	Attending upcoming coalition meetings		

Objective 1D: Maintain a Robust and Active FOPC Membership

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
1D.1	FDOT	Quarterly	Review meeting attendance of existing membership and connect with members that have not attended the previous two meetings to ensure they still intend to participate.	Members contacted; meeting attendance increased.	Updating current membership list	Continuing to monitor member participation		
1D.2	Susie Kolb Dewey Painter	Quarterly	Expand FOPC membership to include Florida business leaders, tourism leaders, civic organizations, trade and medical associations, insurance companies, Florida Highway Patrol (FHP), and Florida Department of Education, and others deemed to benefit the Coalition's mission and objectives.	Potential members identified and contacted; number of new representatives participating.	Connecting with potential contacts. Will forward info to FDOT.	Petra is coordinating with American Association of Pediatrics (AAP) Susie has identified a retired pediatrician		

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
1E.1	Danielle Campbell Carissa Johns	Annual	Annually inventory vehicle safety features related to occupant protection to determine if educational materials need to be created.	Safety feature inventory updated (annually).	Reviewing SMFL and AARP examples.	Developing list of vehicle safety features		
1E.2	Carissa Johns Petra Stanton	Annual	Annually review the latest research on connected and automated vehicle (CAV) technology to determine potential (positive and negative) impacts on occupant protection.	Annual review complete (white paper?)	Attending CAV safety meetings	Carissa presented on Safe Kids Automated Vehicles Alliance (SKAVA)		

GOAL 2: ENFORCEMENT

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
2A.1	Tim Roberts	Annual	Create a *Click It or Ticket* (CIOT) Resources Toolbox.	Toolbox created and posted on Law Enforcement Liaison (LEL) Website and publicized.	Toolboxes created and available through LELs	Toolboxes created and available through LELs		
2A.2	Tim Roberts	Annual	Encourage Florida law enforcement agencies to participate in the national *Click It or Ticket* campaign and enforcement activities.	Number of agencies participating in *Click It or Ticket*	LELs coordinating with agencies	LELs coordinating with agencies		
2A.3	Tim Roberts	Quarterly	Distribute Child Passenger Safety (CPS) Tip cards to Florida law enforcement agencies.	Number of tip cards distributed.	Distribution ongoing	Distribution ongoing		
2A.4	Tim Roberts Carissa Johns Danielle Campbell	Quarterly	Meet with law enforcement agencies in counties with a higher than average rate of fatalities involving unrestrained or improperly restrained children to share CPS Tip cards and other resources.	Number of agency meetings.	Identifying target agencies	Identifying target agencies		
2A.5	Charles Kane	Quarterly	Develop and distribute a tip card for aging road users.	Number of tip cards distributed.	Conducting Tip Card revisions	Finalizing and will publish prior to next meeting		
2A.6	Mostyn Mullins Charles Kane	Annual	Increase law enforcement participation at CarFit events.	Number of officers participating at CarFit events.	Coordinating prior to next meeting	CarFit will now allow in-person events again		
2A.7	Tim Roberts Willem DeGreef	Annual	Encourage Florida law enforcement agencies to continue nighttime safety belt enforcement activities when possible.	Number of notifications distributed and publicized.		Included with CIOT enforcement activities		

Objective 2B: Improve Law Enforcement Safety Belt Usage

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
2B.1	Charles Kane Greg Rittger	Annual	Conduct annual safety belt survey targeted at law enforcement officers to determine officer safety belt use practices.	Survey conducted.	Under development	Survey has been updated and streamlined		
2B.2	Tim Roberts	Short-Term	Develop and distribute educational materials demonstrating the myths and facts about law enforcement safety belt usage and proper restraint use for law enforcement officers.	Number of materials distributed and publicized.	Under development	Under development		

Objective 2C: Law Enforcement Tools and Resources

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
2C.1	Tim Roberts	Annual	Develop and distribute an occupant protection guide and/or presentation for law enforcement executives about occupant protection best practices and opportunities.	Number of guides distributed and publicized.	Under development	Under development		
2C.2	Tim Roberts	Annual	Present at Florida Sheriff's Association (FSA) and Florida Police Chief's Association (FPCA) meetings annually on Florida's OP challenges and how their membership can help address these challenges.	Presented to FSA and FPCA.	Presented at FPCA meeting	Will follow up at Aug 2022 meeting		
2C.3	Tim Roberts	Quarterly	Review and update the LEL website quarterly to ensure the most recent and relevant tools and resources are available.	LEL website updated and publicized.	Reviewed and updated	Reviewed and updated		
2C.4	Tim Roberts	Annually	Develop a best practices guide for Observational Safety Belt Surveys conducted by law enforcement agencies.	Guide developed and posted on LEL website and publicized.	Posted to LEL website	Posted to LEL website Considering adding guidance on demographic survey information		
2C.5	Andy Johnson Petra Stanton		Distribute Florida's Battle of the Belts best practices guide/toolbox.	Guide/toolbox posted on LEL website and publicized.	Coordinating with FTSDC	Coordinating with FTSDC		

GOAL 3: CHILD PASSENGER SAFETY

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
3A.1	FDOT	Annual	Annually review list of CPS Technicians (CPSTs) and CPS Technician Instructors (CPST-Is) across the state to identify active instructors and potential gaps.	List of active instructors created and updated annually.	List/Map available on OPRC	Working on identifying gaps		
3A.2	Amanda Throndsen	Annual	Annually contact CPST-Is and encourage them to reach out to inactive technicians to offer additional support and resources.	CPTS-Is contacted.	Compiling list of recently expired technicians	Compiling list of recently expired technicians		
3A.3	Krista Ott Sarah Haverstick	Annual	Conduct annual CPST-I (in person or virtual) meeting(s) to share ideas and best practices.	Annual meeting conducted.	Coordinating in-person instructor meeting	Agenda drafted		
3A.4	Danielle Kessinger Sarah Haverstick	Annual	Coordinate with CPST-Is to contact CPSTs that need to renew their certification.	Number of CPSTs recertified (annually).	Coordinating prior to next meeting	Still working on tracking down those that need to renew		
3A.5	Petra Stanton Sarah Haverstick	Annual	Conduct Safe Travel for All Children (STAC) training to improve and expand CPST-Is' knowledge, skills, and capabilities.	Number of CPST-Is trained.	Coordinating training.	Training will be offered before Kids In Motion conference. Will hold another training after (targeting November)		

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
3B.1	Patty Turner Danielle Kessinger	Annual	Annually review materials available on the Florida Traffic Safety Resource Center (FTSRC) to identify potential gaps or existing material revisions.	TSRC reviewed; materials updated or replaced annually.	In progress	In progress		
3B.2	Chris Craig Leilani Gruner	Short-Term	Develop and distribute educational materials on child seats and safety belts on golf carts (partnership with law enforcement, Visit Florida, FDOH, Safe Kids, etc.).	Number of materials distributed.	Coordinating with FDOT and FLHSMV	In Design. Will share at Aug 2022 meeting.		
3B.3	Danielle Kessinger Danielle Campbell Carissa Johns	Short-Term	Develop and distribute educational materials on child seats and safety belts at school pick-up/drop-off lines	Number of materials distributed	Reviewing Orange County examples	Danielle K will share draft content prior to next meeting		
3B.4	TBD	Short-Term	Develop and distribute educational materials on the risks of heat stroke and other dangers of children in hot vehicles.	Number of materials distributed				

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
3C.1	Zee Osuigwe Ginny Hinton Susie Kolb Ronda Cerulli	Short-Term	Conduct an inventory of existing CPS Diversion programs in Florida and post results to FOPC website.	Inventory conducted.	Contacting counties to inquire about programs	Continuing to coordinate with counties and courts		
3C.2	Zee Osuigwe Ginny Hinton Susie Kolb Ronda Cerulli	Medium-Term	Develop a model CPS diversion program based on Florida and national best practices, including input from judicial and prosecution representation.	Model diversion program developed.	To be completed after 3C.1	To be completed after 3C.1		
3C.3	Zee Osuigwe Ginny Hinton Susie Kolb Ronda Cerulli	Long-Term	Analyze CPS crash and citation data to determine potential locations for CPS diversion program pilot.	Potential locations identified.	To be completed after 3C.2	To be completed after 3C.2		
3C.4	Zee Osuigwe Ginny Hinton Susie Kolb Ronda Cerulli	Medium-Term	Develop and distribute a CPS Diversion Program fact sheet for LE to distribute when issuing a citation for improper child restraint.	Number of fact sheets developed.	To be completed after 3C.2	To be completed after 3C.2		

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
3D.1	Julie Noble Danielle Kessinger	Annual	Annually review CPS model language and make adjustments based on shifting priorities and emerging best practices.	Model language reviewed annually; Adjustments made as needed.	Will review following legislative session	No changes needed following 2022 legislative session		
3D.2	Julie Noble Petra Stanton	Annual	Annually review Florida' legislative proposals to identify opportunities for improved CPS specific model legislative language.	Legislative language reviewed annually and reported to FOPC.	Tracking legislative activities	No CPS-related changes following 2022 legislative session		
3D.3	Petra Stanton	Medium-Term	Coordinate with the Florida Department of Children and Families to update their Child Transportation Log to include confirmation of proper child restraint usage.	Transportation Log updated.		Petra will identify a DCF contact		

GOAL 4: OP FOR LOW USE GROUPS

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
4A.1	Michael Binder	Annual	Review and update the OP Communications Plan to ensure communications strategies and target audiences (Action Step 1B.2) remain effective.	Communications plan reviewed annually.	To be completed after 1B.2	To be completed after 1B.2		
4A.2	Michael Binder	Annual	Conduct post-CIOT Awareness Survey annually and present results to the FOPC.	Survey conducted and results presented.	Under development	Under development		
4A.3	FDOT	Annual	Provide annual updates to the FOPC on paid media strategies, activities, and results.	Presentation given to FOPC.	Pending CIOT media campaign	Presented at May 2022 meeting		
4A.4	Andrea Atran Dewey Painter	Annual	Implement targeted education and outreach program using the Buckle Up Florida campaign focused on low-use groups.	Number of Buckle Up Florida impressions.	Reviewing materials on TSRC	Reviewing materials on TSRC		

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
4B.1	Andrea Atran	Annual	Annually review materials available on the TSRC to identify potential gaps or existing material revisions.	TSRC reviewed.	Reviewing TSRC	Reviewing TSRC		
4B.2	Jasper Masciocchi	Short-Term	Develop and distribute OP materials for low-use groups (including males 18-34, pickup drivers, and minority populations).	Number of materials distributed.	Identifying materials	Identifying materials		
4B.3	Chris Craig David Summers	Short-Term	Develop and distribute materials related to passengers riding in the bed of a pickup truck.	Number of materials distributed.	Revising draft tip card	In Design. Will share at Aug 2022 meeting.		
4B.4	Andrea Atran Dewey Painter	Medium-Term	Evaluate existing OP-related materials and develop new materials focused on minority populations.	Materials reviewed annually, updated as needed, and publicized.	Reviewing TSRC	Reviewing TSRC		

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
4C.1	TBD	Short-Term	Partner with the Safe Mobility For Life Coalition to increase the number of CarFit Events in Florida	Number of CarFit events conducted	CarFit not meeting in-person yet	CarFit approved to meet in-person again. Will follow up in Aug 2022		
4C.2	Chris Craig	Short-Term	Coordinate with Florida's Community Traffic Safety Teams (CTST) to identify regional and local occupant protection challenges	List of local and regional challenges developed	Meeting CTST coordinators	Meeting CTST coordinators		
4C.3	Chris Craig	Medium Term	Coordinate with Florida CTSTs to identify specific occupant protection materials and best practices and implement pilot programs, where appropriate	List of materials and best practices developed Number of pilot programs conducted	To be completed after 4C.2	To be completed after 4C.2		

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

Action Step #	Action Step Leader(s)	Timeframe	Description	Performance Measures	Feb 2022	May 2022	Aug 2022	Q1 2023
4D.1	Chris Craig	Annual	Annually review safety belt model language and suggest adjustments based on priorities and emerging best practices.	Model language reviewed annually; Adjustments made as needed	Will review following legislative session	No changes needed following 2022 legislative session		
4D.2	Willem de Greef	Short-Term	Develop a model safety belt policy for consideration by state agencies and other Florida businesses.	Model language posted on FOPC website and publicized.	Under development	Under development		
4D.3	Julie Noble Petra Stanton	Annual	Annually review Florida' legislative proposals to identify opportunities for improved safety belt specific model legislative language.	Legislative language reviewed and reported to FOPC	Tracking legislative activities	No safety belt-related changes following 2022 legislative session		

Florida law enforcement agencies we anticipate will participate in FY2023 *Click It or Ticket* Enforcement Mobilization

Altamonte Springs Police Department
Apopka Police Department
Astatula Police Department
Atlantic Beach Police Department
Atlantis Police Department
Auburndale Police Department
Aventura Police Department
Baker County Sheriff's Office
Bal Harbour Village Police Department
Bay Harbor Island Police Department
Belle Isle Police Department
Biscayne Park Police Department
Boca Raton Police Department
Bonifay Police Department
Bradford County Sheriff's Office
Broward County Sheriff's Office
Bunnell Police Department
Cape Coral Police Department
Casselberry Police Department
Charlotte County Sheriff's Office
Chipley Police Department
Clermont Police Department
Clewiston Police Department
Coconut Creek Police Department
Collier County Sheriff's Office
Coral Gables Police Department
Coral Springs Police Department
Crestview Police Department
Dade City Police Department
Davenport Police Department
Davie Police Department
Daytona Beach Shores Public Safety
DeFuniak Springs Police Department
Desoto County Sheriff's Office
Doral Police Department
Edgewood Police Department
El Portal Police Department
Escambia County Sheriff's Office
Fellsmere Police Department
Fernandina Beach Police Department
Flagler County Sheriff's Office
Florida Agricultural and Mechanical Police Department
Florida Gulf Coast University Police Department
Florida Highway Patrol Troop A
Florida Highway Patrol Troop B
Florida Highway Patrol Troop C
Florida Highway Patrol Troop D
Florida Highway Patrol Troop E
Florida Highway Patrol Troop F
Florida Highway Patrol Troop G
Florida Highway Patrol Troop I
Florida Highway Patrol Troop K
Florida Highway Patrol Troop L
Florida International University Police Department
Florida Polytech University
Florida State University Police Department
Fort Lauderdale Police Department
Fort Walton Beach Police Department
Fruitland Park Police Department
Glades County Sheriff's Office
Golden Beach Police Department
Green Cove Springs Police Department
Gulf Breeze Police Department
Gulfport Police Department
Gulfstream Police Department
Haines City Police Department
Hardee County Sheriff's Office
Hendry County Sheriff's Office
Hernando County Sheriff's Office
Hialeah Gardens Police Department
Hialeah Police Department
Highland Beach Police Department
Highlands County Sheriff's Office

Hillsborough County Sheriff's Office
Holly Hill Police Department
Hollywood Police Department
Holmes Beach Police Department
Homestead Police Department
Indialantic Police Department
Indian Creek Village Police Department
Indian River County Sheriff's Office
Indian River Shores Police Department
Jacksonville Beach Police Department
Juno Beach Police Department
Jupiter Island Police Department
Jupiter Police Department
Key Biscayne Police Department
Key Colony Beach Police Department
Key West Police Department
Kissimmee Police Department
Lake City Police Department
Lake Clarke Shores Police Department
Lake County Sheriff's Office
Lake Hamilton Police Department
Lake Mary Police Department
Lake Placid Police Department
Lake Wales Police Department
Lakeland Police Department
Lantana Police Department
Lauderhill Police Department
Lawtey Police Department
Lee County Port Authority Police Department
Lee County Sheriff's Office
Leesburg Police Department
Leon County Sheriff's Office
Lighthouse Point Police Department
Long Boat Key Police Department
Longwood Police Department
Lynn Haven Police Department
Madison County Sheriff's Office
Maitland Police Department
Marco Island Police Department
Marianna Police Department
Mascotte Police Department
Medley Police Department
Melbourne Beach Police Department
Mexico Beach Police Department
Miami Beach Police Department
Miami Gardens Police Department
Miami Police Department
Miami Shores Police Department
Miami Springs Police Department
Miami-Dade County Police Department
Miami-Dade Schools Police Department
Miccosukee Tribal Police Department
Milton Police Department
Miramar Police Department
Monroe County Sheriff's Office
Monticello Police Department
Mount Dora Police Department
Naples Police Department
Nassau County Sheriff's Office
Neptune Beach Police Department
New College of FL Police Department
New Smyrna Beach Police Department
Niceville Police Department
North Bay Village Police Department
North Miami Beach Police Department
North Miami Police Department
North Port Police Department
Northwest Florida State College Police Department
Ocala Police Department
Ocean Ridge Police Department
Ocoee Police Department
Okaloosa County Sheriff's Office
Okeechobee County Sheriff's Office
Okeechobee Police Department

Opa-Locka Police Department
Orange City Police Department
Orange Park Police Department
Orange Sheriff's Office
Orchid Police Department
Osceola County Sheriff's Office
Oviedo Police Department
Palm Bay Police Department
Palm Beach County Sheriff's Office
Palm Beach Gardens Police Department
Palm Beach Police Department
Palmetto Police Department
Panama City Beach Police Department
Panama City Police Department
Pasco County Sheriff's Office
Pembroke Pines Police Department
Pinecrest Police Department
Pinellas County Sheriff's Office
Pinellas Park Police Department
Plantation Police Department
Polk County Sheriff's Office
Ponce Inlet Police Department
Port St. Lucie Police Department
Punta Gorda Police Department
Quincy Police Department
Riviera Beach Police Department
Sanibel Police Department
Santa Rosa County Sheriff's Office
Sarasota County Sheriff's Office
Sarasota Police Department
Sebring Police Department
Seminole County Sheriff's Office
Seminole Tribe Police Department Hollywood
Sewall's Point Police Department
Shalimar Police Department
Sneads Police Department
South Miami Police Department
South Palm Beach Police Department
Springfield Police Department
St. Augustine Beach Police Department
St. Augustine Police Department
St. Cloud Police Department
St. John's County Sheriff's Office
St. Petersburg Police Department
Stuart Police Department
Sumter County Sheriff's Office
Sunny Isles Beach Police Department
Sunrise Police Department
Surfside Police Department
Sweetwater Police Department
Tallahassee Police Department
Tampa Police Department
Tarpon Springs Police Department
Taylor County Sheriff's Office
Temple Terrace Police Department
Treasure Island Police Department
Umatilla Police Department
University of Miami Police Department
University of South Florida Police Department
Valpariso Police Department
Vero Beach Police Department
Virginia Gardens Police Department
Walton County Sheriff's Office
Wauchula Police Department
West Melbourne Police Department
West Miami Police Department
West Palm Beach Police Department
Wilton Manors Police Department
Winter Haven Police Department
Winter Park 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

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
Walk-Ins Welcome: No
Virtual Assistance Available: Yes
Days of Operation: Weekdays
Hours of Operation: By Appointment

Service Fee: Yes $20.00
Donation Requested: No
Multi-Lingual: Spanish
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

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: fireresc ue_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: fireresc ue_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

Charlotte County Health Department

1100 Loveland Boulevard
Port Charlotte, FL 33980

Contact: Farrah Fishman
Phone: 941.624.7200 ext. 7273
Email: farrah.fishman@flhealth.gov

Appointment Needed: Yes
Walk-Ins Welcome: No
Virtual Assistance Available: Yes
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm

Service Fee: No
Donation Requested: No
Multi-Lingual: Spanish
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

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
Walk-Ins Welcome: No
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
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

Alachua County

Alachua County Health Department

224 Southeast 24th Street
Gainesville, FL 32643

Contact: Jamie (Pamela) Lambert
Phone: 352.225.4354
Email: pamela.lambert@flhealth.gov

Appointment Needed: Yes
Days of Operation: 3rd Tuesday
Hours of Operation: 9:00 am–11:00 am

Multi-Lingual: Spanish

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

Baker County Health Department

480 West Lowder Street
Macclenny, FL 32063

Contact: Kishia K Browning
Phone: 904.653.5253
Email: Kishia.Browning@flhealth.gov

Bay County

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

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

Brevard County

Satellite Beach Fire Rescue

1390 South Patrick Drive
Satellite Beach, FL 32937

Contact: Lisa Davis
Phone: 321.773.4405
Email: SBFDAdmin@satellitebeach.org

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

Appointment Needed: Yes
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm

Donation Requested: Yes

UF/IFAS Extension Brevard County

Turnquest Community Center
1686 Marywood Road
Melbourne, FL 32940

Contact: Gayle Whitworth
Phone: 321.633.1702

Days of Operation: 2x a month

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

Broward County

Broward Sheriff's Office/Tamarac DLE District

7515 Pine Island Road
Tamarac, FL 33321

Phone: 954.720.2225

Broward Sheriff's Office/Youth and Neighborhood Services

200 Northwest 27th Avenue
Ft. Lauderdale, FL 33311

Phone: 954.321.4717

Broward Sheriff's Office—Cooper City

10550 Stirling Road
Cooper City, FL 33026

Contact: Public Education Unit
Phone: 954.432.8905
Email: fireresc ue_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: fireresc ue_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: fireresc ue_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: fireresc ue_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

Coral Springs Fire Department
2801 Coral Springs Drive
Coral Springs, FL 33065

Contact: Robert Bertone
Phone: 954.346.1396

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: 954.276.1236

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

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
Hearing Impaired Assistance: No

Plantation Fire Department
8101 West Broward Boulevard
Plantation, FL 33324

Phone: 954.797.2150

Pompano Beach Fire Department
120 Southwest 3rd Street
Pompano Beach, FL 33060

Phone: 954.786.4510

Sunrise Police Department
10440 West Oakland Park Boulevard
Sunrise, FL 33351

Phone: 954.746.3611

Tamarac Fire Department
6000 Hiatus Road
Tamarac, FL 33321

Phone: 954.597.3800

Charlotte County

Charlotte County Health Department
1100 Loveland Boulevard
Port Charlotte, FL 33980

Contact: Farrah Fishman
Phone: 941.624.7200 ext. 7273
Email: farrah.fishman@flhealth.gov

Appointment Needed: Yes
Walk-Ins Welcome: No
Virtual Assistance Available: Yes
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm

Service Fee: No
Donation Requested: No
Multi-Lingual: Spanish
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

Citrus County

Early Learning Coalition of the Nature Coast
382 North Suncoast Boulevard
Crystal River, FL 34429

Contact: Sue Littnan
Phone: 352.563.9939 ext.235
Email: slittnan@elc-naturecoast.org

Appointment Needed: Yes
Days of Operation: Monday–Thursday
Hours of Operation: 8:00 am–4:30 pm

Collier County

Collier County Sheriff's Office
3319 Tamiami Trail East, Bldg. J
Naples, FL 34112

Contact: Marianna Herrera
Phone: 239.774.4434

Columbia County

Columbia County Health Department
217 Northeast Franklin Street
Lake City, FL 32055

Phone: 386.758.1068

DeSoto County

DeSoto County Health Department
1031 East Oak Street
Arcadia, FL 34266

Contact: Tina Garcia
Phone: 863491.7580 x147

Duval County

Jacksonville Beach Fire Station 1
325 2nd Avenue South
Jacksonville Beach, FL 32250

Phone: 904.247.6201

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

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

Franklin County Health Deparment, Healthy Start Program
139 12th Street
Apalachicola, FL 32320

Contact: Patricia Rickards
Phone: 850.323.6024
Email: patricia.rickards@flhealth.gov

Appointment Needed: Yes
Walk-Ins Welcome: No
Virtual Assistance Available: No
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm

Service Fee: Yes $20.00
Donation Requested: No
Multi-Lingual: Language Line
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

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

Gadsden County Health Department
278 LaSalle Leffall Drive
Quincy, FL 23251
Phone: 850.875.7200

Gulf County

Gulf County Health Department

2475 Garrison Avenue
Port St. Joe, FL 32456

Contact: Kari Williams
Phone: 850.227.1276
Email: kari.williams@flhealth.gov

Hendry County

Florida Community Health Centers Inc.

315 South W.C. Owen Street
Clewiston, FL 33440

Contact: Jashiramor Harper
Phone: 863.983.7813 ext. 1423
Email: jharper@fchcinc.org

Appointment Needed: Yes
Days of Operation: Weekdays
Hours of Operation: 8:00 am–4:00 pm

Donation Requested: Yes
Multi-Lingual: Spanish

Hernando County

Catholic Charities DOSP/Foundations of Life Pregnancy Center

8370 Forest Oaks Boulevard
Spring Hill, FL 34606

Contact: Jeanne Whitely
Phone: 352.686.9897 x22

Healthy Start Hernando County

20148 Cortez Boulevard
Brooksville, FL 32601

Contact: Ruth Vryhof
Phone: 352.848.3977
Email: infohshernando@kidscentralinc.org

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

Lake Placid Police Department

8 North Oak Avenue
Lake Placid, FL 33852

Contact: Mostyn Mullins
Phone: 863.699.3757

Hillsborough County

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
Walk-Ins Welcome: No
Virtual Assistance Available: Yes
Days of Operation: Weekdays
Hours of Operation: By Appointment

Service Fee: Yes $20.00
Donation Requested: No
Multi-Lingual: Spanish
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

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

Appointment Needed: Yes
Walk-Ins Welcome: No
Virtual Assistance Available: No
Days of Operation: All week
Hours of Operation: All day

Service Fee: No
Donation Requested: No
Multi-Lingual: Spanish
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

Holmes County

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

Chipola Healthy Start Coalition

2944 Penn Avenue, Suite A
Marianna, FL 32446

Contact: Janai Mills-Groomes
Phone: 850.482.1236
Email: 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/Chipola Healthy Start

2944 Penn Avenue. Unit A
Marianna, FL 32448

Contact: Shanae Boston
Phone: 850.482.1236
Email: jgroomes@chipolahealthystart.org

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

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@lcso.org

Appointment Needed: Yes

Leesburg Fire Department
201 South Canal Street
Leesburg, FL 34748

Contact: Denys Neff
Phone: 352.728.9780

Appointment Needed: Yes

Lee County

Cape Coral Hospital
636 Del Prado Boulevard South
Cape Coral, FL 33990

Contact: Lorena Rodriguez
Phone: 239.343.5803

Appointment Needed: Yes
Days of Operation: Tuesday–Thursday
Hours of Operation: 8:00 am–4:30 pm

Multi-Lingual: Spanish

Golisano Hospital of Southwest Florida
9981 South Healthpark Drive
Fort Myers, FL 33908

Contact: Sally Kreuscher
Phone: 239.343.5101

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

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

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

Liberty County Healthy Start

12832 Northwest Central Avenue
Bristol, FL 32424

Contact: Katrina Sims
Phone: 850.674.5645 x248

Madison County

Madison County Health Department, Healthy Start Program

218 Southwest 3rd Avenue
Madison, FL 32340

Contact: Shanetha Mitchell or Tangela Knight
Phone: 850.973.5000 x2131
Email: shanetha.mitchell@flhealth.gov

Appointment Needed: Yes
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm

Manatee County

Bradenton Fire Department

1010 9th Avenue West
Bradenton, FL 34205

Phone: 941.932.9600

Cedar Hammock Fire Rescue

5200 26th Street West
Bradenton, FL 34207

Contact: Adam Chrisman
Phone: 941.751.7090
Email: achrisman@chfr.org

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
Walk-Ins Welcome: No
Virtual Assistance Available: No
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
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

Marion County

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

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
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

Martin County

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

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

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

Monroe County

Florida Keys Healthy Start Coalition

1100 Simonton Street
Key West, FL 33040

Contact: Alanna Dixon
Phone: 305.433.1556

Monroe County Health Department

50 Highpoint Drive, Suite 105
Tavernier, FL 33070
Phone: 305.853.7400

Nassau County

Nassau County Health Department
1620 Nectarine Street
Fernandina Beach, FL 32034

Phone: 904.548.1860

Okaloosa County

Beyond Just Buckled, Inc.
426 Bridgewater Court
Mary Ester, FL 32569

Contact: Kimberly Cooper
Phone: 850.218.8200

Crestview Fire Department
321 West Woodruff Avenue
Crestview, FL 32536

Contact: Kelly Smith-Thomas
Phone: 850.682.6141
Email: kthomascrestviewfire@gmail.com

Appointment Needed: Yes
Days of Operation: Monday–Sunday
Donation Requested: Yes

Okeechobee County

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

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

Kissimmee Police Department
8 North Stewart Avenue
Kissimmee, FL 34741

Contact: Cinthia Pabon
Phone: 407.847.0176 or 321.624.9471

Appointment Needed: Yes
Multi-Lingual: Spanish

Palm Beach County

Boca Raton Fire Rescue Services Department
6500 Congress Avenue
Boca Raton, FL 33487

Phone: 561.982.4000

Boynton Beach Fire Rescue
2080 High Ridge Road
Boynton Beach, FL 33426

Contact: 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 Boynton Beach
970 North Seacrest Boulevard
Boynton Beach, FL 33435

Contact: James Thaddies
Phone: 561.732.2377 ext. 130
Email: thad@p2ppbc.org

Bridges at Lake Park
1411 10th Street
Lake Park, FL 33403

Contact: Cindi Castle
Phone: 561.881.5060

Bridges at Lake Worth West

4730 Maine Street
Lake Worth, FL 33461

Contact: Mirian Santana
Phone: 561.649.9600
Email: msantana@lakeworthwest.org

Bridges at Northwood

Northmore Elementary School
4111 North Terrace Drive, Portable 9
West Palm Beach, FL 33407

Contact: Ailena Rivera
Phone: 561.840.3106
Email: ailena.rivera@chsfl.org

Bridges at Riviera

2831 Avenue South
Riviera Beach, FL 33404

Phone: 561.889.1644
Email: ewillingham@cp-cto.org

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

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

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: lnegron@pascocountyfl.net

Appointment Needed: Yes
Walk-Ins Welcome: No
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
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

Pinellas County

All Children's Hospital—Main Campus in St. Petersburg

501 6th Avenue South
St Petersburg, FL 33701

Contact: Petra Vybiralova
Phone: 800.756.7233 ext 4

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

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

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

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 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

Putnam County Emergency Services
410 South State Road 19
Palatka, FL 32177

Contact: Paul Flateau
Phone: 386.326.2793

Santa Rosa County

Santa Rosa County Extension
Extension Faculty - FCS/FNP
6263 Dogwood Drive
Milton, FL 32570

Contact: Ginny Hinton
Phone: 850.623.3868

Appointment Needed: Yes

Santa Rosa County Health Department
5527 Stewart Street
Milton, FL 32570

Phone: 850.983.4504

Santa Rosa County Health Department
277 South Garcon Pt. Road
Milton, FL 32583

Phone: 850.983.5200

Sarasota County

All Children's Hospital—Outpatient Care, Sarasota
5881 Rand Boulevard
Sarasota, FL 34238

Contact: Petra Vybiralova
Phone: 800.756.7233 ext 4

Southern Manatee Fire Rescue
2451 Trailmate Drive
Sarasota, FL 34243

Phone: 941.225.2591 or 941.751.7675

The Car Seat Guy
5039 Ocean Boulevard
Sarasota, FL 34242

Contact: Jacob Morris
Phone: 941.229.0937
Email: FLCarSeatGuy@gmail.com

Appointment Needed: Yes
Days of Operation: All Week
Hours of Operation: 9:00 am–7:00 pm
Service Fee: 35

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

Altamonte Springs Police Department
COPS Center, Altamonte Mall
Altamonte Springs, FL 32701

Contact: Maqia Simmons
Phone: 407.571.8294
Email: msimmons@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 f 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
Virtual Assistance Available: No
Days of Operation: 3rd Thursday of each month
Hours of Operation: 3:00 pm–5:00 pm

Service Fee: No
Multi-Lingual: No
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

St. Johns County

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. 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. Lucie County

Safe Kids St. Lucie County—Port St. Lucie Police Department

121 Southwest Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Contact: Rhonda Cerulli
Phone: 772.462.3501

Days of Operation: 3rd Wednesday
Hours of Operation: 9:00 am–noon

Multi-Lingual: Spanish

Safe Kids St. Lucie County—St. Lucie County Fire Department

350 East Midway
Fort Pierce, FL 34983

Contact: Ronda Cerulli
Phone: 772.462.3501

Days of Operation: 2nd Tuesday
Hours of Operation: 9:00 am–noon

Multi-Lingual: Spanish

Sumter County

Sumter 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

Taylor County Health Department
1215 North Peacock Avenue
Perry, FL 32347

Phone: 850.584.5087

Volusia County

Halifax Health Healthy Communities
1688 West Granada Boulevard, Suite 2C
Ormond Beach, FL 32174

Contact: Cher Philio
Phone: 386.425.7920
Email: cher.philio@halifax.org

Appointment Needed: Yes
Walk-Ins Welcome: No
Virtual Assistance Available: No
Days of Operation: Weekdays
Hours of Operation: 8:00 am–5:00 pm

Service Fee: No
Donation Requested: No
Multi-Lingual: Spanish
Hearing Impaired Assistance: No
Services for Children with Special Healthcare Needs: No

Wakulla County

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

UF/IFAS Extension Walton County

732 SR-83
DeFuniak Springs, FL 32433

Contact: Ricki McWilliams
Phone: 850.892.8172

Washington County

Washington County Health Department

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

Appendix A – Florida Occupant Protection Coalition Membership

Name	Organization	Title	Field Represented
Amy Artuso	National Safety Council	Senior Program Manager	Advocacy Group
Thomas Aspey	Seminole Police Department	Officer	Law Enforcement
Andrea Atran	Florida Department of Transportation – District 2	Community Traffic Safety Specialist	Community Traffic Safety Team
Michael Binder	University of North Florida	Associate Professor/Faculty Director	University System, Research Facilities
Art Bodenheimer	Florida Police Chiefs Association	Officer	Law Enforcement
Chris Broome	NHTSA	Regional Program Manager	Advocacy Group
Danielle Campbell	Orlando Police Department	Traffic Safety Supervisor	Law Enforcement
	Car Fit	Senior Transportation Consultant	Advocacy Group
Ronda Cerulli	Florida Department of Health	Safe Kids Treasure Coast Program Director	State Agency
Robert Chaffe	Preusser Research Group	Senior Research Associate	University System, Research Facilities
Chris Craig	Florida Department of Transportation	Traffic Safety Administrator	State Agency
Willem de Greef	Florida Department of Transportation	Traffic Safety Program Manager	State Agency
Jacob Gonzalez	Tampa Police Department	Detective	Law Enforcement
Lucy Gonzalez-Barr	University of Florida	Education Training Specialist II	University System, Research Facilities
Leilani Gurener	Florida Department of Highway Safety and Motor Vehicles	Program Manager, Office of Driver Safety	State Agency
Adam Harpstrite	University of North Florida – IPTM	Program Specialist	University System, Research Facilities
Ryan Hathaway	Okeechobee County Fire Rescue	Captain of Community Risk Reduction	Fire/Rescue
Sarah Haverstick	Goodbaby International	Safety Advocate	For-Profit Agency
Ginny Hinton	University of Florida	County Extension Agent - Family & Consumer Sciences	University System, Research Facilities
Andrew Hopkins	University of North Florida, Public Opinion Research Lab	Assistant Director	University System, Research Facilities

Name	Organization	Title	Field Represented
Carrisa Johns	Orange County Sheriffs Office	Occupant Protection Specialist	Law Enforcement
Charles Kane	Florida Law Enforcement Liaison Program	Law Enforcement Liaison	Law Enforcement
Danielle Kessenger	The PLAYERS Center, Wolfson Children's Hospital	Child Passenger Safety Lead	Health
Doreen Kobelo	Florida A&M University	Associate Professor	University System, Research Facilities
Margaret Susie Kolb	DeMond Kolb and Associates	Child Passenger Safety Technician Instructor	Layperson
Sally Kreuscher	The Children's Hospital of South Florida	Safe Kids Coordinator	Health
Alan Mai	Florida Department of Health	Injury Epidemiologist	State Agency
Jasper Masciocchi	University of Florida, Florida OPRC	Education Training Specialist III	University System, Research Facilities
Lisa Nichols	Wolfson Children's Hospital	Trauma Program Manager	Health
Julie Noble	Golisano Children's Hospital – Safe Kids Southwest Florida	Safe Kids SWFL Coordinator	Health
Zakkiyyah Osuigwe	Santa Rosa County	President	Community Traffic Safety Team
Krista Ott	Gainesville Fire Department	Fire and Life Safety Educator	Fire/Rescue
Dewey Painter	South East American Indian Council, Inc.	Executive Director	Advocacy Group
Thomas Pikul	Florida Highway Patrol	Captain	Law Enforcement
Kelly Powell	Safe Kids		Advocacy Group
Tonya Randolph	St. Joseph's Children's Wellness and Safety Center	Child Passenger Safety Instructor	Health
Patrick Riordan	Florida Highway Patrol	Troop B Public Affairs Officer	Law Enforcement
Tim Roberts	Florida Law Enforcement Liaison Program	Law Enforcement Liaison Coordinator	Law Enforcement
Miranda Sargent	Santa Rosa County Sheriffs Office	Grants Manager	Law Enforcement
Mark Solomon	Preusser Research Group	President	University System, Research Facilities

Name	Organization	Title	Field Represented
Amy Stafford	Hendry County Public Safety	Chief	Law Enforcement
Joe Steward	Florida Department of Transportation	Community Traffic Safety Team Coordinator	Community Traffic Safety Team
David Summers	Health Care District Palm Beach County	Trauma Nurse Outreach Coordinator	Health
Amanda Throndsen	Florida Department of Health	State Safe Kids Coordinator	State Agency
Wanda Tison	University of Florida, Florida OPRC	Research Coordinator I	University System, Research Facilities
Patty Turner	University of Florida, Florida OPRC	Education Training Specialist III	University System, Research Facilities
Melissa Valido	Florida SADD	Program Coordinator	Advocacy Group
Petra Stanton	Johns Hopkins All Children's Hospital	Safe Kids Supervisor	Health
Mark Welch	Florida Department of Highway Safety and Motor Vehicles	Operation and Management Consultant	State Agency
Morya Willis	Alachua County Traffic Safety Team	Occupant Protection Specialist	Community Traffic Safety Team
Consultant Support			
Alan Amidon	Cambridge Systematics	Professional	State Agency
Danny Shopf	Cambridge Systematics	Associate	State Agency

TRCC

DATA WHEN, WHERE, AND HOW YOU NEED IT

FLORIDA

TRAFFIC SAFETY INFORMATION SYSTEM STRATEGIC PLAN

2022-2026

FDOT

FLORIDA TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

PUBLISHED JUNE 2022

TARGET ZERO
FATALITIES & SERIOUS INJURIES

TABLE OF CONTENTS

1. INTRODUCTION

The Florida Traffic Safety Information System (TSIS) Strategic Plan serves as a guiding document for Florida's Traffic Records Coordinating Committee (TRCC). The plan covers a five-year period from 2022 through 2026. The purpose of the TSIS Strategic Plan is to provide a blueprint for measuring progress towards advancing the accessibility, accuracy, completeness, timeliness, and uniformity of Florida's traffic records systems and strengthening the TRCC program. It also provides Florida state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis required to conduct highway safety analyses in the State. The plan sets forth the specific actions and projects that will be undertaken over the next five years to accomplish these goals.

STRATEGIC PLANNING PROCESS

This TSIS update was guided and approved by the TRCC Executive Board, and published by the Florida Department of Transportation (FDOT). Participants in the strategic planning process included the TRCC Executive Board members and other interested representatives from TRCC member agencies. The following agencies were represented during the strategic planning process: FDOT, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), Florida Department of Health (FDOH), Agency for Health Care Administration (AHCA), Florida Highway Patrol (FHP), Florida 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 (Appendix C) to provide focus and direction to the high priority recommendations that came out of the assessment process.

The strategic planning process consisted of three phases, as shown in Figure 1. The activities that took place during each phase are discussed in more detail below.

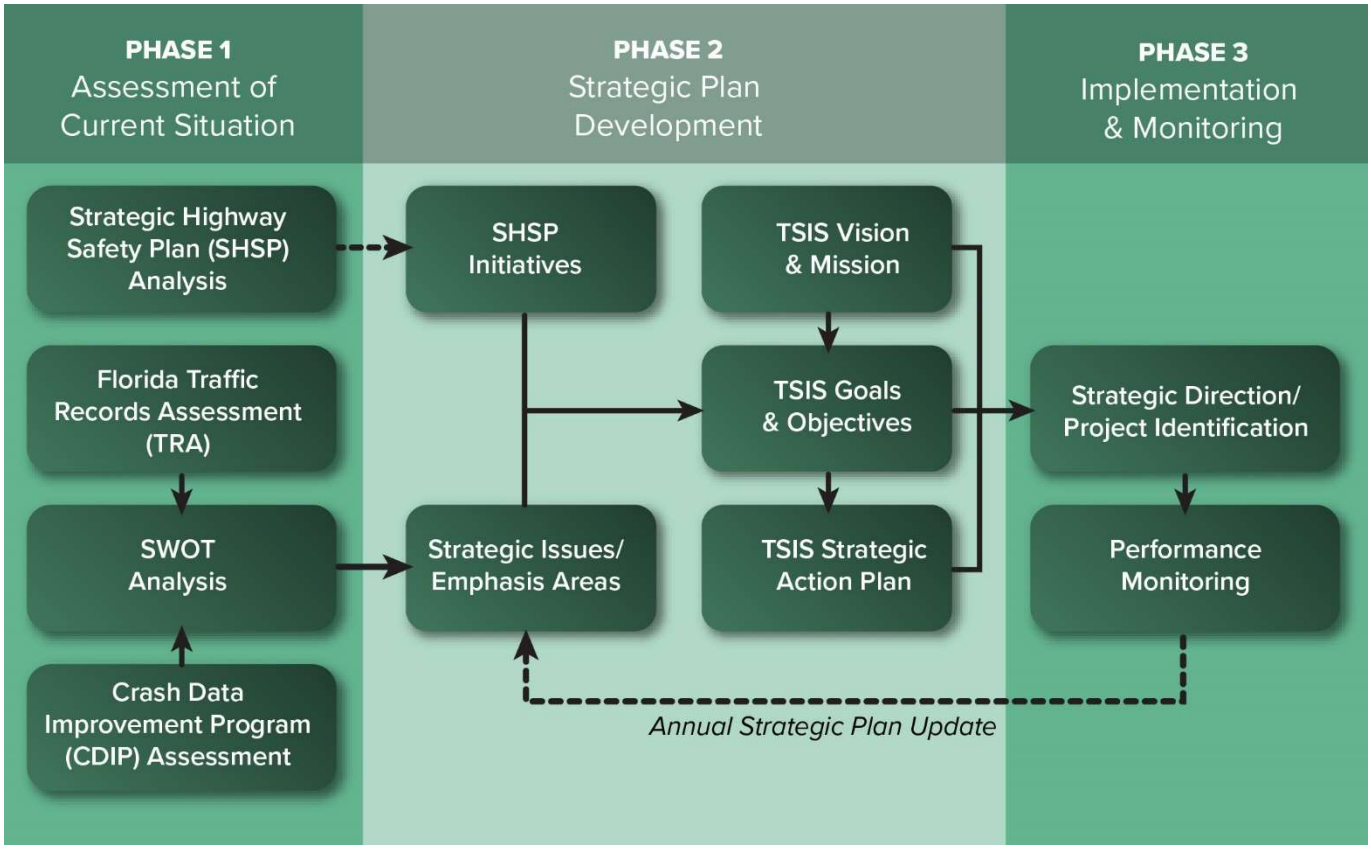


FIGURE 1: STRATEGIC PLANNING PROCESS

PHASE I: ASSESSMENT OF CURRENT SITUATION

Phase I involved an assessment of the current situation for Florida's traffic records information systems. This is largely defined by the traffic records and data collection deficiencies identified in the 2020 Traffic Records Assessment. Attendees participated in a SWOT analysis to identify strengths (S), weaknesses (W), opportunities (O), and threats (T) of Florida's traffic records information systems and the TRCC. The SWOT analysis provided a framework for matching Florida's strategy to the current situation. The results of the SWOT assessment were used to identify the following goals for the strategic plan: 1) Coordination; 2) Data Quality; 3) Integration; 4) Accessibility, and 5) Utilization.

PHASE II: STRATEGIC PLAN DEVELOPMENT

Phase II involved the development of the TSIS Strategic Plan, which consists of the vision, mission, goals, objectives, and strategies/action steps for improving the accessibility, accuracy, completeness, timeliness, integration, and uniformity of Florida's traffic records systems over the next five years.

Strategic planning participants conducted a visioning exercise and agreed the vision and mission should focus on the State's traffic records information systems, and not the TRCC as a group. The vision defines where Florida traffic records information systems will be in five years, while the mission is an overall statement of the desired result of Florida's planning efforts for traffic records systems. The TSIS vision and mission are detailed in Section 3.

Participants agreed the data quality objectives should focus on completeness, timeliness, accuracy, and uniformity, and owner agencies for each system determined whether the strategic plan would address each or a select few of the data quality attributes for their systems. Participants agreed objectives for integration should focus on the ability to link traffic

records data through a common or unique identifier, rather than achieving data integration through a data warehouse or similar environment.

Goals, objectives, and strategies/action steps were developed for each of the emphasis areas: timeliness, accuracy, completeness, uniformity, integration and accessibility. The results are detailed in Section 3.

PHASE III: IMPLEMENTATION AND MONITORING

Phase III is ongoing and involves identification of potential projects and systems improvement programs designed to move the State's traffic safety information systems in the direction defined by the goals, objectives, and strategies/action steps. Potential projects were identified at the April 2022 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 2022 – 2026 TSIS Strategic Plan will be prepared on an annual basis in conjunction with Florida's Section 405(c) grant application process.

STRATEGIC PLAN ORGANIZATION

The TSIS Strategic Plan is organized is follows:

- Section 1 provided an introduction and overview of the strategic planning process.
- Section 2 describes the operations, governance, and membership of Florida's Traffic Records Coordinating Committee.
- Section 3 presents the TSIS Strategic Plan elements, which include the TSIS vision, mission, goals, objectives, and action steps.
- Section 4 provides a current report on accomplishments for the current fiscal year, and a description of how Florida's Section 405(c) and 402 grant funds will be used to address the goals and objectives of the TSIS Strategic Plan.
- Appendix A provides the 2020 Traffic Records Assessment Executive Summary.
- Appendix B lists the participants in the strategic planning process.
- Appendix C provides the annually updated TSIS Action Plan which lists specific objectives, strategies, and action steps to advance traffic records systems in Florida.

2. TRAFFIC RECORDS COORDINATING COMMITTEE

Florida's Traffic Records Coordinating Committee (TRCC) is a statewide stakeholder forum created to facilitate the planning, coordinating and implementation of projects to improve the State's traffic records information systems. This section summarizes the mission, purpose, governance, and membership of Florida's TRCC.

TRCC MISSION

Through the coordinated efforts of its member organizations, the TRCC will provide a forum for the creation, implementation, and management of a traffic safety information system that provides accessible, accurate, complete, consistent, integrated, and timely traffic safety data to the State of Florida. The TRCC Executive Board shall include policy level representatives of the following data systems: Crash Data, Roadway Inventory, Citation/Adjudication, EMS/Injury Control, Driver License/Driver History, and Vehicle Registration.

TRCC PURPOSE

To ensure that accurate, complete, and timely traffic safety data is collected, analyzed, and made available to those agencies and individuals that need the information. Key functions of the TRCC include, but are not limited to:

- Maintain authority to review Florida's highway safety data and traffic records systems.
- Provide a forum for discussion of highway safety data and traffic records issues and report on any issues to the agencies and the organizations in the State that create, maintain, and use highway safety data and traffic records.
- Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of the highway safety data and traffic records system.
- Represent the interests of the agencies and organizations within the traffic records system to outside organizations.
- Review and evaluate new technologies to keep the State's highway safety data and traffic records systems up to date.
- Assist TRCC members applying for public and private funds to support and improve traffic records.
- Approve Florida's annual Section 405(c) application submitted by the Florida Department of Transportation (FDOT) to the NHTSA.
- Approve expenditures of Section 405(c) funds received by the FDOT.
- Review and approve the Florida Traffic Safety Information System Strategic Plan and any updates to the plan annually if tasks or objectives must be modified based on project progress.

GOVERNANCE OF THE TRCC

The TRCC Executive Board will elect the chair and vice chair of the TRCC from among its membership. The vice chair will serve as chair in his/her absence. The TRCC Executive Board meets, as needed, to discuss issues affecting Florida's Traffic Safety Information System. The TRCC Charter dictates that the TRCC Executive Board will meet at least once annually, however the Board normally meets at least once each quarter to conduct TRCC business. A majority vote of the members present at a meeting of the Executive Board is required to conduct TRCC business. At least four members of the Executive Board must be present to conduct business.

MEMBERSHIP OF THE TRCC

The TRCC consists of an Executive Board, 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 1: TRCC EXECUTIVE BOARD MEMBERSHIP[1]

NAME	AGENCY	TRAFFIC RECORDS SYSTEM REPRESENTED
Beth Allman (Chair)	Florida Clerk Courts and Comptrollers	Driver License / History Data Citation Law Enforcement / Citation Adjudication Data
Captain Lisa Barnett (Vice-Chair)	Florida Highway Patrol	Crash Citation Adjudication
David Brand	Florida Sheriff's Association	Crash Citation Adjudication
Mike Hall	Florida Department of Health	EMS / Injury Surveillance
Lora Hollingsworth	Florida Department of Transportation	Roadway System
Robert Kynoch	Florida Department of Highway Safety and Motor Vehicles	Crash Data System Driver Licensing System Vehicle Registration System Citation Adjudication Data
Deputy Chief Tonja Smith	Tallahassee Police Department	Crash Citation Adjudication

[1] TRCC Executive Board membership as of June 2022.

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 11, 2022 to discuss FY23 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.

TABLE 2: TRCC SUBCOMMITTEE MEMBERS[2]

NAME	AGENCY	APPLICATION REVIEW SUBCOMMITTEE	DATA SUBCOMMITTEE
Brenda Clotfelter	Florida Department of Health	☒	☒
Karen Card	Florida Department of Health	☐	☒
Richie Frederick	Florida Department of Highway Safety and Motor Vehicles	☒	☒
Wilton Johnson	Florida Department of Highway Safety and Motor Vehicles	☒	☒
Thomas Austin	Florida Department of Highway Safety and Motor Vehicles	☒	☒
Angela Lynn	Florida Department of Highway Safety and Motor Vehicles	☒	☒
Amy Pontillo	Florida State University	☒	☒
Seth Bartee	Florida State University	☒	☐
Zoe Faulkner	Florida State University	☒	☐
Margaret Edwards	Florida State University	☒	☐
Dr. Ilir Bejliri	University of Florida	☒	☒
Michele Snow	University of Florida	☒	☒
Benjamin Jacobs	Florida Department of Transportation	☐	☒
Dr. Rupert Giroux	Florida Department of Transportation	☐	☒
Chris Craig	Florida Department of Transportation	☒	☐
TRCC Coordinator/ Subcommittee Chair	Florida Department of Transportation	☒	☒

[2] TRCC Subcommittee membership as of June 2022.

3. TRAFFIC RECORDS STRATEGIC PLAN ELEMENTS

TSIS VISION AND MISSION

The following vision and mission statements were developed for Florida's Traffic Records Information System:

Vision: Users have access to quality traffic records data when, where and in the form needed.

Mission: Maximize the efficiency and effectiveness of traffic records data resources, collection, analysis and reporting.

TSIS GOALS, OBJECTIVES, AND STRATEGIC ACTION PLAN

The following goals were identified for Florida's traffic safety information system based on assessment recommendations and stakeholder input during the strategic planning process:

Goal 1: Coordination. Provide ongoing coordination in support of multiagency initiatives and projects which improve traffic records information systems.

Goal 2: Data Quality. Develop and maintain complete, accurate, uniform, and timely traffic records data.

Goal 3: Integration. Provide the ability to link traffic records data.

Goal 4: Accessibility. Facilitate access to traffic records data.

Goal 5: Utilization. Promote the use of traffic records data.

Appendix C provides the annually updated TSIS Action Plan which lists specific objectives, strategies, and action steps associated with these goals in order to advance traffic records systems in Florida.

4. ANNUAL IMPLEMENTATION UPDATE

STATUS REPORT – TRAFFIC RECORDS PROJECTS FROM FY2022

Table 3 and Table 4 include the status of recent traffic records projects.

TABLE 3: TRAFFIC RECORDS PROJECTS FROM FY2022 USING SECTION 405(C) FUNDING

PROJECT LEAD AGENCY AND PROJECT TITLE	SECTION 405(C) FUNDING	PURPOSE	DESCRIPTION	PROGRESS
Florida Department of Health Field Data Collection for National Emergency Medical Services Information System (NEMSIS)	$408,835	Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the EMS/Injury Surveillance System, Crash, Roadway, and Vehicle data systems.	This project will help improve completeness, uniformity, accuracy and timeliness of EMS records systems by continuing to transition EMS agencies to the new national data collection NEMSIS V3.5 standards beginning 2023, while maintaining compliance with the prior NEMSIS V3 Data standards. NEMSIS V3 data standards improves the compatibility and interoperability of data between state, local and federal systems by defining a framework for the EMS submission process. Contractors will continue to assist and support licensed EMS agencies via direct technical support and/or training, conduct four quarterly workshops with the Florida EMS Advisory Council Data Committee, and participate in meetings on implementing the national standard. The FDOH will acquire contractors to make improvements to its technical environment to address limitations in the current operational data store to support growing needs for reporting, analysis, and integration efforts. Specific problem areas are limitations for the ETL interface to ease collection of multiple data standards, analytics/reporting capabilities, and limitations to create additional export portals for research data sets, data exchange, and linkages. **New Objectives**: Currently there are no EMS emergency runs submitted in compliance w/V3.5. Objective is to increase the percentage of EMS emergency run reports in compliance with V3.5 to 50%. Demographic files have only been required to be submitted on an annual basis, but the submission policy has changed to require monthly submissions. Objective is to increase percentage of agency demographic resubmissions received every 30 days. Link two additional data sources to the EMS state repository (currently 3 data sources are linked).	**Usage:** – 76.72% of EMS Agencies submitting to state incident level repository – 98.68% emergency run submissions to state repository – 100% of EMS emergency run reports submitted in compliance with NEMSIS V3 – 90% Overall NEMSIS data quality – 82% of NEMSIS V3 EMS emergency runs received within 10 hours **Integration:** – Health Information Exchange – Crash Records (need automated feed) – ESSENSE Integration – ODMAP Integration – Trauma Data in biospatial (not linked)

University of Florida/Signal Four Analytics Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	$466,624	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash, Roadway, and Citation/Adjudication data systems.	The S4 Analytics team will continue to provide a statewide analytical system that currently integrates crash, citation, and roadway data to approximately 4,600 users across 1,000 agencies/vendors to allow local, regional and state agencies to analyze and create maps and statistical reports of crash and citation data in a consistent, uniform, and timely fashion. This fiscal year the S4 team will work in coordination with the FLHSMV to fully synchronize the S4 Analytics and FLHSMV crash databases. These efforts will not only give users the necessary confidence on the reliability of the S4 data source but will also provide users with the most current data in the state that matches the original source-FLHSMV. The S4 team will continue the expansion of citation integration with crashes statewide by continuing to develop the executive level dashboard for citations as well as expanding the public facing Traffic Safety Dashboard to support Florida traffic safety data needs. To further improve the integration goal of the TRCC, S4 will assist in the TRCC cloud study to provide input on use cases for EMS data elements that may be considered for inclusion into S4. When EMS data becomes available, an ETL process to obtain the data, development of a dashboard and analytical functions needed to analyze the data will be created. Additional tasks are to perform data quality analysis; database updates; system monitoring and updates, marketing and training. **NEW Personnel:** Database Assistant **NEW Objective:** S4 and FLHSMV full crash data synchronization	S4 Database integrates crash reports, citation reports and roadway data. **Usage:** – 730 agencies – 4,724 active users **Other Updates:** – Network Analysis complete and available – Developing new features including: – Save/reuse queries – Save custom geographic areas – Upload user custom boundaries – New data visualization tools
University of Florida/Signal Four Analytics Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	$168,372	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash and Citation/Adjudication and EMS/Injury Surveillance data systems.	This project with the University of Florida will address the error rate in location data by providing a solution to automatically geolocate 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 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	**Usage:** TraCS currently incorporates this tool on their e-citations and e-crash reports. – 97% of TraCS agencies mandated for crash reporting **Other Updates:** Working on transitioning all agencies from Version 2 to Version 3.

			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. 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.	
Florida Department of Highway Safety And Motor Vehicles Crash and Uniform Traffic Citation (UTC) Data Improvement	$121,100	Improve the Accuracy, Completeness, and Uniformity of the Crash and Citation/Adjudication data systems.	This project will support the FLHSMV' Strategic Plan's data driven approach to improving data quality attributes, which includes the timeliness, accuracy, completeness, uniformity, accessibility, and integration of the crash and UTC datasets. CRASH DATA DICTIONARY: The NHTSA 2020 TRA identified Florida does not have a data dictionary showing links to other data systems or data elements populated from other traffic records systems. Although Florida has made strides to integrate data (driver info, crash location, roadway data, injury severity) from other sources into its crash dataset to enhance both completeness and accuracy, these integrated data set's quality cannot be evaluated. Since edit checks and validation rules for the crash system are not included in the data dictionary document or within the Crash Report Manual (recorded in a third separate file), the NHTSA TRA recommended that this information be placed within the data dictionary document. CRASH & UTC SYSTEM INTERFACE PERFORMANCE METRICS: Currently the crash system has real-time interfaces with the Driver and Vehicle systems through the state-sponsored ELVIS and FLHSMV DAVID which allows officers to auto-populate the driver/vehicle information onto crash and UTC forms, there are no performance metrics that monitor and evaluate the effectiveness of these real-time interfaces. These performance metrics are valuable to ensure continued reliability, improvement, and expansion of these real-time interfaces between the crash, UTC, driver and vehicle systems. UTC: In accordance with Federal Real-ID Act (6 CFR Part 37.29), all	**Usage:** – 98.77% of crashes submitted electronically – 88.99% timliness **Other Updates:** – Conducting crash reporting audit with 146 agencies – Conducting data accessibility survey

			states are mandated to require an individual hold only one Real ID credential with compliance dependent upon participation in the AAMVA State-to-State (S2S) verification service. Florida is scheduled to implement S2S with the Driver History Record component in Jan. 2023 but first must establish a Help Desk to identify potential duplicates to then update pointer records accordingly. AAMVA estimates approximately 900,000 duplicate credentials Florida must address to help facilitate a successful onboarding of S2S. To assist in the evaluation of current driver history data to identify and resolve potential duplicates as well as other data quality issues, two additional OPS records technicians are being requested in addition to the original OPS Management Analyst and Project Coordinator positions that will contribute their expertise for all tasks of this project.	
Florida Department of Highway Safety And Motor Vehicles Driver and Vehicle Data Quality Improvement	$104,557	Improve the Accessibility, Completeness, and Timeliness of the Driver and Vehicle data systems.	The FLHSMV serves as the official custodian of Florida's driver, motor vehicle, crash, and citation/adjudication datasets, which are 4 of the 6 records systems identified as critical to improving traffic safety by the NHTSA. With over 88 million records in the FLHSMV driver and vehicle records systems and 3,332 traffic fatalities in 2020, ensuring high-quality data is paramount for decision making. This data is pulled from many external sources and added to the FLHSMV records systems causing vulnerability to data quality issues. To improve these data sets, the NHTSA TRA 2020 recommended Florida improve its data quality control program and performance monitoring efforts by capturing baselines data and developing numeric goals to improve completeness, accuracy, uniformity, and integration for both the driver and vehicle data systems. An OPS Project Analyst w/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 gather feedback from data managers and users. This position will also provide a narrative of the current situation, plan of action, a recommendation for ongoing monitoring and data quality management, evaluation, and summary of the overall effort. This project will support the FLHSMV' Strategic Plan's data driven approach to improving data quality attributes for the driver and vehicle datasets by establishing a process for gathering data, analyzing the data, and monitoring results regularly.	Project Analyst hired March 2022 Baseline data analysis underway

Florida State University/Traffic and Criminal Software Traffic and Criminal Software (TraCS) Support & Enhancement, and Training	$996,253	Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the Crash, Citation/Adjudication, Driver, Vehicle, and Roadway data systems	TraCS offers a cost-effective, field-based collection software solution to LEAs across the state that would otherwise require them to each purchase separate software solutions or continue filling out paper crash and citation reports. This data is used to develop effective, evidence-based countermeasures for traffic safety problem areas, specifically areas identified as high crash fatalities and serious injuries. TraCS currently supports over 26,000 users and is responsible for approximately 37% of statewide e-crash submittals. There are 188 agencies using this software for traffic crash reporting and about 157 for citation reporting. This project will continue the development/ enhancement of the TraCS software, including providing updates to meet state and federal guidelines; support current and future officers and IT staff at user agencies with technical support and training; continue rewriting external interfaces for case and form number management, FCIC/NCIC imports through various vendors and S4's Geolocation tool to work on both physical- and web-based platforms. At this time, 188 LEAs (91% of TraCS users) are required to use the location tool for crash reporting and 21 LEAs for citation reporting. Resources will maintain a cloud hosting environment for LEAs at the FDLE approved DSM hosting center (category 5 rated facility). This solution ensures no more than 4 seconds downtime per month as operations will not be dependent on physical hardware and it is designed to fail over instantaneously when hardware fails or when the load is greater than what a physical server can handle. Contractual Services are still needed for FDLE Sponsoring Agency, Panama City PD, to continue to provide a daily database backup site. Due to increase in tech support, (# of work orders: FY18 at 3,800; FY19 at 4,600; FY20 6,300) an OPS IT Support position is being requested to support the demand of the software. **New Objectives**: Timeliness-Develop/Support S4 Geolocation/Diagram Tool; Accuracy- increase S4 Geolocation Tool usage for crash reporting to 95% or higher and to complete S4 Geolocation/Diagram Tool testing; Uniformity- increase usage of latest revision of the FLHSMV UTC and increase number of LEAs using V3 vs V2.3 of S4 Geolocation tool; Integration- encourage use of the location interface on the UTC and DUI citation; Accessibility- maintain onside/office data storage and increase the number of canned analysis reports available and	TraCS submits crash reports on average of about 8.25 days from the date of the crash to the statewide repository at a 99.99% error free rate. **Usage:** – 26,838 Users – 196 Agencies – 38% of statewide crash reports submitted through TraCS **Integration:** – 97% of agencies using S4 Geo-Location Tool – 99% of agencies using FCIC/NCIC interface **Accessibility:** 159 agencies data on Digital Management Systems (DSM) cloud hosting site

			provide training to LEAs to create their own ad-hoc reports	

TABLE 4: TRAFFIC RECORDS PROJECTS FROM FY2022 USING SECTION 402 FUNDING

PROJECT LEAD AGENCY AND PROJECT TITLE	SECTION 402 FUNDING	PURPOSE	DESCRIPTION	PROGRESS
Florida State University/Electronic License and Vehicle Information System Electronic License and Vehicle Information System (ELVIS)	$498,826	Improve the Accessibility, Accuracy, Completeness, Timeliness, Uniformity of the Crash and Citation/Adjudication, Driver, Vehicle data systems.	ELVIS will continue to provide LEAs, COCs, and other approved FDLE entities the ability to query CJIS including FCIC and NCIC data at no cost. This web-based service is currently being utilized by 25,680 officers across 233 LEAs to populate driver license and vehicle tag information that is often repeated on crash, citation, and other traffic forms. The primary objective of this project is to improve the accuracy, uniformity, and timeliness of traffic records data (specifically vehicle and driver data) collected by LEAs which submit to the state level repositories. ELVIS will accomplish this by implementing a state-wide free web-based solution for performing FCIC/NCIC queries and integrating the information returned into an agency's existing traffic records software. Specific objectives are: Maintain parsing algorithms for out-of-state DMV data; Maintain compliance with all FBI and FDLE security policies including CJIS compliance; Maintain hosting servers and other hardware; Continue to setup new agencies and trainings; Develop new analytical tools; Expand application programming interface functionality to make ELVIS more accessible to other vendors; host an annual user forum; finalize the secondary disaster recovery site; and proactively respond to cyber security threats by monitoring all network activity, continually updating all servers, and implementing patches to mitigate known vulnerabilities.	**Accessibility:** Web-Based (no installation required) Tool to run FCIC/NCIC data. Average year-to-date availability: 99.87% **Usage:** – 236 Agencies – 26,198 User Accounts – 5,809,139 Total Queries FY22 (968,000 queries per month) **Other Updates:** Secondary Disaster Recovery Site updates: reformat and reconfiguration of old hardware complete and test backups in place at primary site.
Tallahassee Community College TRCC Support	$66,555	Support for the TRCC and FDOT Safety Office.	The Florida TRCC was formed to bring together representatives from the agencies responsible for databases and representatives of the groups which must report data to the state and federal level. The TRCC provides a statewide forum to facilitate the planning, coordination, and implementation of projects to improve the State's traffic records systems. Due to the diversity of Florida's reporting systems, the FDOT State Safety Office has a need to continue to provide staff support to the TRCC. This project will fund a contractor to provide assistance needed to	Meeting facilitation and summary provided for December 2021 meeting; February 2022 meeting; March 2022 Application Subcommittee Meeting; and April 2022 meeting. Website updates for Quarter 1, Quarter 2, and Quarter 3 completed.

			coordinate committee efforts to develop and update the strategic plan, facilitate committee meetings and develop and host the TRCC website.	
University of Florida/Signal Four Analytics Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality	$428,003	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash and Citation/Adjudication data systems.	The FDOT current crash location system has several limitations that is preventing FDOT staff to map crashes in a timely fashion. This system is out of date, slow, requires extensive training, and can only handle on-system crashes, i.e. crashes only on state-maintained roads. 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. 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. 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 Geolocation tool to improve location accuracy, reduce the time for an officer to complete the crash diagram in the field thus improving timeliness of the data, and aims to increase the utilization of the crash data.	**Crash Diagramming:** Ensure consistency between crash location and crash diagram. **Features Completed:** – Diagram linked to geolocation and is pre-constructed. – Vehicle path interactive, Prior/Post Positions. – Vehicle/Participant Symbology and Movement of Vehicles. – Reference Map, Map Transparency, Basemaps. – Save, load and edit the diagram. – Image Cropping. – Allow diagram to reposition crash location – Finalized specifications for vendors – vendors may now start implementation **Geolocation Consolidation:** Unify the geolocation process amongst FDOT, S4 and LE agencies to achieve one consistent statewide geolocation process. – Updated user interface – FDOT testing

University of Florida/Signal Four Analytics Central Crash Data Repository Crash Data Quality	$139,202	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash data system.	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. 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.	Synchronize the FLHSMV and S4 crash databases: – Light synchronization complete and maintained daily – Full synchronization will conduct more in-depth daily comparisons – Pending FLHSMV IT resource availability – Web service developed for S4 to access crash reports directly from FLHSMV – Working on solution to support high resolution aerial photography diagram storage

ACHIEVEMENT OF MEASUREABLE PROGRESS

The provisions of the Section 405(c) grant application require applicant States to demonstrate year-to-year traffic records improvement in at least one of the six core systems in at least one of the six performance areas (to include Other if specified):

- Timeliness
- Accuracy
- Completeness
- Uniformity
- Integration
- Accessibility

For FY23, 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 Used to Track Improvement

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.

Improvement Achieved or Anticipated

The achieved improvement is an increase in accurately located electronic crash reports utilizing the Geo-Location tool – as demonstrated through an increase in the average percentage of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.

During the baseline period from April 1, 2020, to March 31, 2021, 140,364 of 567,231 electronic crash reports (24.75%) were accurately geo-located and submitted into the database. During the current period from April 1, 2021, to March 31, 2022, 232,441 of 706,100 electronic crash reports (32.92%) were accurately geo-located and submitted into the database. The percentage of accurately located electronic crash reports entered into the database increased 8.17% compared to the previous year.

During this period, a total of 191 law enforcement agencies used the tool, which is an increase of 6 agencies compared to last year. The new vendor SmartCOP was added in addition to existing vendor TraCS, and a significant portion of the increase in the number of crashes geolocated using the tool this year is due to the addition of the first agency of the new added vendor.

Specification of How Measure Is Calculated

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.

TABLE 5: RESULTS FOR ACCURACY OF ELECTRONIC CRASH LOCATION REPORTING

TIME PERIOD	PERFORMANCE RESULTS
April 1, 2020-March31, 2021 (Baseline)	**140,364 of 567,231 (24.75%)** accurately located electronic crash reports were entered into the crash database
April 1, 2021-March31, 2022 (Current Value)	**232,441 of 706,100 (32.92%)** accurately located electronic crash reports were entered into the crash database

PERFORMANCE MEASURE 2: UNIFORMITY OF EMS DATA SUMBISSION INTO THE EMSTARS DATABASE

Performance Measure Used to Track Improvement

The percentage of Florida's Public or private entities involved in Emergency Medical Services (EMS) systems which have been licensed by the State of Florida, who are submitting National EMS Information System (NEMSIS) Version 3 (V3) compliant run reports to the Florida Department of Health via the Bureau of EMS, Prehospital EMS Tracking and Reporting System (EMSTARS).

Currently, Florida has a total of 305 licensed EMS agencies of which 234 are EMSTARS participating agencies. Of the 234 EMSTARS participating agencies, 234 agencies are submitting run reports by V3 data standards.

The number of licensed EMS agencies fluctuates due to agency mergers, closures and/or new agencies licensed. Florida remains in compliance with the NEMSIS V3 standards to provide a uniform data collection across all licensed agencies.

Improvement Achieved or Anticipated

The achieved improvement is an increase in the uniformity of EMS run data reports – as demonstrated through an increase in percent of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS.

For the baseline period, the number of licensed EMS agencies in Florida was 291, of which 219 were EMSTARS participating agencies. Of the 219 EMSTARS participating agencies, 215 were submitting run reports by NEMSIS V3 data standards. For the current period, the number of licensed EMS agencies in Florida was 305, of which 234 were EMSTARS participating agencies. Of the 234 EMSTARS participating agencies, 234 were submitting run reports by NEMSIS V3 data standards.

The current number of licensed EMS agencies differs from the baseline due to mergers of multiple agencies, new agencies added and agencies no longer in business. For the baseline period from April 1, 2020 to March 31, 2021, 215 of 219 (98.17%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. For the current period from April 1, 2021 to March 31, 2022, 234 of 234 (100%) 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 1.83% compared to the previous year.

Specification of How Measure Is Calculated

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.

TABLE 6: RESULTS FOR UNIFORMITY OF EMS DATA

TIME PERIOD	PERFORMANCE RESULTS
April 1, 2020-March31, 2021 (Baseline)	**215 of 219 (98.17%)** EMSTARS participating agencies actively reporting by NEMSIS V3 standards to EMSTARS.
April 1, 2021-March31, 2022 (Current Value)	**234 of 234 (100%)** EMSTARS participating agencies actively reporting by NEMSIS V3 standards to EMSTARS.

Florida submitted an interim report of progress to NHTSA Region 4 Team on May 10, 2021 and received notice on May 18, 2022 that the NHTSA Region 4 Team believe 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.

PLANS FOR FY2023 GRANT FUNDING

GRANT PROPOSAL PROCESS

For FY2023, the State of Florida sought grant proposals for potential projects to advance the goals and objectives of the 2022-2023 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 FY2023 Section 405(c) and 402 funding were accepted from January 1 – February 28, 2022.

Eight funding requests were submitted during that time period totaling $3,681,793. All requests were related to existing statewide TRCC projects and one was to continue to provide support services needed for the TRCC Executive Board and its Subcommittees.

PROJECT PRIORITIZATION PROCESS

At the April 8, 2022 meeting, the TRCC Executive Board was advised the state projected an estimated $2,229,349 in Section 405(c) and an estimated $1,452,444 in Section 402 funds to be available October 1, 2022. The TRCC Coordinator provided a summary of the Application Subcommittee's recommendations from their March 11, 2022 meeting, after which Executive Board Members asked questions about the proposals.

The Subcommittee recommended to fully fund all eight project requests. Four statewide projects for a total of $2,776,000 in Section 405(c) funds and the other four statewide projects for a total of $899,500 in Section 402.

The Executive Board voted and approved the eight statewide projects to be fully funded as the Subcommittee recommended. Ultimately a total amount of $3,675,500 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 FY2023

See Highway Safety Plan FY2023 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 though collaboration and creative projects. The Citation and Adjudication systems indicate plans to add a DUI tracking system, which would be a helpful addition to one of the premier citation tracking systems in the nation. An impaired driver tracking system that follows offenders throughout the adjudicative process allows law enforcement, alcohol and drug educators and evaluators, therapists, Ignition Interlock providers, probation personnel, and all those who interact with the impaired driver, the opportunity to follow the offenders' progress while helping to establish the types and combinations of sanctions and treatment options that best serve to prevent recidivism.

A great deal of progress has been made in building and improving the enterprise roadway system in this past Assessment period with the All Roads BaseMap and the continuing effort to complete the collection of MIRE Fundamental Data Elements for all public roads in the State. Having a single location referencing system to locate crashes is a means of ensuring the integrity of location data and can provide a means to analyze the effect of targeted enforcement on crash incidence and severity. Efforts to improve quality and accessibility of injury system data have improved ratings and helped to develop a more comprehensive system as well.

The driver and vehicle systems are actively involved Traffic Records stakeholders and report working toward a unified system in the near future. The Crash system is within a single percentage point of being totally electronic, which adds to the integrity of data in terms of timeliness, accuracy and completeness, while improving accessibility of the records and forging the path for integration with driver, vehicle and citation systems.

The development of a data warehouse provides a means by which the effort and expense of data collection and management pays dividends for the State by allowing for ease of access and additional skilled analytical resources available to data users. The warehouse currently contains crash, driver, vehicle, and citation data. Injury Surveillance data could be an obvious next choice for addition to the warehouse.

All in all, the State has made a good deal of progress, has several exciting opportunities and efforts underway and has changed a number of its ratings upward in this last Assessment cycle. It should be noted that the State is being assessed based on an ideal traffic records system--an ideal which might not comport with Florida's organizational/statutory framework. The Advisory is a construct for purposes of comparison; states are not expected to fulfill all aspects of the ideal system. Even so, Florida rated 'meets' or 'partially meets' the ideal on 83 percent of the items rated.

Florida's Traffic Records System and its supporting Coordinating Committee are functioning effectively and are operating in a way that is driving a great deal of progress and success. The one area where the State can improve is its data quality control program and performance monitoring. It is important to track data quality and report it; even though the State has made strides in improving its data quality, it should be monitored to ensure that quality remains high. Degradation of quality can be subtle, and it may take a great deal of time and effort to recover from lost ground if statutory or process changes unintentionally negatively impact that quality. Each system has some good performance measures, but it would behoove the Traffic Records Coordinating Committee to reevaluate the quality control program and refocus on capturing baseline data and developing numeric goals.

ASSESSMENT RESULTS

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels.

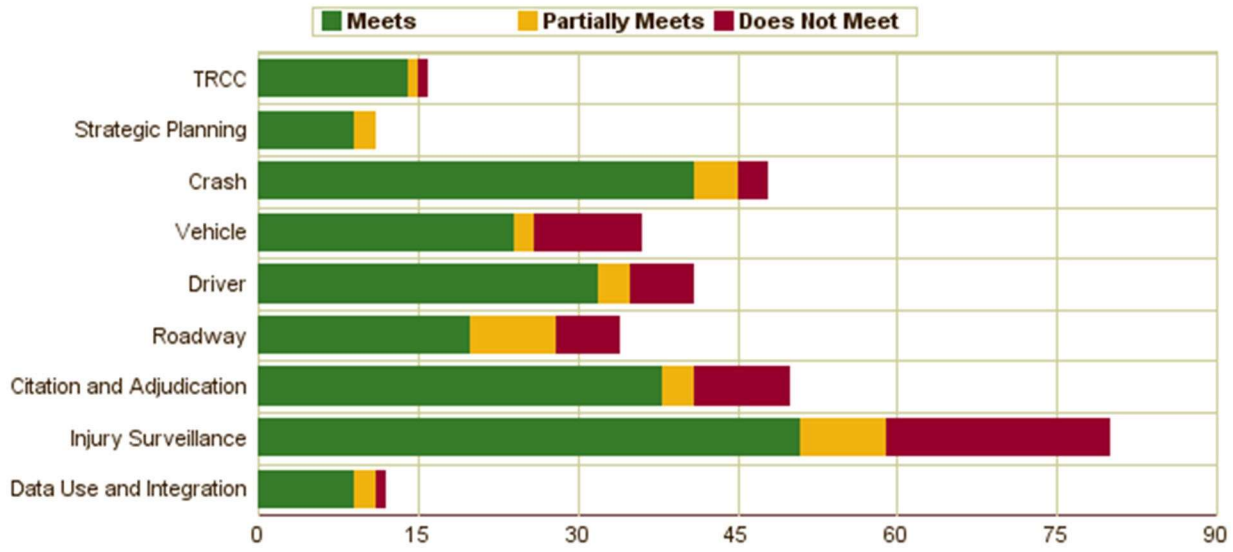
Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Bipartisan Infrastructure Law (BIL) requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Out of 328 assessment questions, Florida met the Advisory ideal for 238 questions (73%), partially met the Advisory ideal for 33 questions (10%), and did not meet the Advisory ideal for 57 questions (17%). As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Florida met the criteria outlined in the Traffic Records Program Assessment Advisory 88% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 85% of the time for Crash, 67% of the time for Vehicle, 78% of the time for Driver, 59% of the time for Roadway, 76% of the time for Citation and Adjudication, 64% of the time for EMS / Injury Surveillance, and 75% of the time for Data Use and Integration.

FIGURE 2: RATING DISTRIBUTION BY MODULE



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

RECOMMENDATIONS AND CONSIDERATIONS

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

> *"(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."*

The following section provides Florida with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Florida flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC RECOMMENDATIONS

None

Considerations for implementing your TRCC recommendations

- Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly, a minimum of four times per year. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year.

- Consideration should be given to establishing a formal traffic records inventory. It can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reducing duplication of effort, and allowing data to be more fully utilized to make roadways safer.

- Consideration should be given to continuing and expanding on the initial user needs survey effort. Conducting similar surveys in the next assessment cycle may be beneficial, allowing the State to work towards identifying training and technical assistance needs across all traffic records systems.

Summary

Florida's Traffic Records Coordinating Committee (TRCC) 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 four times per year following recommendations outlined in the most recent Traffic Records Assessment. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year. Even if executive members are unable to attend a fourth meeting, there are many advantages to facilitation of ongoing communication amongst technical level members. In many cases, the TRCC meetings may be the only time these members have an opportunity to work together and discuss challenges and best practices in their respective traffic records areas.

It may be beneficial for Florida to pursue a more formal traffic records inventory, as there likely have been changes made to data collection systems, platforms, and processes in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make data-driven decisions. Florida's TRCC Data Subcommittee has done

excellent work to identify data gaps, improve processes, and enhance overall data quality through participation in a variety of projects. However, a more formal inventory document, shared across system stakeholders would be useful. An inventory can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems becomes more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Florida used a NHTSA GO Team to conduct a user needs survey in 2018. The Florida TRCC should consider expanding on that initial effort and continue conducting similar surveys in the next assessment cycle, working towards identifying training and technical assistance needs across all traffic records systems. Florida can further demonstrate adherence to this ideal by including training and technical assistance needs as a regular topic at TRCC meetings, encouraging the use of training needs assessments by TRCC members, and by fostering TRCC meeting presentations on this topic.

Overall, the Florida TRCC solidly meets the majority of the Traffic Records Advisory ideals and is to be commended for attributing focus to meeting these standards. Over the next assessment cycle, in addition to exploring the considerations mentioned above, it will be beneficial to continue to place attention on maintaining adherence to these Advisory standards. While much effort has been expended ensuring the standards are met, it is equally important the TRCC continues to operate accordingly in the next five years.

STRATEGIC PLANNING RECOMMENDATIONS

None

Considerations for implementing your Strategic Planning recommendations:

- Identifying and addressing training needs should be centralized within the Strategic Plan rather than having the information dispersed across agencies.

- Consideration should be given to highlighting efforts to coordinate with Federal data systems within the Strategic Plan. Another possibility is to provide references to other documents where this information can be found.

Summary

The Florida Traffic Safety Information System Strategic Plan is a well-written and comprehensive document. The strategic plan includes the membership of each level of the TRCC, which 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 FY2023 grant funding. The TRCC is responsible for the development, tracking, and evaluation of the Traffic Records Strategic Plan and Florida has developed a very sound system for accomplishing this task. There is a prioritization methodology that the TRCC uses to identify projects funded with Section 405c funds.

The Strategic Plan includes details about each funded project including the responsible agency, its purpose, description, and progress. This information is summarized in an easily digestible table. The Strategic Plan is reviewed and updated annually. Areas of opportunity in the Strategic Plan were identified through the use of the previous Traffic Records Assessment and a recent GO Team report. The TRCC also conducted a survey of State and local users to aid in the identification of areas and data systems in need of improvement. The TRCC has appointed an Application Subcommittee to assess new technology and consider life cycle costs.

While each of the six core data systems are addressed by the Strategic Plan, the Annual Implementation Update only provides a comprehensive update regarding the accuracy of electronic crash reporting and the uniformity of the of EMS data. The State is to be commended and should be proud of the progress made in these two areas. While not provided in such detail, the TRCC is encouraged to provide updates on the progress of other performance measures and the remaining four data systems.

The Strategic Plan contains much of the recommended information states are encouraged to include, but there are some deficiencies. Technical assistance and training needs are the responsibility of the data system owners and are not addressed by the Strategic Plan. While individual agencies are undertaking efforts to coordinate with Federal traffic

records systems, NEMSIS is the only Federal system specifically addressed by the Strategic Plan. The State is encouraged to consider incorporating some of this information into the Traffic Records Strategic Plan or inserting reference points to the specific sections of other reports where the information is housed.

CRASH RECOMMENDATIONS

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations:

- One hundred percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. The State should consider establishing a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision-makers at all levels.

- Consideration should be given to ensuring continued monitoring, improvement, and expansion to existing integration between the Crash system and Driver, Vehicle, Injury Surveillance, and Roadway systems. Now that it has been established, maintaining this integration between Crash and other systems is crucial. Additionally, identifying ways to encourage agencies submitting via 3rd party software to also take advantage of these tools is also important so that data quality across crash records is maintained.

- Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years.

Summary

Since the last assessment, Florida has made positive strides and improvements to its Crash System. They have improved the collection of electronic crash data and have strengthened their performance metrics dramatically. Florida has also established more integration between the Crash system and other State traffic records systems to improve the quality and accuracy of traffic safety data. They have increased the quality of their analytical capabilities and resource tools through the implementation of the Signal Four Analytics program which provides data accessibility in an easy-to-use format.

The Florida Crash System is consolidated into a single database housed within the Florida Department of Highway Safety and Motor Vehicles. Florida utilized MMUCC and ANSI D.16 as part of the establishment of their crash system and recently underwent a MMUCC mapping review based on the 5th MMUCC edition. Measuring a crash system against MMUCC standards is beneficial to the State and can help determine if further improvements or revisions to the crash report form are needed or desired.

In recent years, Florida has continued to make progress transitioning agencies to electronic crash reporting. They have reduced the number of agencies still submitting paper to just 28, reflecting just over 1.1 percent of all crashes submitted to the Crash system during 2019. For a State as large as Florida, this is an impressive accomplishment and excellent progress. The incentive program for submitting electronic crash reports, combined with grant funding opportunities, the FHP laptop surplus program and other initiatives are all great programs implemented to help push agencies towards the goal of 100 percent electronic crash reporting. Given the small number of agencies remaining, 100 percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. It may be beneficial for the State to establish a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address

and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide 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.

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 Bipartisan Infrastructure Law (BIL) of 2021, Fixing America's Surface Transportation (FAST) Act of 2015 and MAP-21, the Moving Ahead for Progress in the 21st Century Act. The legislation provides guidelines for states to develop a safety data system for all public roads and to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). BIL, FAST, and MAP-21 also provide guidance on collecting a subset of the Model Inventory of Roadway Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. FDOT collects some MIRE FDEs primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially available data from HERE GIS or through relationships with local or regional agencies. The State has established as one of their priorities the goal of collecting the FDEs on all public roads.

FDOT has made significant progress in improving its State Roadway Inventory System since the 2016 Assessment. This progress has been successful through active projects to provide a compatible location referencing system for all Florida public roads. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which provides commercially-available local roadway data. When complete, the projects will provide a comprehensive enterprise roadway system for all Florida public roads using the ARBM as the system's foundation. The projects are recognized as a best practice; however, ongoing project status is not clear. FDOT is encouraged to develop performance management for each of the projects and provide regular status reporting to the TRCC and safety stakeholders.

FDOT created the Roadway Characteristics Inventory (RCI) Handbook as the enterprise roadway system data dictionary. The Handbook provides data element and attribute definitions as well as instructions for those that collect, code, and use the RCI data. The RCI does not document the collection of MIRE FDEs nor does it identify RCI data

elements that might conform to MIRE. Additional documentation was provided that supports a State comparison of the MIRE FDEs to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Cross-reference) of the RCI elements that meet the definition of the MIRE. The documentation also includes the referencing numbering systems for the MIRE and the RCI data elements. The State is encouraged to add information in this document to future editions of the RCI Handbook, and as it expands data coverage to all public roads, it might consider indicating the data elements that are collected and managed for each roadway system, possibly by functional class.

Even though Florida currently obtains some commercially available local data from the HERE GIS and a few data elements from local partnerships, no requirements currently exist for the local jurisdictions on the collection or management of roadway data. The State is encouraged to develop collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Florida TRCC.

Florida has made progress on key components of a comprehensive, roadway data quality control management process that ensures the efficient functioning of the system. FDOT utilizes the DART application that contains SQL queries to perform data edits and validation checks as data is entered into the RCI. The checks enforce the consistency and accuracy of the data elements. The system includes approximately 300 edit checks at this time. Routine quality assurance reviews are conducted by data collectors, feedback about the results is provided, and training is either developed or updated if needed. FDOT's Transportation Data and Analytics Office maintains the Quality Assurance Review Handbook. The Handbook documents several data quality management procedures. This is an excellent resource, and the State is encouraged to expand the document as the enterprise roadway system is expanded to include all Florida public roads. The Handbook mentions some timeliness and accuracy performance management; however, it is not clear if the processes include baseline measurement, actual measures over time or jurisdictions, or ongoing measurement and reporting of results to data collectors, the TRCC, and safety stakeholders.

FDOT is encouraged to review their current performance measures and expand them to include some aspects described in NHTSA's "Model Performance Measures for State Traffic Records Systems." Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data; continuous monitoring based on a set of metrics established by the State; and periodic reporting to the TRCC, data collectors, and managers.

CITATION ADJUDICATION RECOMMENDATIONS

10. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations:

- Develop an interface between the adjudication and crash systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.
- Develop performance measures for the adjudication systems. Relevant measures for accuracy and timeliness for the activities in the court could assist in improving the overall quality of traffic records.
- Develop an interface between the adjudication and driver systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.

Summary

The State of Florida has described a well-developed citation and adjudication system which provides information about citations, arrests and dispositions to the requisite State agencies. Although the State does not have a unified court system, using an impressive array of programs and methods, the State is able to retrieve and organize data from multiple courts and utilize citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis; the issuance of citations; and for traffic safety program planning purposes. “Signal Four”, a statewide analytical system integrating crash, roadway and citations data is used by local, regional and State agencies to analyze and create maps and statistical reports of crashes and citations. Florida maintains two systems designed to track all citation dispositions-both within and outside the judicial branch, namely the Citation Processing Inventory (CPI) and the Traffic Citation Accounting and Transmission System (TCATS). Florida enjoys statutory authority to assign unique citation numbers and verifies previously issued citation numbers are reconciled. Sixty-seven Florida Clerks of Court convey final dispositions and updates through a mandatory system, resulting in a comprehensive view of enforcement and adjudication activity statewide.

As stated in the ideal, State citation and adjudication agencies should participate in the appropriate national data systems to ensure compatibility and serve data management and exchange needs. Florida participates in and utilizes the systems and standards developed nationally. Ideally, the State maintains system-specific data dictionaries. A data dictionary documents all variables in the data collection form and/or software and all variables in the database. The data dictionary lists the name of the element in the database as well as the commonly understood description. The dictionary should provide an established data definition and validated values for each field in the data system. Florida has provided evidence these data dictionaries exist and are used in the manner envisioned by the ideal.

The State of Florida has some opportunity for improvement in the use of quality control programs and development of performance measures for the citation and adjudication systems. It is essential that each part of the citation and adjudication systems have a formal data quality assurance program. It would appear that the State has multiple robust sources of data from which meaningful performance measures can be crafted and monitored with the goal of an improved traffic records system. It is unclear if performance measures exist in the disparate court systems prior to the inclusion of data in the statewide mandatory database. The State should consider future enhancements in this area with the development of a performance measure for each of the attributes articulated in the ideal.

Florida is well-positioned to meet the few remaining Advisory ideals in the future. The State has articulated a well-developed citation and adjudication system which has many electronic components. The planned development of a DUI tracking system along with increasing the number of systems integrated with the adjudication systems will bring the State further in that regard by the next assessment.

INJURY SURVEILLANCE RECOMMENDATIONS

13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
14. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations:

- The TRCC should establish a process to identify independent projects that utilize Florida's injury surveillance data for possible inclusion in its highway safety program efforts.
- The TRCC is encouraged to work with the Florida Department of Health and the Agency for Health Care Administration to establish performance measures and metrics for each of the five injury surveillance data systems.
- The Agency for Health Care Administration and Florida Department of Health are encouraged to regularly share data quality reports with the TRCC for the emergency department, hospital discharge, trauma registry, and vital records data systems (similar to the EMS reports already being shared).

Summary

An injury surveillance system provides information about the characteristics and trends in non-fatal injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. With regard to traffic records, an injury surveillance system that is integrated with crash records can describe the true nature and severity of injuries sustained by persons involved in a motor vehicle crash by the status of the vehicle occupant, the type of restraint system used – or not used, the type of vehicle involved in the crash, crash location, or any number of other crash and person characteristics. An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This information is invaluable when determining the injury severity, costs, and clinical outcomes of the individuals involved.

Florida has all five major components of a traffic records injury surveillance system and the available data is accessible to both traffic safety stakeholders and the public through either aggregate summary tables or agency-approved data use agreements. The Florida Department of Health's Injury Prevention Program is the lead agency in the ISS and analyzes traffic crashes for the State on an annual basis. The five core data systems are accessible for quality assurance activities by State statute. The Brain and Spinal Cord Injury Program's Central Registry is also a source of information for understanding the effects of traumatic injuries from crashes.

The pre-hospital data collection system, known as the Florida Prehospital EMS Tracking and Reporting System (EMSTARS), is managed by the Florida Department of Health's (FDOH) Bureau of Emergency Medical Oversight (BEMO). The State system is NEMSIS-compliant to version 3.4 and all vendors must be validated by BEMO. The Florida EMSTARS data dictionary is very detailed and available on the FDOH website (two files are available for NEMSIS v1.4 or v3). All software vendors must incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters from that dictionary. Agencies may submit data to the BEMO in a quarterly aggregate format or real-time incident level data. At the point of submission, any records rejected by the edit checks and validation rules are noted and returned to the agency for correction and resubmission. The State has established performance measures for five data categories in the State EMS Strategic Plan and a measure related to accuracy is also tracked in the Florida Traffic Safety Information System Strategic Plan. A quarterly progress report is shared with the Traffic Records Coordinating Committee (TRCC) that tracks timeliness, accuracy, completeness, and uniformity performance measures. There is a sound feedback loop through the EMS Advisory Council Data Committee and the FDOH has worked with Biospatial to generate dashboards and reports for each agency.

The statewide emergency department and hospital discharge data systems are managed by the Agency for Health Care Administration (AHCA). Data from both systems is shared quarterly with the FDOH and may be accessible to outside parties; a non-confidential dataset is available upon request and a confidential file may be available upon approval from the FDOH Institutional Review Board. Details about requesting the information are available in the AHCA Information Resources and Data Security Procedures Manual, which is available online. There is a very comprehensive data quality control system in place at AHCA, including 795 hospital discharge and 267 emergency department audits at the point of data submission. Policies, timelines, and thresholds have been established for submitting the data, but no performance measures have been developed. AHCA data administrators hold quarterly data standards meetings for review of the audit process and data user meetings open to all users/submitters. However, data quality reports are not currently provided to the TRCC.

There is a statewide trauma registry, the Next Generation Trauma Registry (NGTR), which is also managed by the FDOH. Although trauma registry data has not been used in traffic safety analyses, a Trauma System Advisory Council and Trauma Quality Collaborative were recently formed and anticipate conducting such projects. The NGTR complies with the National Trauma Data Bank (NTDB) standard per State statute and also includes several State-specific data fields. Three submission guidelines and data dictionaries are available online: the NTDB standard, the Florida Trauma Registry Data Dictionary with the State-specific fields, and the Florida Acute Care Data Dictionary for trauma patients treated at non-trauma hospitals. The data is made available through summary reports, FDOH IRB approval, and the Biospatial program with plans to build public dashboards. Performance measures and metrics have not been

established, but it is anticipated that the Trauma System Advisory Council will complete that effort in the future. As key updates are made to the system, that information and data quality reports are shared with the TRCC.

The FDOH Bureau of Vital Statistics is responsible for managing all vital statistics data including death certificates. As with most other states, Florida collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. The State uses a statewide electronic death registration system (EDRS), and data dictionaries (codebooks) are available online. Summary information is made available through the FLCharts program and confidential data may be accessed upon approval by the FDOH IRB. The State does not conduct quality reviews beyond the in-system edit checks and NCHS efforts and data quality reports are not shared with the TRCC.

DATA USE AND INTEGRATION RECOMMENDATIONS

None

Considerations for implementing your Data Use and Integration recommendations:

- Develop a FAQ that describes the general methodology for integrating the individual traffic records systems. While multiple projects have integrated specific data sets for analysis, it is not always clear which data elements are used or how successful the linkage steps have been. Developing a standard methodology for conducting the linkages would be beneficial to all users of the data systems.

- 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 www.fltrafficrecords.com.

B. STRATEGIC PLANNING PARTICIPANTS

NAME	AGENCY
TRCC EXECUTIVE BOARD	
Beth Allman (Chair)	Florida Court Clerks and Comptrollers
Captain Lisa Barnett (Vice-Chair)	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
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C. ACTION PLAN FOR THE 2022-2026 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 (EB) will meet three times per year with 70 percent participation from representative agencies.*

Strategy 1.1: Conduct Executive Board meetings no fewer than three times each calendar year.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
1.1a	– Examine current TRCC Charter to determine membership qualifications and expectations – Establish and implement pre-meeting procedures to ensure 70 percent membership participation in each full Executive Board meeting – Develop procedure for designating alternates for Executive Board members – Identify potential dates for additional TRCC meeting per NHTSA Traffic Record Assessment (2020) recommendation.	Number of TRCC Executive Board meetings each year with 70 percent participation	Quarterly	TRCC Chairperson	TRCC Executive Board Meeting were held on: FY21- 12/4/2020; 4/09/2021; 9/10/2021 FY22- 12/3/2021; 2/04/2022; 4/08/2022 FY21- Florida Highway Patrol (FHP) EB member and Police Chief EB member added April 2021. FY22 12/3/2022- EB approved fourth TRCC meeting to be scheduled during second quarter of fiscal year (FY).
1.1b	– Conduct subcommittee meetings with data managers, as needed – Identify data managers for agencies with systems to participate in the TRCC subcommittees	Number of TRCC data manager meetings each year w/70% participation	Ongoing	TRCC Coordinator	Application Subcommittee meetings: 3/13/2020; 3/12/2021; 3/11/2022 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. 12 Workshops held w/Cloud Subcommittee and stakeholders on: 6/10/21; 6/17/21; 6/21/21; 6/23/21; 6/28/21; 6/30/21; 7/1/21; 7/6/21. Final report out to EB presented at 9/10/2021 TRCC meeting.

1.1c	– Develop a comprehensive meeting summary for each TRCC Executive Board meeting – Include percent of member participation	Meeting Summary is developed and approved at the following TRCC Meeting	Quarterly	TRCC Coordinator	Meeting minutes approved by Executive Board for all dates up to Dec. 3, 2021

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	– UF Analyst and Program Manager added (FY21) – FHP EB member added (FY21) – Police Chief EB member added (FY21) – Metropolitan Planning Organization Advisory Council (MPOAC) members added (FY22) – Space Coast Transportation Planning Organization (TPO) (FY22)
2.1b	Identify similar working groups (e.g., Safe Mobility for Life/ Aging Road Users Coalition) with strategic plans which include a data component and ensure the TRCC includes representatives from those groups, or that a TRCC member shares traffic data information between the two groups	Similar working groups with traffic data goals or projects identified	Ongoing	TRCC Coordinator	– MPOAC members added (FY22) – Vision Zero Space Coast TPO members added (FY22)

Strategy 2.2: Promote and market TRCC work through information sharing.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.2a	Establishing a master calendar of potential participation opportunities	Master calendar established;	Ongoing	TRCC Coordinator	Calendar maintained on TRCC website – Latest updates reflect up to FY22 Quarter 1

2.2b	Coordinating and communicating data needs among data collectors, managers, and users	Mechanism to share traffic data information established among similar working groups	Ongoing	TRCC Coordinator	– Florida Cloud-Based Traffic Safety Information System (TSIS) Project proposed to TRCC EB at 9/11/2020 meeting – NH presented SOW for Florida Cloud-Based TSIS Project to TRCC EB on 4/9/2021 – Cloud-Based TSIS Project final report out presented to EB at 9/10/2021 TRCC meeting.
2.2c	Reporting on outreach efforts to other groups – Request EB approval for addition of fourth TRCC meeting per NHTSA TRA recommendations to allow participation of other safety groups	Outreach efforts conducted and reported	Ongoing	TRCC Coordinator	Outreach conducted as needed. FY22 12/3/2022- EB approved fourth TRCC meeting to be scheduled during second quarter of FY to allow quarterly project updates and opportunities for safety coalition meet and greet.

Strategy 2.3: Establish TRCC roles and responsibilities.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.3a	Establish roles and responsibilities for TRCC Executive Board – Identify present Executive Board roles and responsibilities – Discuss and develop Executive Board roles and responsibilities with input from all members	Executive Board roles and responsibilities established	Complete	TRCC Coordinator	Complete: TSIS 2022-2026
2.3b	Establish roles and responsibilities for Executive Board assigned subcommittees – Identify past/present subcommittees roles and responsibilities – Develop subcommittees roles and responsibilities with input from all members	Working group roles and responsibilities established	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 held on 2/1/2021 to receive feedback and approve scope. – 12 Workshops held w/Cloud Subcommittee and stakeholders on: 6/10/21; 6/17/21; 6/21/21; 6/23/21; 6/28/21; 6/30/21; 7/1/21; 7/6/21. – Final report out to EB presented at 9/10/2021 TRCC meeting.

Strategy 2.4: Establish TRCC subcommittees.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.4a	Establish at least one data subcommittee under the Executive Board	Data subcommittee established	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 and participate in 12 workshops for the Florida Cloud-Based TSIS Project.
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: – Go Team Phase II (6/10/19 close out) – NH FDOT CAR/S4 Project (1/31/2020 close out) – Cloud Subcommittee established on 9/11/2020 (scope feedback/ approval); Execution of contract April 2021; – Florida Cloud Based TSIS Project final report out on 9/10/2021.
2.4c	Establish reporting mechanism/protocols for subcommittees Chairpersons – Subcommittees Chairpersons follow established protocols and report to the Executive Board	Reporting protocols established	Ongoing	TRCC Coordinator	The TRCC Coordinator will serve as the subcommittees chairperson and updates the Executive Board as necessary.
2.4d	TRCC Coordinator monitors the progress of subcommittees activities	Number of reports/briefings provided in compliance with protocol	Ongoing	TRCC Coordinator	– Go Team (Data) Subcommittee - update provided to Executive Board (EB) at 12/7/18 and at the 4/5/19 TRCC meetings – Application Subcommittee meetings: 3/12/21; 3/11/22; update reported to EB April 2021 and 2022. – Florida Cloud-Based TSIS Project proposed to TRCC EB at 9/11/2020 meeting – NH presented SOW for Florida Cloud-Based TSIS Project to TRCC EB on 4/9/2021 – Coordinated/Facilitated 12 workshops for the Florida Cloud-Based TSIS Project. – Florida Cloud Based TSIS Project final report out to EB on 9/10/2021.

Objective 3: Develop a 5- year Traffic Records Information System (TRIS) Strategic Plan by FY22.

Strategy 3.1: Develop a Traffic Records Information System (TRIS) Strategic Plan.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
3.1a	Ensure all TRCC members participate in the development of the TRIS Strategic Plan and selection and prioritization of the projects in the Plan – Address other needs identified by canvassing collectors, managers, and users of each traffic records system component	5-year TRIS Strategic Plan developed	June 2022	TRCC Coordinator Executive Board	Complete. The TRCC developed a five-year Traffic Safety Information System Strategic Plan for years 2022 through 2026; Approved 4/8/2022
3.1b	Develop TRIS Action Plan – Identify performance measures for the TRIS Action Plan – Identify performance measures for each system and project based on guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems	TRIS Action Plan Developed	Updated Annually	TRCC Coordinator and Data Sub-committee	FY21 State Application: Action Plan (FY20) updates received on 3/20/2020 and 4/16/2020 FY22 State Application: Action Plan (FY21) updates received on 3/31/2021 FY23 State Application: Action Plan (FY22) updates received on 3/25/2022

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 FY22 updates provided on: 12/03/21 and 2/4/22

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 FY22 updates provided on: 12/03/21 and 2/4/22

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. FY22: updates proved on 12/03/21, 2/4/22, and 4/8/22;
5.1b	Include items in each TRCC meeting agenda regarding status of quality measures for each system and project	Progress documented in meeting minutes	Each Meeting	TRCC Coordinator & Project Directors	Quarterly updates reported at all TRCC meetings.
5.1c	Submit an interim progress report to NHTSA prior to annual submission deadline	Interim Progress Report submitted	April/May (Annually)	TRCC Coordinator & Data SC	FY22- Interim progress report submitted to NHTSA on 4/07/2021; Pre-approval received 4/29/2021. FY23- Interim progress report submitted to NHTSA on 5/10/2022; Pre-approval received 5/18/2022.
5.1d	Submit a TRCC approved Section 405(c) Application to FDOT by June 1st annually	405(c) grant application submitted by June 1st	June 1st (Annually)	TRCC Coordinator	FDOT Pre-approval required before NHTSA July 1st submittal date FY22 Application submitted to FDOT for pre-approval on 05/26/2021 FY23 Application submitted to FDOT for pre-approval on 05/27/2022

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. Establish performance measurements (baselines) based on previous FY crash data for crash report accuracy and completeness. Analyze number of reports in the crash data base that would fail one or more of the measures established for accuracy. Disseminate conclusions by distributing Accuracy, Completeness, Timeliness (ACT) reports and conducting LEA trainings to reduce error rates by 5 percent each year.	Improve completeness of crash reports by 5% from baseline data. ACT Reports sent	Annually Quarterly	FLHSMV FLHSMV	FY21 Crash and UTC Data Improvement Project: FLHSMV established location accuracy measure/baseline, identified method to distribute accuracy, completeness, timeliness (ACT) scorecards on quarterly basis to LEAs. FY22 Crash and UTC Data Improvement Project to identify and develop a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system; further define an automated process to provide ACT reports and continued distribution of scorecards;

6.1c	Establish and maintain a viable communication plan with vendors, agencies and other stakeholders Establish a process for formalizing feedback to LEAs Establish and maintain current contact information on key players (vendors, agencies, OPS, FLHSMV) Develop and maintain an online crash manual that is relevant with current practices, policies, and procedures	Law enforcement contact information updated; online crash manual developed and reviewed for updates	Annually	FLHSMV	Contacts updated – January 2019 Online crash report manual completed and published on 2/5/19 FY22 TraCS Project: continued functionality in software that links to the most recent PDF crash manual.

Strategy 6.2: Improve completeness of the **Roadway Data System** by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite).

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.2a	Work with local governments to maintain relationships for the sharing of local roadway data Assess opportunities to share data with local entities Assess value for stakeholder buy-in Coordinate with State GIO representative Find out who is asking for local data within FDOT	Maintain a contact list of the number of local relationships established and inventory the number of characteristics collected.	December 2021 (with census update)	FDOT SSO & Transportation Data Analytics Office (TDA)	FDOT has met with MPOAC to coordinate SHSP safety goals List of contacts (2 contacts per city). Summary data is provided; 480 entities
6.2b	Gather an inventory of existing data from local governments, MPOs or transportation planning organizations (what are they willing to share)		December 2021 (with census update)	FDOT SSO and TDA	FDOT TDA and Office of Policy Planning will be planning on the Decennial update of Urban Boundaries and Functional Classifications starting 2021

6.2c	Establish a plan to collect additional public roadway data to include local roadway data Evaluate / Review current data and processes Establish a needs and requirements document to meet all local and federal reporting requirements Develop and conduct a survey to determine the number of additional attributes that should be collected		December 2021 (with census update)	FDOT SSO and TDA	
6.2d	Coordinate MIRE requirements with roadway database owners Identify MIRE elements to the RCI Handbook for reference Review current inventory in existing SSO and Roadway Databases Identify MIRE to include in IRAIS Project (RCI Rewrite)	Maintain an established inventory of the number of contacts made and the number of elements included.	December 2021	SSO and TDA; Traffic Operations; Roadway Design	Crosswalk developed – Traffic OPS Charter currently in place; Identified needs weekly meetings Anticipated vendor to be in place by June 2019. Not all data components have been established. ARNOLD Data Set consists of a layer of all public roads Submitted to FHWA to meet federal requirements. Additional work still needed to fully merge local roads data with current FDOT linear referencing system. Safety Office continues to update the All Roads Basemap based on NavTeq/HERE dataset FY21 Cloud Feasibility Study to identify/create an ARBM inventory of elements to include MIRE FDEs.
6.2e	Evaluate potential base map considerations ARNOLD; ARBM; NavTeq (HERE); RCI LRS		January 2021	SSO and Traffic Operations	SSO and GIS Solutions have discussed current modifications needed to the HERE contract agreement to allow the HERE NAVSTREETS data to be shared with USDOT FHWA to meet federal requirements
6.2f	Publicize the Department's local roads map and encourage use of the map by local governments in their own applications and data interfaces Develop software tools for internal use to create links between local roadway/map data and the FDOT's local roadway dataset	Number of downloads of the UBR (Identify baseline)	Annually	SSO and TDA; CIM (Civil Integrated Management)	TDA has made the ARNOLD dataset available for Department use on its internal network. SSO is releasing a GIS map service of the ARBM to share with Florida government partners in traffic safety before the end of FY21
6.2g	Identify and evaluate current FDOT Roadway data dictionaries		December 2021		ROADS Initiative will address updates to data dictionaries through data stewards and custodians. FY21: RCI handbook has incorporated the MIRE reporting element number system in association with the HPMS data item numbering system.

Strategy 6.3: Improve completeness of the **Citation/Adjudication System** by monitoring data elements and identifying those elements which are 'critical' and increase the completeness of these fields by 3 percent annually.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.3a	Review and evaluate existing data; identify critical elements by data mining to compare completeness of data – Compare DUI conviction data from the court's dispositions to Driver Record Conviction data to identify incomplete records. – Establish a baseline for UTC completeness – Maintain training on how to complete the UTC – Review Clerk of Court (COC) case management software systems	Percent of citation records with no missing critical data elements (target – 3% increase per year).	Annually	FLHSMV	FLHSMV FY 21-22 Internal Project: Develop a Performance Measure for Data Integration Project, Dispositions have been identified that are not posting to the driver history that were disposed more than 365+ days ago
6.3b	Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders. – Create a survey – Establish a process for formalizing feedback to LEAs – Establish and maintain current contact information on key players (vendors, clerks, agencies, FLHSMV)	Develop Citation/Adjudication Baseline for Accessibility.	Annually	FLHSMV	FY21 Crash and UTC Data Improvement Project: Conducted 4 train-the-trainer workshops with over 335 participants (19 COCs & 59 LEAs). The FLHSMV team surpassed the UTC 3% accuracy goal by +0.20% and also exceeded the UTC completeness goal by +0.16%. FY22: Crash and UTC Data Improvement Project: Development continues for Citation/Adjudication Accessibility Performance Measure and baselines for improvement. Survey to gather accessibility needs in development.

Strategy 6.4: Improve completeness of the **EMS System** by continuing to work to increase the number of emergency runs submitting to the state EMSTARS repository.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.4a	Work on identifying high-volume agencies on their aggregate system and transition agencies to EMSTARS. – Increase % of EMS agencies submitting to state incident level repository to 90% by 9/30/22	Number of agencies reporting to EMSTARS contributing to the statewide database	Quarterly	FDOH	FY21 NEMSIS Project: 223 of 301 licensed Florida agencies reporting to EMSTARS (75% participation); Worked with the 78 aggregate agencies to develop a transition plan for EMSTARS reporting; Increased % of EMS runs report submission to state repository to 98.65%;
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. – Overall NEMSIS Data Quality at 91% for patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, other incident information. 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. – Review and evaluate existing driver data to establish performance measure for completeness	Completeness gaps identified for performance measure	Quarterly	FLHSMV	FY21 Driver Data Improvement Project: created analytical dashboard to replicate results for out-of-state surrenders to identify number of drivers coming into Florida by month, identify jurisdictions of those drivers, and created completeness and timeliness baseline measurement for number of driver history records (DHRs). FY22 Driver and Vehicle Data Quality Improvement Project will develop performance measure(s) and recommendations for ongoing monitoring of data quality management and evaluation for the driver and vehicle records system FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (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. Review and evaluate existing vehicle data to establish performance measure for completeness	Completeness gaps identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project will develop performance measure(s) and recommendations for ongoing monitoring of data quality management and evaluation for the driver and vehicle records system FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (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	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate crash reports – Establish baselines for data accuracy based on previous FY crash report data. – Analyze number of reports in the crash data base that would fail one or more of the measures established for accuracy. – Disseminate conclusions by conducting LEA trainings to reduce error rates by 5 percent each year. – Establish and maintain current contact and contact information on key players (vendors, agencies, OPS, FLHSMV)	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.	Annually	FLHSMV	TraCS provides updates at TRCC meetings on which additional validation checks were added to the system as a result of common errors determined during FLHSMV trainings. FY21 Crash and UTC Data Improvement Project: FLHSMV established location accuracy measure/baseline, identified method to distribute accuracy, completeness, timeliness (ACT) scorecards on quarterly basis to LEAs. FY22 Crash and UTC Data Improvement Project to identify and develop a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system; further define an automated process to provide ACT reports and continued distribution of scorecards.

7.1b	Continue to pursue improving the efficiency of the location coding process, including use of up-to-date maps and utilities. – Obtain data on scheduled intervals for evaluation. – Mandate S4 geo-location tool for crash reporting and encourage for citation reporting	Promote Signal 4 and Geolocation tool	Ongoing Ongoing	FLHSMV University of Florida (UF) FDOT FLHSMV	**TraCS S4 geolocation tool mandate for e-crash:** FY21 (Sept. 2021) – Crash Reporting: 183 TraCS LEAs or 24,231 users (91%) of TraCS users – Citation Reporting: 13% of TraCS LEAs or 7% of TraCS users FY22 (Feb. 2022) – Crash Reporting: 191 TraCS LEAs (mandated: 99.4% or 186 LEAs) – Citation Reporting: 155 of TraCS LEAs (mandated: 13.5% or 21 LEAs) A portion of the regional FLHSMV Crash and UTC workshops will focus on the geo-location tool and the benefits it provides.
7.1c	Coordinate among the various providers to complete a mapping of all crash systems to identify any redundancies in crash systems and how they relate to one another.	Percent of crashes locatable using roadway location coding method Identify system owners, gathered data and data process.	Ongoing	FLHSMV FDOT FDOH UF	NHTSA Go Team Project Phase I completed. NHTSA Go Team Project Phase II: 6/10/19 close out NH FDOT CAR/S4 Project began 12/5/2019-Conducted Gap Analysis for S4/CAR capabilities and crash data process, created Crash System Business Context Diagrams. Close out presented to Go Team (Data) Subcommittee on 1/31/2020 and TRCC EB on 4/3/2020. Florida Cloud-Based TSIS Project Phase I: Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; TR Inventory captured/classified 4 TR data sets (1,427 data elements) for potential integration in a cloud data catalog/warehouse. FY21-23 (state fy) CAR Rewrite Project- Moving CAR analytical and crash location process into S4 Analytics.
7.1d	Develop and maintain an online crash manual that is relevant with current practices, policies and procedures	Online crash manual developed and maintained	Annually	FLHSMV	Online crash report manual completed (3/8/2018); Revised crash manual to reflect MMUCC new definition for Serious Injuries (2/5/2019)

7.1e	Reduce the occurrence of illegitimate null values from mailed in reports. – Check for missing fields – Review excessive use of "unknown" and/or "other", decreasing the use of these options by 2 percent annually – Implement a quality control process to ensure the accuracy and completeness of crash reports submitted via mail.	Reduce number of crash reports returned to Agency.	Annually	FLHSMV	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 identify and develop a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system; further define an automated process to provide ACT reports and continued distribution of scorecards.

Strategy 7.2: Improve accuracy of the **Roadway Data System** by constant review and improvement in the QA/QC processes for the roadway dataset.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.2a	Expand coverage of data quality checks to include maps – Annually review dataset edits and find ways to improve the monitoring of date error-correction	Number of new edits implemented	TBD	FDOT	LRS reconciliation process is monthly
7.2b	Perform a Quality Assurance Review Program for all Districts within 2 years	Number of District reviews conducted	Quarterly	FDOT	Natural Disaster and Travel ban impacted schedule (only 2 field visits conducted) but in office review was conducted
7.2c	Perform District Quality Evaluations to ensure Districts are meeting deadlines (RCI, HPMS, RITA, SLDs, Key Sheets, etc.)	Number of Evaluations completed	Biannual	FDOT	Completed all periods; Ongoing

Strategy 7.3: Improve accuracy of the **Driver Records System** by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.3a	Review, evaluate, and analyze driver data to find errors, duplicates, and missing data entry elements by developing citation inventory system.	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. FY23 Crash and UTC Data Improvement Project (pending approval): FLHSMV to identify and delete duplicate records as part of onboarding process for State2State (S2S) 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.	Ongoing	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 Project identified internal electronic solution to improve driver data system by retrieving driver histories submitted in Problem Driver Pointer System and adding to driver system.
7.3d	Continue to participate in workshops with AAMVA to achieve data accuracy – Provide updates to crash and citation reporting vendors when AAMVA barcode formats change in Florida to ensure imports from barcode readers are successful.	Number of AAMVA workshops attended	Annually	FLHSMV	FLHSMV attended the 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. – Review and evaluate existing driver data to establish performance measure for accuracy	Accuracy issues identified for performance measure	Quarterly	FLHSMV	FY21 Driver Data Improvement Project: created analytical dashboard to replicate results for out-of-state surrenders to identify number of drivers coming into Florida by month, identify jurisdictions of those drivers, and created completeness and timeliness baseline measurement for number of driver history records (DHRs). FY22 Driver and Vehicle Data Quality Improvement Project will develop performance measure(s) and recommendations for ongoing monitoring of data quality management and evaluation for the driver and vehicle records system FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (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. Review and evaluate existing vehicle data to establish performance measure for accuracy	Accuracy issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project will develop performance measure(s) and recommendations for ongoing monitoring of data quality management and evaluation for the driver and vehicle records system FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (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 – Update of Florida Data Dictionary to reflect NEMSIS V3.5 and associated business rules to decrease error rates for critical data elements (Approved Data Dictionary – 12/1/2021)	Number of measures implemented	Quarterly December 2021	FDOH	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. Implemented 5 data quality categories to measure: Patient Information; Cardiac Arrest; Valid System Times; Cause of Injury; Clinical Times Recorded
7.6b	Develop accuracy performance measures	Number of performance measures established	Quarterly	FDOH	

Strategy 7.7: Improve accuracy of the **Citation/Adjudication System** by reducing errors by 3 percent per year.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.7a	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate citation reporting – Establish a baseline for UTC accuracy – Maintain training on how to complete the UTC – Review Clerk of Court (COC) case management software system – Disseminate conclusions by conducting COCs trainings to reduce error rates by 3 percent each year.	Improve accuracy of citation reports from previous FY baseline data	January 2018 (Complete) Annually Annually September 2020 September 2020 Annually	FLHSMV	FY21 Crash and UTC Data Improvement Project: Conducted 4 train-the-trainer workshops with over 335 participants (19 COCs & 59 LEAs). The FLHSMV team surpassed the UTC 3% accuracy goal by +0.20% and also exceeded the UTC completeness goal by +0.16%. FY 21-22 Project: Develop a Performance Measure for Data Integration Project, Dispositions have been identified that are not posting to the driver history that were disposed more than 365+ days ago FY21-22: Project: Develop Citation/Adjudication Performance Measure for Accessibility, including baselines for improvement. (pending approval)

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 – Perform an analysis on stance of new MMUCC Standards to create baselines on a National Standard. – Create an implementation plan for MMUCC Compliance – Develop a crash report control Document, based on the most recent MMUCC version, which would serve as a reference resource for the new crash report and the associated database changes, including XSD definitions and report layout.	Crash Report comparison to National MMUCC standards Number of Crash Report Control Documents developed	December 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 FY23 Crash and UTC Data Improvement Project will expand the crash data dictionary to include links to other data systems and/or data elements populated from other TR systems;
8.1c	Develop a centralized crash locating database by creating tools in S4 Analytics for the FDOT Crash Analysis Reporting (CAR) System analysts to manually verify all crash reports (meeting FDOT requirements).	Tools Developed	September 2021	UNF FDOT FLHSMV	FY21 Geolocation-Based Crash Diagramming & FDOT Crash Mapping to Improve Crash Location Timeliness and Quality mock-ups presented to TRCC crash team on 12/18/20; tool development continues FY22 Geolocation-Based Crash Diagramming & FDOT Crash Mapping to Improve Crash Location Timeliness and Quality

Strategy 8.2: Improve uniformity of the **Roadway Data System** by working with internal FDOT offices and local governments.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.2a	Monitor the process on updating Data Inventory Applications IRAIS to improve uniformity and integration	TBD	December 2021	FDOT	FDOT is coordinating internally to expand the collection of RCI data to local roads IRAIS IRAIS implementation services to replace the RCI application and database. Tentative award date is June 2019. FY21: IRAIS data model still being developed. Discussions with Safety Office on ARBM needs being affected by transition of the RCI to IRAIS Roads and Highway platform held on 5/5/21.
8.2b	Provide a modified process of data collection methods and adding the MIRE Fundamental Data Elements to be collected	Methods and techniques implemented	Ongoing	FDOT CIM	FDOT currently reviewing data collection methods and techniques. FY21 Cloud Feasibility Study to identify/create an ARBM inventory of elements to include MIRE FDEs.
8.2c	GIS will provide uniform data in LRS format – Evaluate potential basemap considerations	Testing results shared; Prototype finalized	December 2021	FDOT	FDOT working with vendor to provide and test new tools

Strategy 8.3: Improve uniformity of **Driver Records System** by focusing on driver record data fields not electronically provided via TCATS.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.3a	Review TCATS data collection and submission process and target specific data elements for improvement for the new ICD 7.0.		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. FY22 Crash and UTC Data Improvement Project-focused on increasing accuracy and completeness by five percent and defining accuracy as “no review required”

					FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (pending approval).
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 Engage in a project with the American Association of Motor Vehicle Administrators (AAMVA) to synchronize our data with NMVTIS Initiate one to one file comparison to determine the root cause of any data discrepancies and correct the data Ensure an analysis/comparison of Florida's active and cancelled title records	The percentage of NMVTIS standards-compliant data elements in the Vehicle Data System	Annually	FLHSMV	The NMVTIS project has produced the following improvements: Identified the primary reason sending duplicate VIN's. The issue was corrected, and we have seen a significant drop in the number of duplicate records being reported to NMVTIS. Reviewing a daily report and removing duplicate records from NMVTIS when applicable. (manual process) Received AAMVA tool (SWI) to correct current / older records. System updates most current title records based on files received from AAMVA (based on states that supply data to AAMVA).
8.5b	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for uniformity	Uniformity issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project to begin identifying a process (pending approval).

Strategy 8.5: Improve uniformity of the **EMS System** by transitioning agencies to most current NEMSIS compliance standard.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.5a	Maintain data dictionary in compliance with current NEMSIS standards – Update of Florida Data Dictionary to reflect NEMSIS V3.5	Percent of EMS runs that are NEMSIS compliant	Annually	FDOH	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 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. FY22 NEMSIS Project: Objective- Publish Florida Data Dictionary to reflect NEMSIS V3.5 by 12/2021
8.5b	Implement training on current data dictionary standards Conduct work sessions to continue to maintain Florida data standards, business rules and implementation of best practices consistent with NEMSIS.	Number of trainings conducted	Annually	FDOH	Anticipate formal adoptions of Florida V3.5 data dictionary by 12/2021 Anticipate training on V3.5 to begin December 2021 and continue on a quarterly basis Continuing quarterly EMSAC BioSpatial Training: FY21 NEMSIS Project: – 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. – Participated in biweekly Technical advisory calls; NEMSIS TAC and NASEMSO annual meetings TBD. FY22 NEMSIS Project- Anticipate 4 EMSAC Data Committee work sessions and participation in NEMSIS TAC and NASEMSO annual meetings.
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			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. – V3.3.4 = 39 - 18.14% of all v3 agencies – V3.4 = 176 - 81.86% of all v3 agencies

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	FY20 Crash and UTC Data Improvement Project: FLHSMV continued to distribute scorecards each quarter, which covered accuracy, completeness, and timeliness of crash data; 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. 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).
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	FY20 Update: 313 agencies are submitting crash reports electronically Baseline Period (4/1/19-3/31/20): 571,377 of 708,710 (80.62%) submitted w/in 10 days FY21 Update: 98.39% of LEAs are submitting crash reports electronically Current Period (4/1/20-3/31/21): 446,755 of 548,872 (81.40%) submitted w/in 10 days

Strategy 9.2: Improve timeliness of the **Roadway Data System**.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.2a	Perform a Quality Assurance Review Program for all Districts within 2 years	Number of District reviews conducted	Quarterly	FDOT	Natural Disaster and Travel ban impacted schedule (only 2 field visits conducted) but in office review was conducted
9.2b	Perform District Quality Evaluations to ensure Districts are meeting deadlines (RCI, HPMS, RITA, SLDs, Key Sheets, etc.)	Number of Evaluations completed	Biannually	FDOT	Completed all periods- Ongoing

Strategy 9.3: Improve timeliness of the **Driver Records System** by measuring both the internal and external average of the length of time between the occurrence of adverse action by a driver and the time it takes for that information to appear in the FLHSMV database.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.3a	Reduce the average time required for disposition information to be added to the driver record Establish a baseline for the length of time it takes an adverse action by a driver to be entered into the DHSMV database (external measure) Establish a baseline for the length of time it takes for disposition information to be added to the driver record (internal measure)	Average number of days from the date of a driver's adverse action to the date the adverse action is entered into the database (target – 2% reduction per year); Average number of days from the date of citation disposition notification by the driver repository to the date the disposition report is entered into the database	Annually	FLHSMV	Requested grant to work on improving TCATS submissions September 2018/2019. Citation Inventory System will be included in the department's Motorist Modernization Phase II re-write of our systems. 2020 electronic Citation submission is 94.93% received electronically an increase of 1.31% from 2019. UTC has a timeliness report for dispositions which can be ran statewide or by county.

Strategy 9.4: Improve timeliness of the **Citation/Adjudication System** by reducing the time between citation issuance and disposition.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
					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	FY20- As of March 2020, 5 COCs do not accept E- Citation processing FY21- As of March 2021, 3 COCs do not accept E- Citation processing All 67 clerks submit electronically to FCCC. There are 326 Law Enforcement agencies using E-Citations.
					received a disposition within 365 days. This data is sent to the individual clerks to review and advise the status of each
9.4d	Continue education efforts on the benefits of electronic data submission to the Clerks			FLHSMV/ Clerks	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. 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. 2020 electronic Citation submission is 94.93% received electronically an increase of 1.31% from 2019.

9.4e	Continue outreach program with Law Enforcement Agencies to increase their interest in and awareness of e-citation programs	Number of LEAs educated on e-citation programs		FLHSMV	44 law enforcement agencies (LEA) have been identified for using paper citations only. An email has been sent to the directors, chiefs and Sheriffs over these agencies. The email explains the reasons to go with electronic submission. We are requesting to know when their agency plans to move towards electronic submission and provided the approved eCitation vendors list for their review. The department's goal is to be 100% electronic. We are waiting to hear back from the agencies with their response. 11 responses were received back from the contacted LEAs, and the results are as follows: – Zero anticipated less than 6 months (0%) – Five anticipated 6 months -1year (46%) – Three anticipated 1-2 years (27%) – One anticipated more than 2 years (9%) – One stated only if it is made mandatory and the other agency was dissolved. (18%)

Strategy 9.5: Improve timeliness of the **EMS System** by continuing to monitor timeliness of submission indicators.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.5a	Continue to define timeliness measures and monitor quarterly	Percent of EMS run reports sent within 10 hours	Quarterly	FDOH	FY20: 51.58 % 0-1 day (within 24hrs) 11.5 % 2-7 days 9 % 8-30 days 26.9 % GT 30 days FY21 update: 68 % 0-1 day (within 24hrs) 13 % 2-7 days 8 % 8-30 days 11 % GT 30 days FY21: Project: increase in timeliness measure to 70% of EMS runs reports sent within 10 hours of run

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
9.7a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for timeliness	Timeliness issues identified for performance measure	Quarterly	FLHSMV	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 2026.

Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
10.1a	Establish user and stakeholder needs by conducting crash data survey, research studies, assessments, etc. and implement findings/recommendations: – Conduct Cloud-Based TSIS Project to improve data sharing and identify integration opportunities to establish S4	Survey conducted Implementation Plan and High Level Cloud Architecture Complete	Ongoing	TRCC stakeholders	NH Final Report (1/31/2020) conducted GAP Analysis on CAR vs S4 capabilities and functions across geolocating, analytics and roadway reference category areas. **Florida Cloud-Based TSIS Project** Scope approved by Data Subcommittee 2/1/21 and NH Phase I contract executed May 2021; Scope presented to EB on 4/9/21 at the TRCC Meeting. Final deliverables presented to EB at 9/10/2021 TRCC meeting: Current State Systems & TR Data Inventory

	Analytics as Florida's analytical central repository (Go Team Recommendation). Project will consist of the following: – Identify Current State Systems and Traffic Data Inventory – Document the Current State Data Management in place – Document Current State Systems Assessment to create a data blueprint – Develop High Level Cloud Architecture – Create a Diagram Tool compatible with S4's Geolocation Tool to be used by LEAs to improve crash data location (Go Team Recommendation) – Update FLHSMV's CRSCAN ingestion process to accept high resolution aerial photography in crash diagrams – Reduce crash systems by: – Enhancing S4 Geolocation Tool for FDOT crash analysts to verify crash locations within S4 Analytics to create a single unified crash location database – Develop a webservice to serve the crash report images directly from FLHSMV to eliminate distribution of crash data to S4 and FDOT crash databases – Develop process to fully synchronize FLHSMV and S4 crash databases to allow users access to the most current data available – FDOT CAR Analysis function to be moved and developed within S4 Analytics Environment (CAR Rewrite)	Tool Developed Number of high-resolution diagrams accepted in repository Tool Developed Webservice Developed Crash data elements matched			Current State Data Management Assessment Systems Assessment w/Priority Use Cases Current State Data Blueprint High-level Cloud Architecture Recommendation Barriers found: driver/vehicle inventory and driver/vehicle/ EMS data system architectures not created due to privacy concerns; **FY22 Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality Project** *FDOT Tool:* Completed mockups, process flow, data model, database schema; final stages of internal testing for editor & admin user interface in progress. *Diagram Tool:* Tool linked to geolocation tool and basemap (aerial/cartographic; development continues and testing in progress **FY22 Central Crash Data Repository and Improved Crash Data Quality Project** Completed light synchronization between S4 & FLHSMV crash databases for 2011-2021 crash data; monthly reports generated to address data discrepancies; Full/detailed synchronization being developed; web image service in testing to eliminate duplicate storage of crash reports to S4/FDOT; high resolution aerial photography solution currently in review and testing. **CAR Rewrite: State funds approved for FY21 & FY22. Kick-off meeting held 12/20.** Functional requirements and mock-ups for new filters developed; security plan completed; currently analyzing summary reports, ensuring S4 access to FDOT SSO FLARIS 2.1 data (w/shared geodatabases files), and a draft crash tree analysis.

10.1b	Create a framework for all system user needs based on findings of survey, research, assessments, etc. – Create Implementation Plan built on Agency/Stakeholder input to create strategy for data sharing across multiple agencies	Develop a framework for all systems	December 2026	Data System Owners / Data SC	Framework Implementation began in NH CAR/S4 GAP Analysis Project. FY21 TSIS Cloud Project Scope finalized on 4/9/21; Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; Phase II Florida TSIS Cloud Project - to focus on EMS/Driver/ Vehicle use cases and data linkage opportunities between EMS/Crash/Citation/Roadway data (ongoing)
10.1c	Form a subcommittee of data system representatives	Committee established representing data system owners		TRCC Executive Board	Go Team/Data Subcommittee established. Continued efforts on "Special Projects": – NH FDOT CAR/S4 (Dec. 2019-Jan. 2020) – Florida Cloud-Based TSIS Phase I Project (study) Scope approved on 2/1/21; Data Subcommittee participated in 12 workshops; Final report out on 9/10/21;

Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2026.

Strategy 11.1: Identify key data fields which should exist in the traffic records information systems.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
11.1a	Data Subcommittee (from Action 10.1c) will participate in Florida Cloud-Based TSIS Project to assist with the following: – Implementation Plan to: – Create a strategy for data integration within a cloud environment between the 6 TR systems. – Project communications and governance	Number of meetings participated in Implementation Plan created TR Inventory created	December 2026	Data Subcommittee & TRCC Coordinator	– Received Go Team Phase II funding to explore linkage possibilities. Final report June 10, 2019. – NH CAR/S4 Project began documentation of Crash Business Models (current/future state) to map Florida's Crash System's physical and logical data flow to identify linkage and data improvement opportunities; GAP Analysis on CAR/S4 demonstrated benefits gained with the consolidation of location processes in a central database; (Final report provided 1/31/2020) – FY22 and FY23S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data. – Florida Cloud-Based TSIS Project (study) Scope approved by Data Subcommittee on 2/1/21; Finalized by EB on 4/9/21; Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; TR Inventory captured/classified 4 TR data sets (1,427 data elements) for potential integration in a cloud data catalog/warehouse.

	– Identifying the Current State of the TR Systems to Create a Traffic Records Inventory to include:
	  – General overview of the TR systems
	  – Information on the owner, users, and contact info for the systems
	  – Descriptions and standards used for each system
	  – Master data and systems of record
	– Documenting the Current State Data Management to define business insights, user personas, data security and confidentiality requirements, and current data governance.
	– Documenting the Current State Systems Assessment and data blueprint to:
	  – Measure the relative strength and limitations of each system
	  – Map traffic data flow against current systems involved in TR data exchanges
	  – Define current data integration points and access methods
	  – Identify current issues with data flow and integration
	  – Identify how each core component validates the data collected
		Data blueprint created			

11.1b	Progress update will be provided at quarterly TRCC meetings	Progress reports provided	Quarterly	TRCC Coordinator	FY21 Florida Cloud-Based TSIS Phase I Project: TRCC Meeting on April 9, 2021 EB was presented Florida TSIS Cloud Project Scope to be conducted by NH. Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; Barriers found- driver/vehicle inventory and driver/vehicle/ EMS data system architectures not created due to privacy concerns;

Objective 12: Expand integration of Traffic Records (TR) projects to maintain a uniform data collection platform across key data fields needed to facilitate linking traffic records information systems by December 2026.

Strategy 12.1: Continue to support and increase Law Enforcement Agency (LEA) utilization of TR data collection systems/tools and S4 Analytics by providing the integration of Traffic Records Projects: Systems and/or Software.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
12.1a	Track the utilization of traffic records systems/software for the following TR projects: – Tracs (Traffic and Criminal Software) – ELVIS (Electronic License and Vehicle Information System) – Signal Four Analytics' Geo-Location Tool – National Emergency Medical Services Tracking and Reporting System Version 3 standards	Number of users/agencies	Annually	Project Leads	**FY21 Oct. 1, 2020-Sept. 30, 2021:** TraCS- 26,636 users / 192 LEAs ELVIS- 24,237 users / 224 LEAs S4's Geo-Location Tool – Crash Reporting: 183 TraCS LEAs or 24,231 users (91%) of TraCS users – Citation Reporting: 13% of TraCS LEAs or 7% of TraCS users S4 Analytics- 4,218 users / 556 agencies/contractors NEMSIS: 220 of 223 EMS Agencies submitting by NEMSIS V3 standards **FY22 Oct. 1, 2021-Feb. 4, 2022** TraCS- 26,791 users / 195 Total LEAs ELVIS- 25,563 users / 233 LEAs S4's Geo-Location Tool – Crash Reporting: 191 TraCS LEAs (mandated: 99.4% or 186 LEAs) – Citation Reporting: 155 of TraCS LEAs (mandated: 13.5% or 21 LEAs) S4 Analytics- 4,589 users / 730 agencies EMSTARS Reporting Agencies: 230 of 231 EMS Agencies submitting by NEMSIS V3 standards (total of 302 total EMS agencies w/72 reporting in aggregate form)
12.1b	Improve key data field collection across traffic records reporting: – By integrating S4's Geo-location Tool w/TraCS crash and citation reporting – By integrating ELVIS with TraCS	Number of incidents and agencies Pilot conducted	Annually	Project Leads	**FY21:** S4 Geo-Location Tool usage Oct. 1, 2020-Sept. 30, 2021: – 188 TraCS agencies mandating use for crash reporting – 21 TraCS agencies mandating use for citation reporting – 91% or 24,231 TraCS users – 187,228 crash reports

	– Conduct pilot with S4 Diagram/Geo-location web-based tool within TraCS environment.		December 2022		– 85,714 citation reports – 46,442 traffic warnings – 8,975 tow sheets – 2,829 DUI Citations – 1,699 Parking Citation – 874 Field Interview Report – 166 Offense Incident Report – 115 Boating Warning – 193 Boating Citation **FY21:** ELVIS Usage Oct. 1, 2020- Sept. 30, 2021: Total LEAs 224 and 24,237 users 99% or 194 TraCS LEAs agencies are using ELVIS **FY22:** S4 Geo-Location Tool usage Oct. 1, 2021- May 31, 2022: – 191 agencies using for crash reporting – 155 agencies using for citation reporting – Total usage crash/citation 67,342 (Oct. 1-Dec. 30, 2021) – 67,342 crash reports (Oct. 1-Dec. 30, 2021) – 16,626 citation reports **FY22:** ELVIS Usage till Oct.1, 2021-Feb. 4, 2022: Total LEAs 233 and 25,563 users 99% or 195 TraCS LEAs agencies are using ELVIS

Goal 4: Facilitate access to traffic records data.

Objective 13: Identify high priority user needs and develop a strategy to improve accessibility by December 2026.

Strategy 13.1: Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
13.1a	Identify agency to lead needs assessment	Needs assessment conducted (survey)	December 2026	FDOT FLHSMV	– FY21: FDOT SSO implemented Florida TSIS Cloud Project. Scope approved 2/1/21; NH contract executed May 2021. Final deliverables presented to EB at 9/10/2021 TRCC meeting
13.1b	Create a framework based on results from surveys or assessment projects – Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data – Explore a possible UTC accessibility performance measure with baseline – Conduct Cloud-Based TSIS Feasibility Study to improve accessibility by identifying data use cases	Performance measure established Final assessment report delivered to TRCC	December 2026	FDOT FLHSMV	– FY20: NH Final Report findings for CAR/S4 Project presented on 4/3/20: documented data system capabilities/functions to assist with consolidation of both systems. – FY21: Florida TSIS Cloud Project Scope presented on 4/9/21. Recommendations were for FDOT to consume S4 Analytics within their cloud environment due to FDOT resources allocated for CAR and S4 systems consolidation projects and multiple point to point interfaces between S4 and FDOT roadway data. – Phase II Florida TSIS Cloud Project Scope drafted and pending execution- focus on EMS/Driver/ Vehicle use cases – FY22 Crash and UTC Data Improvement Project: UTC data accessibility survey in final stages of development to receive stakeholder's feedback.

13.1c	Apply framework to Signal Four Analytics – Develop and present FDOT executive leadership proposal document on the Florida TSIS Cloud Project Recommendations. – Inform TRCC EB of FDOT leadership proposal and next steps – Execute Phase II Florida TSIS Cloud Project Scope of work to include: – S4 Analytics business case for state agency consumption – EMS use cases to assist with request for EMS data exchange – Driver and Vehicle (S4's crash and citation data) use cases to be developed to improve safety analysis	Develop framework for all system needs Business Case developed Use cases identified	December 2026	FDOT FLHSMV FDOH UF	Executive Board updated at 4/3/20 TRCC meeting on the following: NH CAR/S4 Project: Crash Business Models (current/future state) to include consolidation- 2 CAR System functions (location and analytics) within S4 Analytics; CAR/S4 GAP Analysis. (Final report provided 1/31/2020) Executive Board updated at 4/9/21 TRCC meeting on the following: – FY21: Florida TSIS Cloud Project Final deliverables presented to EB at 9/10/2021 TRCC meeting. Recommendations were for FDOT to consume S4 Analytics within their cloud environment due to FDOT resources allocated for CAR and S4 systems consolidation and multiple point to point interfaces between S4 and FDOT roadway data. – Phase II Florida TSIS Cloud Project (pending execution) - to focus on EMS/Driver/ Vehicle use cases and data linkage opportunities between EMS/Crash/Citation/Roadway data (ongoing) – Meeting held with stakeholders on 4/1/2021

Objective 14: Improve accessibility to data for all systems by December 2026

Strategy 14.1: Increase public record data availability through online access.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
14.1a	Assist agencies with public facing websites to make data available through online access – Signal Four (S4) Analytics to develop public facing Florida Traffic Safety Dashboard (crash) – S4 Analytics to develop public facing dashboard for citations data	Number of users accessing traffic records data	December 2021	Executive Board/Data System Owners	– FY21: S4 Analytics currently provides linkage between crash, citation, and roadway data. Public facing portal developed for crash data and went live December 2020. – FY22 S4 will focus on expanding crash dashboard capabilities to include mobile platform as well as creating a citations data dashboard (pending approval). – FY21: S4 Analytics- to focus on data linkage opportunities w/EMS/Crash/Citation/Roadway data to enhance safety analysis (ongoing) – FY22 S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data (pending approval).

14.1b	Provide access to real-time summary data reports	Number of users accessing real-time summary data reports	December 2021	Executive Board/Data System Owners	See notes above;
14.1c	Implement web development standards to make data accessible as public data based on needs assessment	User satisfaction with (a) the quality of traffic records data, and (b) their ability to obtain the data when, where, and in the form needed.	December 2021	Executive Board/Data System Owners	See notes above;
14.1d	Provide federal, state, and local agencies with access to the linkable data among traffic safety information system databases – Conduct Florida Cloud-Based TSIS Project to improve data sharing and identify data integration opportunities		December 2021	Executive Board/Data System Owners	– S4 Analytics currently provides linkage between crash, citation, and roadway data. Public facing portal developed and went live Dec. 2020. FY22 will focus on citations data dashboard and continue identifying EMS linkage opportunities. – FY21: Florida Cloud-Based TSIS Phase I Project approved and executed May 2021.

GOAL 5: Promote the use of traffic records data.

Objective 15: Promote the understanding and use of available data.

Strategy 15.1: Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.1a	Maintain a metadata resource that describes available data and how it can be accessed		Ongoing	TRCC Coordinator	
15.1b	Post metadata resource on respective agency websites	Publish on TRCC Website	Ongoing	TRCC Coordinator	Information published on TRCC website

Strategy 15.2: Educate users on what systems are available and how to use them by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.2a	Conduct user training	Number of training sessions, type, frequency, online tutorials, PowerPoints	Annually	Project Leads	The following trainings were conducted: Crash and UTC Data Improvement: **FY20** Crash and UTC dates: Crash- 9/2/20 (virtual stakeholder meeting) UTC- 7/13/20 (2 sessions) and 7/20/20 (2 sessions). **FY21** Crash and UTC dates: UTC Workshops: TBD; Curriculum is being routed for approvals. TraCS: **FY20:** 13 user trainings- 10/2/19; 10/17/19; 10/23/19 (2 trainings); 11/7/19; 11/15/19; 11/20/19; 12/5/19 and 12/6/19 (1 training); 12/6/19; 1/9/20; 2/7/20; 2/19/20; 3/4/20; 6/16/20; 6/23/20; **FY21**: 21 user trainings-10/2/20; 10/8/20; 12/1/20; 12/14/20 (2 sessions); 12/15/20; 1/6/21; 1/29/21 (2 sessions); 2/3/21 (2 sessions); 2/18/21; 2/24/21; 3/5/21; 3/9/21; 3/14/21; 3/19/21; 3/22/21; 3/23/21; 3/24/21; 3/30/21; Signal 4 and Geo-location: **FY20** S4: 11/5/2019 at Ninth International Visualization in Transportation Symposium; 6/19/20 Intersection DB meeting w/FDOT; Geo-location: 4/27/20; 6/3/20; 8/6/20; 9/4/20; 9/23/20; 9/29/20; **FY21** S4: 2/9/21 (2 sessions); 2/10/21 (2 sessions); FDOH NEMSIS Compliance: **FY20**: EMSAC BioSpatial Training: 3/3/20, 6/10/20 EMSAC Data Committee: 10/2019; 1/2020; 3/3/2020, 6/10/20; NEMSIS TAC and NASEMSO: 08/2020; **FY21**: EMSAC Data Committee: 11/17/20; 2/9/21; 2/24/21; 3/3/21; 3/23/21; 4/27/21. NEMSIS TAC and NASEMSO: TBD; ELVIS **FY20**: 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; 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)

					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. **FY21**:20 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; 1/7/2 (2 sessions); 1/13/21; 1/22/21; 1/26/21 (3 sessions); 2/23/21 (2 sessions); 2/25/21; 1 In-person: 10/28/20; 4 Demonstrations NOTE: Most trainings were moved to virtual setting due to Covid-19 beginning March/April 2020;

Strategy 15.3: Monitor utilization of traffic records data by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.3a	Monitor utilization of traffic records data		Annually	Data System Owners	
15.3b	Monitor utilization of web-based system		Annually	Data System Owners	
15.3c	Report utilization results by month at quarterly TRCC meetings	Reports provided	Annually	Data System Owners	

Florida's FY2023 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 four meeting dates preceding this application were:

    - September 10, 2021
    - December 3, 2021
    - February 4, 2022
    - April 8, 2022

- The Florida interim TRCC Coordinator is Danielle King, Traffic Safety Program Operations Coordinator/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	Allman@flclerks.com	Chair
Major Lisa Barnett	FHP Captain	Crash, Citation/Adjudication	FHP / FLHSMV	Lisabarnett@flhsmv.gov	Vice Chair
Mike Hall	EMS Administrator	EMS / Injury Surveillance	FDOH	Mike.Hall@flhealth.gov	EB
Lora Hollingsworth	Chief Safety Officer	Roadway, Crash	FDOT	Lora.Hollingsworth@dot.state.fl.us	EB
Robert Kynoch	Division Director	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	Robertkynoch@flhsmv.gov	EB
Deputy Chief Tonya Smith	Deputy Chief	Crash, Citation/Adjudication	Tallahassee Police Department	Tonjab.smith@talgov.com	EB
David Brand	Law Enforcement Coordinator	Sheriffs' Representative	FL Sheriffs Association	Dbrand@flsheriffs.org	EB
Thomas Austin	Management Analyst	Crash	FLHSMV	ThomasAustin@flhsmv.gov	SC
Seth Bartee	Systems Administrator	TraCS	FSU	Sethb@tracsflorida.org	SC
Dr. Ilir Bejliri	Associate Professor/Principal Investigator	Signal Four Analytics	UF	Ilir@ufl.edu	SC
Brenda Clotfelter	EMSTARS Project Manager	EMS / Injury Surveillance	FDOH	Brenda_Clotfelter@doh.state.fl.us	SC
Chris Craig	Traffic Safety Administrator	None	FDOT	Chris.craig@dot.state.fl.us	SC
Margaret Edwards	Systems Administrator	ELVIS	FSU	Medwards@elvisflroida.org	SC
Zoe Williams	Systems Architect	ELVIS	FSU	Zwilliams@elvisflorida.org	SC
Richie Frederick	Deputy Director	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	Richiefrederick@flhsmv.gov	SC
Dr. Rupert Giroux	Safety Data Coordinator, Public Transportation Specialist II	Roadway, Crash	FDOT	Rupert.Giroux@dot.state.fl.us	SC
Benjamin Jacobs	Crash Records & Research Administrator	Roadway, Crash	FDOT	Benjamin.jacobs@dot.state.fl.us	SC
Angela Lynn	Program Manager	Crash, Citation, Driver, Vehicle	FLHSMV	AngelaLynn@flhsmv.gov	SC
Bradley Perry	Bureau Chief of Records	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	BradleyPerry@flhsmv.gov	SC
Amy Pontillo	Systems Architect	TraCS	FSU	Amyc@tracsflorida.org	SC
Michele Snow	Program Manager	Signal Four Analytics	UF	Msnow@dcp.ufl.edu	SC
Melissa Gonzalez	Crash Records Program Manager	Crash	FLHSMV	Melissa.gonzalez@flhsmv.gov	SC
Alan Amidon	Transportation Analyst	None	Cambridge Systematics	Aamidon@camsys.com	
Ian Anderson	Data Sharing Project Manager	None	FDLE	IanAnderson@fdle.state.fl.us	
David Brand	Law Enforcement Coordinator	Sheriffs' Representative	FL Sheriffs Association	Dbrand@flsheriffs.org	
Ty Carhart	EMS Data Manager	EMS / Injury Surveillance	FDOH	Ty.Carhart@flhealth.gov	
Chief Jeffrey Dixon	FHP Chief	FHP Representative	FHP / FLHSMV	Jeffreydixon@flhsmv.gov	
Joey Gordon	Transportation Data Analysis Supervisor	Roadway	FDOT	Joey.Gordon@dot.state.fl.us	
Larry Gowen	Chief Performance Officer	Crash, Citation, Driver, Vehicle	FLHSMV	Larry.Gowen@flhsmv.gov	
Danielle King	Traffic Safety Programs Operations Coordinator	None	FDOT	Danielle.king@dot.state.fl.us	Interim Coordinator

Scott Lindsay	Chief Data Officer	Crash, Citation, Driver, Vehicle	FLHSMV	Scottlindsay@flhsmv.gov	
Thomas Rast	Inventory Control Manager	Vehicle, Driver License	FLHSMV	Thomasrast@flhsmv.gov	
Tim Roberts	Law Enforcement Liaison	None	FDOT	Coordinator@floridalel.info	
William Roseburgh	Busines Intelligence Analyst	Crash	FHP	WilliamRoseburgh@flhsmv.gov	
Daniel Shopf	Transportation Analyst	None	Cambridge Systematics	Dshopf@camsys.com	
Dr. Lisa Spainhour	Professor / Principal Investigator	TraCS / ELVIS	FSU	Spainhour@eng.famu.fsu.edu	
Brian Watts	Manager, Performance and Trends	Roadway	FDOT	Brian.Watts@dot.state.fl.us	
Joel Worrell	Transportation Data Inventory Manager	Roadway	FDOT	Joel.Worrell@dot.state.fl.us	

Updated: 03/17/2022

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_FY23_405c_ Strategic Plan Update**. Florida's action regarding assessment recommendation priorities is provided as attachment **FL_FY23_405c_ TR Assessment Priorities**. A list of the planned traffic records activities for FY 2023 with breakout of performance measures and data system impacts is provided as attachment **FL_FY23_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_FY23_405c_FL Quantitative Progress**.

State Traffic Records Assessment

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

Section 405c Quantitative Progress Report

State: *Florida* **Report Date:** *05/10/22* **Submitted by:** *Danielle King*

Regional Reviewer:

System to be Impacted	**__X__CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**__X__ACCURACY ____TIMELINESS ____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** *The average percent of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.*
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** *Project FL-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)*
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** *The achieved improvement is an increase in accurately located electronic crash reports utilizing the Geo-Location tool – as demonstrated through an increase in the average percentage of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.* *During the baseline period from April 1, 2020, to March 31, 2021, 140,364 of 567,231 electronic crash reports (24.75%) were accurately geo-located and submitted into the database. During the current period from April 1, 2021, to March 31, 2022, 232,441 of 706,100 electronic crash reports (32.92%) were accurately geo-located and submitted into the database.* ***The percentage of accurately located electronic crash reports entered into the database increased 8.17% compared to the previous year.*** *During this period, a total of 191 law enforcement agencies used the tool, which is an increase of 6 agencies compared to last year. The new vendor SmartCOP was added in addition to existing vendor TraCS, and a significant portion of the increase in the number of crashes geolocated using the tool this year is due to the addition of the first agency of the new added vendor.*
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** *The total number of accurately geo-located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash master database will be divided by the total number of electronic crash reports submitted into the database. To normalize the data, the measure is compared for the same time period for consecutive years.*

Date and Baseline Value for the Measure	*Date: 4/1/20 - 3/31/21 Value: 140,364 of 567,231 (24.75%) accurately located electronic crash reports were entered into the crash database*
Date and Current Value for the Measure	*Date: 4/1/21 to 3/31/22 Value: 232,441 of 706,100 (32.92%) accurately located electronic crash reports were entered into the crash database*
Regional Reviewer's Conclusion	**Check one** **___Measurable performance improvement *has* been documented** **___Measurable performance improvement has *not* been documented** **___Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

Section 405c Quantitative Progress Report

State: ***Florida*** **Report Date:** ***05/10/22*** **Submitted by:** ***Danielle King***

Regional Reviewer:

System to be Impacted	**____CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION __X__EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**____ACCURACY ____TIMELINESS ____COMPLETENESS ____ACCESSIBILITY __X__UNIFORMITY ____INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** *The percentage of Florida's Public or private entities involved in Emergency Medical Services (EMS) systems which have been licensed by the State of Florida, who are submitting National EMS Information System (NEMSIS) Version 3 (V3) compliant run reports to the Florida Department of Health via the Bureau of EMS, Prehospital EMS Tracking and Reporting System (EMSTARS).* *Currently, Florida has a total of 305 licensed EMS agencies of which 234 are EMSTARS participating agencies. Of the 234 EMSTARS participating agencies, 234 agencies are submitting run reports by V3 data standards.* *The number of licensed EMS agencies fluctuates due to agency mergers, closures and/or new agencies licensed. Florida remains in compliance with the NEMSIS V3 standards to provide a uniform data collection across all licensed agencies.*
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** *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)* *Public or private entities involved in emergency medical services systems are minimally required to provide patient care summary level data to the Florida Department of Health, Bureau of EMS, Prehospital Aggregate System per Florida Administrative Code 64J-1.014. This administrative code defines two options for the submission of patient care data. One being the submittal of summary level data to the Prehospital Aggregate System and the second option being the submission of runs reports via EMSTARS.* *The patient care data submitted via the Prehospital Aggregate System is only summary information which does not include EMS runs report record level data. Also, the EMS response and patient care summary data does not include information on Incident Date. The runs reports submitted through EMSTARS is Florida's only database that is collecting and transmitting the incident level data required for NEMSIS compliance. EMSTARS does not accept EMS agency records that are not NEMSIS compliant. EMSTARS reporting requirements far exceed the aggregate summary requirements; therefore, submission of runs data to EMSTARS is voluntary.*
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)**

	The achieved improvement is an increase in the uniformity of EMS run data reports – as demonstrated through an increase in percent of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS. *For the baseline period, the number of licensed EMS agencies in Florida was 291, of which 219 were EMSTARS participating agencies. Of the 219 EMSTARS participating agencies, 215 were submitting run reports by NEMSIS V3 data standards. For the current period, the number of licensed EMS agencies in Florida was 305, of which 234 were EMSTARS participating agencies. Of the 234 EMSTARS participating agencies, 234 were submitting run reports by NEMSIS V3 data standards.* *The current number of licensed EMS agencies differs from the baseline due to mergers of multiple agencies, new agencies added and agencies no longer in business.* *For the baseline period from April 1, 2020 to March 31, 2021, 215 of 219 (98.17%) licensed EMS participating agencies were actively reporting by NEMSIS V3 standards to EMSTARS. For the current period from April 1, 2021 to March 31, 2022, 234 of 234 (100%) 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 1.83% compared to the previous year.***
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** *The total number of EMSTARS participating agencies who are now submitting NEMSIS V3 run data to the Florida Department of Health via EMSTARS is divided by the total number of participating EMSTARS agencies.*
Date and Baseline Value for the Measure	*Date: 4/1/20 – 3/31/21 Value: 215 of 219 (98.17%) EMSTARS participating agencies actively reporting by NEMSIS V3 standards to EMSTARS.*
Date and Current Value for the Measure	*Date: 4/1/21 – 3/31/22 Value: 234 of 234 (100%) EMSTARS participating agencies actively reporting by NEMSIS V3 standards to EMSTARS.*
Regional Reviewer's Conclusion	**Check one** **___Measurable performance improvement *has* been documented** **___Measurable performance improvement has *not* been documented** **___Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

King, Danielle

From: Broome, Chris (NHTSA) <Chris.Broome@dot.gov>
Sent: Wednesday, May 18, 2022 2:32 PM
To: Craig, Chris
Cc: King, Danielle; Hayes, Carmen (NHTSA)
Subject: FL: Interim Progress Reports

*The NHTSA Region 4 Team has reviewed your Section 405c Interim Progress Report submission and we believe that FL has demonstrated 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 1st).*

Let me know if you have any further questions.

Thank you,

Carmen N. Hayes, M.S., M.S.M.
Regional Administrator
Department of Transportation
National Highway Traffic Safety Administration
Region 4
61 Forsyth Street, Suite 17T30
Atlanta, GA 30303
Office: 404-562-3766 Cell: 404-304-0503

Florida FY2023 Planned Activites Overview				
Project	**TSIS Goals Impacted**	**Core Data Systems Impacted**	**Performance Area Impacted**	**FY23 Award**
Section 405(c) funding = $2,776,000				
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	$411,000
Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash, Citation / Adjudication, Roadway, EMS/Injury Surveillance	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	$554,000
Crash and UTC Data Improvement	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility;	Crash, Citation /Adjudication,	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	$173,000
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	$1,130,000
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, Uniformity	$508,000
Section 402 funding = $899,500				
Driver and Vehicle Data Quality Improvement	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility;	Driver, Vehicle	Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity	$146,500
Geolocation & Crash Diagramming to Improve Crash Data Location Timeliness and Quality	Goal 2: Data Quality; Goal 3: Integration; Goal 4: Accessibility; Goal 5: Utilization	Crash, Roadway, EMS/Injury Sruveillance	Accessibility, Accuracy, Completeness, Timeliness, Uniformity	$686,000
TRCC Support	N/A	N/A	N/A	$67,000
			Total 405(c) and 402	**$3,675,500**

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Beth Allman	Senior Manager	Driver License / History Data, Citation / Adjudication Data	FCCC	Allman@flclerks.com	Chair
Major Lisa Barnett	FHP Captain	Crash, Citation/Adjudication	FHP / FLHSMV	Lisabarnett@flhsmv.gov	Vice Chair
Mike Hall	EMS Administrator	EMS / Injury Surveillance	FDOH	Mike.Hall@flhealth.gov	EB
Lora Hollingsworth	Chief Safety Officer	Roadway, Crash	FDOT	Lora.Hollingsworth@dot.state.fl.us	EB
Robert Kynoch	Division Director	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	Robertkynoch@flhsmv.gov	EB
Deputy Chief Tonya Smith	Deputy Chief	Crash, Citation/Adjudication	Tallahassee Police Department	Tonjab.smith@talgov.com	EB
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Seth Bartee	Systems Administrator	TraCS	FSU	Sethb@tracsflorida.org	SC
Dr. Ilir Bejliri	Associate Professor/Principal Investigator	Signal Four Analytics	UF	Ilir@ufl.edu	SC
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Alan Amidon	Transportation Analyst	None	Cambridge Systematics	Aamidon@camsys.com	
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David Brand	Law Enforcement Coordinator	Sheriffs' Representative	FL Sheriffs Association	Dbrand@flsheriffs.org	
Ty Carhart	EMS Data Manager	EMS / Injury Surveillance	FDOH	Ty.Carhart@flhealth.gov	
Chief Jeffrey Dixon	FHP Chief	FHP Representative	FHP / FLHSMV	Jeffreydixon@flhsmv.gov	
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Updated: 03/17/2022

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 of Florida

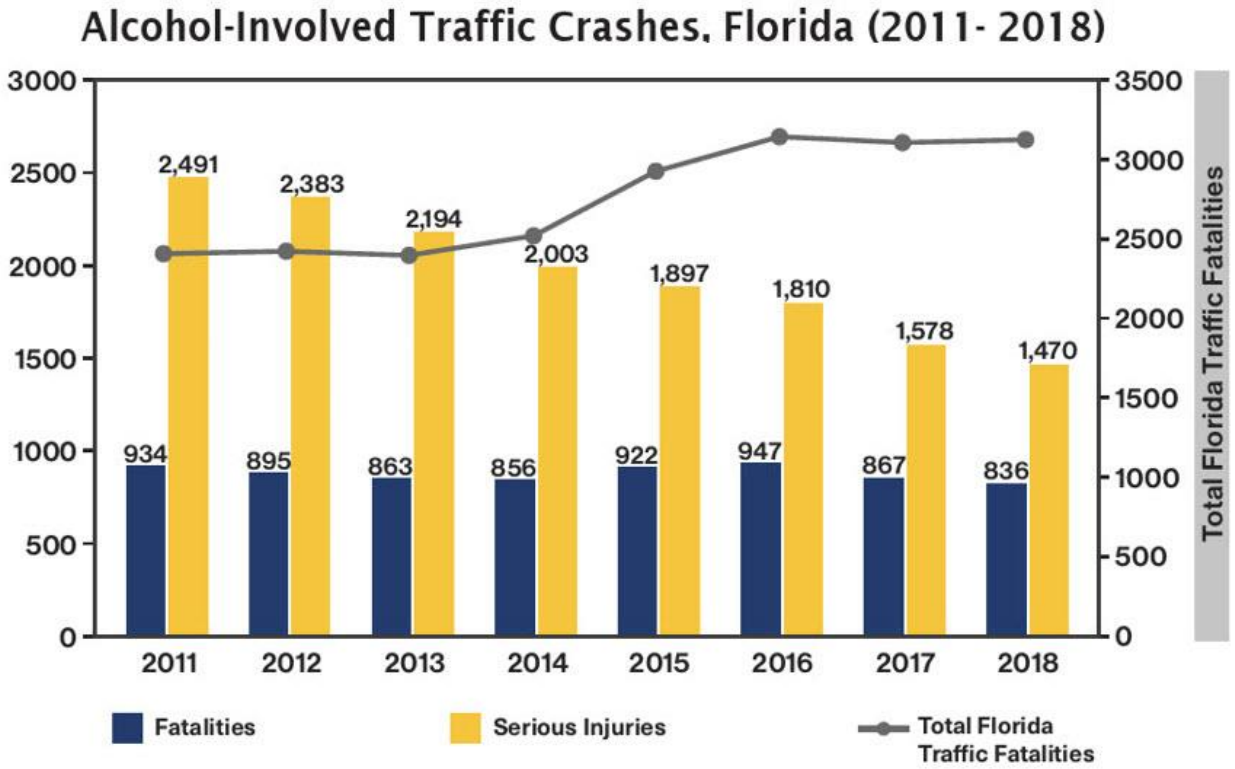
Impaired Driving Strategic Plan
2019 - 2021

Last Updated: May 06, 2020

Table of Contents

Executive Summary

Despite impressive efforts to reduce traffic-related fatalities and serious injuries in Florida over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. As a percent of all crash fatalities, impaired driving fatalities in Florida 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.



Source: Florida DOT 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

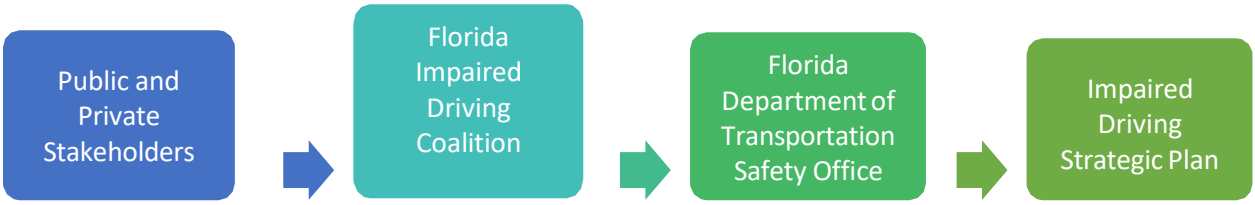
Florida Impaired Driving Coalition

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 Statues, requires ignition interlock device (IID) to be installed on the vehicles of certain persons convicted of DUI.

The ignition interlock program affects those arrested and convicted of DUI after July 1, 2002, upon eligibility of reinstatement for a permanent or restricted driver license. The IID is also required when a driver convicted of DUI applies for a restricted license for work or business purposes (s. 322.271, F.S.).

If a person is otherwise eligible, a driver license will be issued with a "P" restriction indicating an IID is required. The required time period for an IID begins on the day the "P" restriction is issued.

DUI Conviction	Ignition Interlock Requirements
First Conviction	If Court Ordered
First Conviction if 0.15 or minor in car	At Least 6 Months
Second Conviction	At Least 1 year
Second Conviction if 0.15 or minor in car	At Least 2 years
Third Conviction	At Least 2 years
Fourth or Subsequent Conviction	At Least 5 years

Under the statute, DUI programs are the designated agencies that monitor interlock violations in Florida. The definition of a violation consists of the following:

- Any two breath tests above the 0.025 breath alcohol level upon initial startup of the vehicle.
- Any refusal to submit to a required rolling retest.
- Any retest above the 0.025 breath alcohol level.
- Any evidence of equipment tampering.

Additional requirements for IID violations are as follows:
1st Violation:

- Must report to the DUI program for a monitoring appointment.

2nd Violation:

- Must report to the DUI program for a monitoring appointment.
- Develop a Case Management Plan.
- Report monthly to the program for the duration of your IID time.

3rd or Subsequent IID Violation:

- Must report to the DUI program for referral to substance abuse treatment.
- Report to the DUI program for monthly monitoring appointments.
- Must complete substance abuse treatment, monthly monitoring with the DUI program, and the

duration of the IID is extended by one month for each subsequent violation beyond the third violation.

Drivers who are required to install an IID must contact one of the following providers for installation. The service providers listed below meet the requirements provided in 15A-9.007, F.A.C., the National Highway Traffic Safety Administration Standards, and section 316.1938, Florida Statutes.

Contracted Provider	Contact Information	Approved Devices
Intoxalock	844-612-3952 https://www.intoxalock.com/florida/	Model #: 1001A
ALCOLOCK	866-837-8646 https://alcolockusa.com/locations/florida-ignition-interlock/	Model #: Alcolock LR
Draeger - Nationwide Interlock	800-880-3394 https://www.nationwideinterlock.com/	Model #: Draeger Interlock 7000
Smart Start	800-880-3394 https://www.smartstartinc.com/	Model #: SSI 2030
LifeSafer	855-527-1598 https://www.lifesafer.com/	Model #: L250
Guardian Interlock	800-499-0994 https://www.guardianinterlock.com/	Model #: AMS 2000

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 Statues:

- 316.193 – Driving Under the Influence; Penalties.
  http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0316/Sections/0316.193.html
- 316.1938 – Ignition Interlock Devices, Certification; Warning Label.
  http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=316.1938&URL=0300-0399/0316/Sections/0316.1938.html
- 322.292 – DUI Programs Supervision; Powers and Duties of the Department.
  http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0322/Sections/0322.292.html
- 322.271 – Authority to Modify Revocation, Cancellation, or Suspension Order.
  http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0322/Sections/0322.271.html
- 397 – Substance Abuse Services
  http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0397/0397ContentsIndex.html

Florida Administration Code & Florida Administration Register (Last visited 02/14/2020)

- 15A-9.007, F.A.C. – Breath Alcohol Ignition Interlock Devices
  https://www.flrules.org/gateway/RuleNo.asp?ID=15A-9.007
- Chapter 65D-30 – Substance Abuse Services Office
  - https://www.flrules.org/gateway/ChapterHome.asp?Chapter=65D-30

Federal Highway Administration (FHWA):

- 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/coalitonsresources.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's FY2023 405(D) Impaired Driving Countermeasures Grants

Florida is submitting this application for 405(D) Impaired Driving Countermeasures Grants as a mid-range State, based on the NHTSA Fatality Analysis Reporting System 2017-2019 report of 2,431 alcohol-impaired-driving fatalities, VMT of 667,156, and alcohol-impaired-driving fatality rate of 0.36 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 / Education and Prevention	Florida Safety Council
Sgt. Anthony Palese	Sergeant	Criminal Justice System (Enforcement)	Florida Highway Patrol
Chief Art Bodenheimer	Police Chief	Criminal Justice System (Enforcement)	Lake Alfred Police Department
Sgt. Ben Shaw	Sergeant	Criminal Justice System (Enforcement)	Jacksonville Sheriff's Office
Brandy Howard	Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	SunCoast Safety Council
Dr. Brett Kirkland	Program Manager, Alcohol Testing Program	Criminal Justice System (Enforcement / Data)	Florida Dept. of Law Enforcement, Alcohol Testing Program
Chief Brett Railey	Retired Police Chief, Member IACP Highway Safety Committee	Criminal Justice System (Enforcement)	Florida Police Chiefs Association
Lt. Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Criminal Justice System (Enforcement)	Florida Highway Patrol
Chris Craig	Traffic Safety Administrator	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Chris Earl	EMSTARS Project Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Florida Safety Council
Chrystal Williams	Deputy Director	Program Management and Strategic Planning / Education and Prevention / Communications Program	Florida Dept. of Health Office of Medical Marijuana Use
Cpl. Daniel Darren	Corporal	Criminal Justice System (Enforcement)	Collier County Sheriff's Office
Dennis Siewert	Crime Laboratory Analyst Supervisor	Criminal Justice System (Enforcement / Data)	Florida Dept. of Law Enforcement, Toxicology
Chief David Ennis	Retired Chief of Police	Criminal Justice System (Enforcement)	Retired
Ellen Snelling	Chair	Education and Prevention / Legislation	Tampa Alcohol Coalition
Elvia Marcus	County Court Chief	Criminal Justice System (Prosecution and Adjudication)	Miami-Dade County State Attorney's Office
Ernie Bradley	Traffic Safety Program Manager	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Geoff Luebkemann	Senior Vice President / Executive Director	Education and Prevention	The Florida Restaurant & Lodging Association Regulatory Compliance Services, Inc.
Helen Justice	Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	DUI Counterattack, Hillsborough, Inc.

Name	Title	Discipline	Department/Agency/Organization
Sgt. Hugh Gross	Sergeant	Criminal Justice System (Enforcement)	Hillsborough County Sheriff's Office
Isabel Perez-Morina	Chief Executive Officer/President	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Advocate Program, Inc./Florida Association of Community Corrections
Deputy John Howard	Deputy	Criminal Justice System (Enforcement)	St. Johns County Sheriff's Office
Juan Cardona	Criminal Justice System Liaison	Criminal Justice System (Enforcement)	University of North Florida, Institute of Police Technology and Management
Kathy Jimenez-Morales	Chief Counsel, Driver License	Criminal Justice System (Data / Driver Licensing)	Florida Dept. of Highway Safety and Motor Vehicles
Det. Kevin Millan	Detective	Criminal Justice System (Enforcement)	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	Regional Executive Director (Florida & Puerto Rico)	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Mothers Against Drunk Driving (MADD)
Dr. Lisa Reidy	Director of Toxicology Lab and Assistant Research Professor	Criminal Justice System (Enforcement / Data)	University of Miami, Division of Toxicology
Lora Hollingsworth	Chief Safety Officer	Program Management and Strategic Planning / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Malcom Osteen	U.S. Probation Officer/Chief Warrant Officer	Criminal Justice System (Enforcement / Administrative Hearings)	United States Probation/United States Coast Guard (Reserve)
Marcie Padron	DUI Supervisor	Criminal Justice System (Enforcement)	Orange County Sheriff's Office
Lt. Col. Mark Brown	Lieutenant Colonel	Criminal Justice System (Enforcement)	Florida Highway Patrol
Sgt. Mark Eastty	Sergeant / DUI Supervisor	Criminal Justice System (Enforcement)	Pinellas County Sheriff's Office
Sgt. Matthew Rosenbloom	Sergeant	Criminal Justice System (Enforcement)	Pasco County Sheriff's Office
Melissa Valido	Coordinator	Education and Prevention / Communications Program	Students Against Destructive Decisions (SADD)
Lt. Michael Marden	Lieutenant	Criminal Justice System (Enforcement)	Lake County Sheriff's Office
Nicholas Tiscione	Toxicology Unit Manager	Criminal Justice System (Enforcement / Data)	Palm Beach County Sheriff's Office
Capt. Rachel Bryant	Captain, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit	Criminal Justice System (Enforcement / Data)	Florida Fish and Wildlife Conservation Commission
Ray Graves	Chief, Bureau of Motorist Compliance	Program Management and Strategic Planning / Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Criminal Justice System (Policy)	Florida Dept. of Highway Safety and Motor Vehicles
Richie Frederick	Deputy Director, Division of Motorist Services	Program Evaluation and Data / Criminal Justice System (Data / Driver Licensing)	Florida Dept. of Highway Safety and Motor Vehicles
Sgt. Ryan Clifton	Sergeant	Criminal Justice System (Enforcement)	Broward Sheriff's Office
Cpl. Scott Parker	Corporal	Criminal Justice System (Enforcement)	University of South Florida Police Department
Shayla Platt	Quality Assurance Manager	Criminal Justice System (Enforcement / Data)	Florida Dept. of Law Enforcement, Alcohol Testing Program

Name	Title	Discipline	Department/Agency/Organization
Spencer Hathaway	Managing Assistant State Attorney / Public Information Officer	Criminal Justice System (Prosecution and Adjudication)	7th Judicial Circuit State Attorney's Office
Stephen Talpins	Assistant State Attorney, Chief of Staff	Criminal Justice System (Prosecution and Adjudication)	Miami-Dade County State Attorney's Office
Thomas Graham	Senior Management Analyst Supervisor	Criminal Justice System (Enforcement / Data)	Florida Dept. of Law Enforcement, Alcohol Testing Program
Tim Cornelius	Florida DRE Coordinator	Criminal Justice System (Enforcement / Education and Prevention / Data)	University of North Florida, Institute of Police Technology and Management
Tim Roberts	Law Enforcement Liaison District Coordinator	Criminal Justice System (Enforcement / Education and Prevention)	University of North Florida, Institute of Police Technology and Management
Todd Schimpf	Communications Manager	Program Management and Strategic Planning / Education and Prevention / Communications Program	Florida Dept. of Health Office of Medical Marijuana Use
Ofc. Tom Apsey	Officer	Criminal Justice System (Enforcement)	Seminole Police Department (Seminole Tribe of Florida)
Tom Moffett	Chief Counsel	Program Management and Strategic Planning	Florida Dept. of Highway Safety and Motor Vehicles
Vernon Howell	Program Manager	Criminal Justice System (Data / Driver Licensing)	Florida Dept. of Highway Safety and Motor Vehicles
Vin Petty	Traffic Safety Resource Prosecutor Program	Criminal Justice System (Prosecution and Adjudication)	Tallahassee Community College, Florida Public Safety Institute
Capt. William Jarvis	Captain, Bureau of Criminal Justice System	Criminal Justice System (Enforcement / Regulatory / Policy / Education and Prevention)	Florida Dept. of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco, Bureau of Law Enforcement
Hon. William Overton	Senior Judge-Retired	Criminal Justice System (Adjudication)	Trial Court Judge
Sgt. William Weaver	Sergeant	Criminal Justice System (Enforcement)	Orlando Police Department

Traffic Safety Partners

Name	Title	Discipline	Department/Agency/Organization
Alan Amidon	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
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
Elizabeth (EJ) Chedester	Senior Research Support Specialist	Program Management and Strategic Planning / Program Evaluation and Data	Center for Urban Transportation Research
Joe Pecchio		Communications Program / Education and Prevention	AAA
Karen Morgan		Communications Program / Education and Prevention	AAA
Matt Nasworthy	Florida Public Affairs Director	Communications Program / Education and Prevention	AAA
Murray Brooks	Southeast Account Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation	SCRAM Systems
Olimpia Jackson	NAS Jax Security Department Training Staff Major	Criminal Justice System (Enforcement / Administrative Hearings)	United States Navy

Name	Title	Discipline	Department/Agency/Organization
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 / Education and Prevention	Great Bay Distributors

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_FY23_405d_Florida Statewide Impaired Driving Strategic Plan** and **FL-FY23_405d_FIDC Action Plan** for review. Florida's FIDC Strategic Plan expired December 2021, and an Impaired Driving Assessment is scheduled for FY 2023 to support the creation of a new 5-year Strategic Plan.

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Florida Impaired Driving Coalition
Impaired Driving Strategic Action Plan

Updated – December 1-2, 2021

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).	FIDC is comfortable with the current military representation.
1.1.1b	Group	Reach out to the Department of Education.	Chris Earl will reach out to Theresa Jacobs, Chair of Orange County School Broard, to gauge her interest in joining the Coalition.
1.1.1c	Group	Reach out to multi-cultural organizations.	Ernie will continue trying to identify Seminole Tribe representation.
1.1.1d	Vin Petty	Reach out for additional toxicological lab participation/representation.	FIDC is comfortable with the current Toxicology lab representation.

GOAL 2: IMPROVE PREVENTION

Objective 2.1: Draft model language to make over-service grounds for license action.

Strategy 2.1.1: Work with local vendors and distributors to educate and inform them on over-service.

Action Step #	Action Step Leader(s)	Description	Status
2.1.1a	Frank Franco	Work with Department of Business Professional Regulations to draft model language to address over-service.	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
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	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	Nick Trovato	Communicate the list of best practices as they apply to Florida.	Included in White Paper.

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	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.

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	Nick Tiscione	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.	Complete
4.1.1b	Cambridge Systematics	Develop a year-round, data-driven, strategic, and tactical Impaired Driving Communications Plan that: • Considers and refreshes or expands upon what is currently being done in Florida. • Addresses impaired driving target audiences; and promotes preventing, detecting, arresting, and adjudicating impaired drivers including the State's high-visibility enforcement initiatives. • Includes a diverse set of print and digital informational/marketing materials. • Details toolkits and event materials for law enforcement and other stakeholders that can be branded for local use and/or distributed by CTST and other Florida coalition partners. • Identifies the various professionals and champions and provides talking points to promote preventing, detecting, arresting, and adjudicating impaired drivers. • Identifies distribution networks for materials.	Complete

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 diving impaired.	Ongoing.
4.1.2e	Ernie Bradley	Develop a media information page that includes advertisements, toolkits, etc.	Ongoing.
4.1.2f	TBD	Develop strategic partnerships with Florida's other safety and public health coalitions to gain their support and assistance with promoting impaired driving messages to their key audiences. • Develop or expand partnerships with other agencies, businesses, and coalitions to incorporate impaired driving information in their materials.	
4.1.2g	TBD	Distribute informational/marketing materials to target audiences through identified distribution networks.	

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 FIDC 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.	Ongoing. Working on identifying agencies to conduct 24/7 pilot program.

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.

Objective 5.2: Remove barriers that prevent impaired drivers from seeking treatment.

Strategy 5.2.1: Draft model language to repeal Florida's alcohol exclusion law.

Action Step #	Action Step Leader(s)	Description	Status
5.2.1a	Vin Petty Larry Coggins	Review language used by other states to successfully prohibit alcohol exclusions in insurance contracts.	Review NHTSA report related to this Model language was developed NAIC.
5.2.1b	Vin Petty	Draft a white paper focused on Florida's Alcohol Exclusion Law.	FIDC has not prioritized 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.[1]

Strategy 6.1.1: Improve current drug impaired driving statistics available for analysis.

Action Step #	Action Step Leader(s)	Description	Status
6.1.1a	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.	Complete.
6.1.1c	Richie Fredrick	Provide an update on drug impaired driving statistics to the Coalition.	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.	Complete
6.2.1b	Carol Jolly	Update FIDC on this data annually.	Ongoing.

[1] Goal 6.1 is directly linked to Goal 3.4

Objective 6.3: Understand the impact of Florida's DUI Diversion Program on impaired driving arrests.

Strategy 6.3.1: Conduct research to determine if DUI Diversion Programs traffic stops and arrest rates of drivers who are suspected of impairment.

Action Step #	Action Step Leader(s)	Description	Status
6.3.1a	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 2022 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 2022 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.

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.	

State of Florida
Impaired Driving Coalition (FIDC)
Charter

Mission

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

Purpose

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

Membership

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

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

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

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

Coalition members serve at the pleasure of FDOT and the agency supporting the coalition subgrant. Members may be dismissed and have their membership status revoked at any time with or without cause by either FDOT or the agency supporting the coalition subgrant.

Continued membership on the coalition will be based on:

- Attendance and active participation at a majority of the coalition meetings each year unless a designee has been identified or the absence is excused by FDOT.

- Active participation in any assigned FIDC subgroup(s).

Governance of the FIDC

FDOT oversees the coalition and subgrant activities.

The FIDC will meet at least three times a year. The year shall be the same as the federal fiscal year beginning October 1 and ending September 30.

FDOT will appoint a chair and vice chair from its membership based on representatives' ability and time commitments needed to drive down impaired driving related fatalities in Florida. The vice chair will serve as chair in the chair's absence. FDOT will appoint another chair or vice chair from its membership when the current chair or vice chair are unable to continue serving, or can no longer fulfill their duties.

Subgroups

The FIDC can create subgroups or technical task teams to perform the work of the coalition and can include representatives from any relevant entity that has an interest in or knowledge of impaired driving related issues. The chair of a technical task team must be a member of the FIDC. Technical task teams can meet as often as needed to perform the work assigned.

KYLE CLARK - CHAIR
International Association of Chiefs of Police

RAY GRAVES - VICE CHAIR
Florida Department of Highway Safety and Motor Vehicles

Current Members

Name	Title	Discipline	Department/Agency/Organization
Anne Rollyson	Director of DUI and Behavior Management Programs	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Florida Safety Council
Sgt. Anthony Palese	Sergeant	Criminal Justice System (Enforcement)	Florida Highway Patrol
Chief Art Bodenheimer	Police Chief	Criminal Justice System (Enforcement)	Lake Alfred Police Department
Sgt. Ben Shaw	Sergeant	Criminal Justice System (Enforcement)	Jacksonville Sheriff's Office
Brandy Howard	Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	SunCoast Safety Council
Dr. Brett Kirkland	Program Manager, Alcohol Testing Program	Criminal Justice System (Enforcement / Data)	Florida Dept. of Law Enforcement, Alcohol Testing Program
Chief Brett Railey	Retired Police Chief, Member IACP Highway Safety Committee	Criminal Justice System (Enforcement)	Florida Police Chiefs Association
Lt. Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Criminal Justice System (Enforcement)	Florida Highway Patrol
Chris Craig	Traffic Safety Administrator	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Chris Earl	EMSTARS Project Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Florida Safety Council
Chrystal Williams	Deputy Director	Program Management and Strategic Planning / Education and Prevention / Communications Program	Florida Dept. of Health Office of Medical Marijuana Use
Cpl. Daniel Darren	Corporal	Criminal Justice System (Enforcement)	Collier County Sheriff's Office
Dennis Siewert	Crime Laboratory Analyst Supervisor	Criminal Justice System (Enforcement / Data)	Florida Dept. of Law Enforcement, Toxicology
Chief David Ennis	Retired Chief of Police	Criminal Justice System (Enforcement)	Retired
Ellen Snelling	Chair	Education and Prevention / Legislation	Tampa Alcohol Coalition
Elvia Marcus	County Court Chief	Criminal Justice System (Prosecution and Adjudication)	Miami-Dade County State Attorney's Office
Ernie Bradley	Traffic Safety Program Manager	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Geoff Luebkemann	Senior Vice President / Executive Director	Education and Prevention	The Florida Restaurant & Lodging Association Regulatory Compliance Services, Inc.
Helen Justice	Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	DUI Counterattack, Hillsborough, Inc.

Name	Title	Discipline	Department/Agency/Organization
Sgt. Hugh Gross	Sergeant	Criminal Justice System (Enforcement)	Hillsborough County Sheriff's Office
Isabel Perez-Morina	Chief Executive Officer/President	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Advocate Program, Inc./Florida Association of Community Corrections
Deputy John Howard	Deputy	Criminal Justice System (Enforcement)	St. Johns County Sheriff's Office
Juan Cardona	Criminal Justice System Liaison	Criminal Justice System (Enforcement)	University of North Florida, Institute of Police Technology and Management
Kathy Jimenez-Morales	Chief Counsel, Driver License	Criminal Justice System (Data / Driver Licensing)	Florida Dept. of Highway Safety and Motor Vehicles
Det. Kevin Millan	Detective	Criminal Justice System (Enforcement)	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	Regional Executive Director (Florida & Puerto Rico)	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Education and Prevention	Mothers Against Drunk Driving (MADD)
Dr. Lisa Reidy	Director of Toxicology Lab and Assistant Research Professor	Criminal Justice System (Enforcement / Data)	University of Miami, Division of Toxicology
Lora Hollingsworth	Chief Safety Officer	Program Management and Strategic Planning / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Malcom Osteen	U.S. Probation Officer/Chief Warrant Officer	Criminal Justice System (Enforcement / Administrative Hearings)	United States Probation/United States Coast Guard (Reserve)
Marcie Padron	DUI Supervisor	Criminal Justice System (Enforcement)	Orange County Sheriff's Office
Lt. Col. Mark Brown	Lieutenant Colonel	Criminal Justice System (Enforcement)	Florida Highway Patrol
Sgt. Mark Eastty	Sergeant / DUI Supervisor	Criminal Justice System (Enforcement)	Pinellas County Sheriff's Office
Sgt. Matthew Rosenbloom	Sergeant	Criminal Justice System (Enforcement)	Pasco County Sheriff's Office
Melissa Valido	Coordinator	Education and Prevention / Communications Program	Students Against Destructive Decisions (SADD)
Lt. Michael Marden	Lieutenant	Criminal Justice System (Enforcement)	Lake County Sheriff's Office
Nicholas Tiscione	Toxicology Unit Manager	Criminal Justice System (Enforcement / Data)	Palm Beach County Sheriff's Office
Capt. Rachel Bryant	Captain, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit	Criminal Justice System (Enforcement / Data)	Florida Fish and Wildlife Conservation Commission
Ray Graves	Chief, Bureau of Motorist Compliance	Program Management and Strategic Planning / Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Criminal Justice System (Policy)	Florida Dept. of Highway Safety and Motor Vehicles
Richie Frederick	Deputy Director, Division of Motorist Services	Program Evaluation and Data / Criminal Justice System (Data / Driver Licensing)	Florida Dept. of Highway Safety and Motor Vehicles
Sgt. Ryan Clifton	Sergeant	Criminal Justice System (Enforcement)	Broward Sheriff's Office
Cpl. Scott Parker	Corporal	Criminal Justice System (Enforcement)	University of South Florida Police Department
Shayla Platt	Quality Assurance Manager	Criminal Justice System (Enforcement / Data)	Florida Dept. of Law Enforcement, Alcohol Testing Program

Name	Title	Discipline	Department/Agency/Organization
Spencer Hathaway	Managing Assistant State Attorney / Public Information Officer	Criminal Justice System (Prosecution and Adjudication)	7th Judicial Circuit State Attorney's Office
Stephen Talpins	Assistant State Attorney, Chief of Staff	Criminal Justice System (Prosecution and Adjudication)	Miami-Dade County State Attorney's Office
Thomas Graham	Senior Management Analyst Supervisor	Criminal Justice System (Enforcement / Data)	Florida Dept. of Law Enforcement, Alcohol Testing Program
Tim Cornelius	Florida DRE Coordinator	Criminal Justice System (Enforcement / Education and Prevention / Data)	University of North Florida, Institute of Police Technology and Management
Tim Roberts	Law Enforcement Liaison District Coordinator	Criminal Justice System (Enforcement / Education and Prevention)	University of North Florida, Institute of Police Technology and Management
Todd Schimpf	Communications Manager	Program Management and Strategic Planning / Education and Prevention / Communications Program	Florida Dept. of Health Office of Medical Marijuana Use
Ofc. Tom Apsey	Officer	Criminal Justice System (Enforcement)	Seminole Police Department (Seminole Tribe of Florida)
Tom Moffett	Chief Counsel	Program Management and Strategic Planning	Florida Dept. of Highway Safety and Motor Vehicles
Vernon Howell	Program Manager	Criminal Justice System (Data / Driver Licensing)	Florida Dept. of Highway Safety and Motor Vehicles
Vin Petty	Traffic Safety Resource Prosecutor Program	Criminal Justice System (Prosecution and Adjudication)	Tallahassee Community College, Florida Public Safety Institute
Capt. William Jarvis	Captain, Bureau of Criminal Justice System	Criminal Justice System (Enforcement / Regulatory / Policy / Education and Prevention)	Florida Dept. of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco, Bureau of Law Enforcement
Hon. William Overton	Senior Judge-Retired	Criminal Justice System (Adjudication)	Trial Court Judge
Sgt. William Weaver	Sergeant	Criminal Justice System (Enforcement)	Orlando Police Department

Traffic Safety Partners

Name	Title	Discipline	Department/Agency/Organization
Alan Amidon	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
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
Elizabeth (EJ) Chedester	Senior Research Support Specialist	Program Management and Strategic Planning / Program Evaluation and Data	Center for Urban Transportation Research
Joe Pecchio		Communications Program / Education and Prevention	AAA
Karen Morgan		Communications Program / Education and Prevention	AAA
Matt Nasworthy	Florida Public Affairs Director	Communications Program / Education and Prevention	AAA
Murray Brooks	Southeast Account Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation	SCRAM Systems
Olimpia Jackson	NAS Jax Security Department Training Staff Major	Criminal Justice System (Enforcement / Administrative Hearings)	United States Navy

Name	Title	Discipline	Department/Agency/Organization
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 / Education and Prevention	Great Bay Distributors

Florida's FY2023 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_FY23_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_FY23_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 incoordination with FLHSMV along with other agenices of Florida's Motorcycle Safety Coaltion.

- Florida's motorcycle paid media projects for implementing awareness communications is provided on page 127 of the FY 2023 HSP. This media outreach will be distributed in a majority of the top 10 counties 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 advertisments such as billboards, social media, gas toppers, radio commericals, and restaurant 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 condcuct two other paid media campaigns regarding motorcycle safety which are provided on pages 125-126 of the FY 2023 HSP. One focuses on discuraging 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 motorycle crashes.

Motorcycle Data Tables

County	Number of Motorcycle Registrations
MIAMI-DADE	56,647
BROWARD	42,108
VOLUSIA	37189
PALM BEACH	32,450
PINELLAS	31,350
HILLSBOROUGH	30,674
ORANGE	29,428
BREVARD	27,291
DUVAL	25,793
LEE	24,642
PASCO	19,520
POLK	19,218
SARASOTA	15,949
MARION	15,382
LAKE	15,067
SEMINOLE	12,499
MANATEE	11,575
St. Lucie	11275
COLLIER	11,163
OSCEOLA	10,500
St. Johns	9621
CHARLOTTE	9,597
MONROE	9,199
CITRUS	8,865
ESCAMBIA	8,832
OKALOOSA	8,822
HERNANDO	8,381
CLAY	7,897
FLAGLER	7,631
BAY	7,622
SANTA ROSA	7,621
ALACHUA	7,385
INDIAN RIVER	6,097
MARTIN	5,952
LEON	5,147
NASSAU	4,115
SUMTER	4098
HIGHLANDS	3,470
PUTNAM	3,060
WALTON	2888
COLUMBIA	2,387
LEVY	1,812
SUWANNEE	1427
OKEECHOBEE	1,359
WAKULLA	1273
JACKSON	1,113
GADSDEN	1036
HENDRY	947
DESOTO	918
BRADFORD	888
WASHINGTON	825
BAKER	712
GILCHRIST	626
DIXIE	572
TAYLOR	571
HOLMES	495
MADISON	481
GULF	449
HARDEE	417
JEFFERSON	404
GLADES	393
HAMILTON	377
FRANKLIN	362
CALHOUN	344
UNION	313
LAFAYETTE	151
LIBERTY	144
Grand Total	**647,021**

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 2020 data. The top 10 counties are Miami-Dade, Broward, Volusia, Palm Beach, Pinellas, Hillsborough, Orange, Brevard, Duval and Lee counties (outlined in the back box). The total registrations for the top 10 counties is 337,572 which is 52% of the total registrations within the state. Training and public outreach in FY 2023 will be focused in these counties.

County	Crashes Involving a Motorcycle and at least one other Motor Vehicle
MIAMI-DADE	1041
BROWARD	641
HILLSBOROUGH	473
VOLUSIA	460
ORANGE	393
PALM BEACH	365
DUVAL	362
PINELLAS	353
LEE	285
BREVARD	234
POLK	232
PASCO	192
MARION	161
SARASOTA	134
OSCEOLA	126
MANATEE	121
BAY	118
SEMINOLE	117
LAKE	112
ESCAMBIA	103
HERNANDO	101
St. Lucie	98
ALACHUA	88
OKALOOSA	74
CHARLOTTE	73
MONROE	73
St. Johns	71
LEON	64
COLLIER	63
CITRUS	56
SANTA ROSA	56
CLAY	55
MARTIN	45
INDIAN RIVER	43
SUMTER	39
FLAGLER	36
PUTNAM	21
NASSAU	20
WALTON	20
HIGHLANDS	15
COLUMBIA	14
WAKULLA	10
JACKSON	9
LEVY	9
SUWANNEE	9
DESOTO	8
OKEECHOBEE	8
BAKER	7
GLADES	6
TAYLOR	6
HENDRY	5
BRADFORD	4
GADSDEN	3
GILCHRIST	3
GULF	3
HARDEE	3
UNION	3
DIXIE	2
HAMILTON	2
LIBERTY	2
MADISON	2
HOLMES	1
WASHINGTON	1
FRANKLIN	0
JEFFERSON	0
LAFAYETTE	0
CALHOUN	0
Grand Total	**7254**

CRASHES INVOLVING A MOTORCYCLE AND AT LEASE ONE OTHER MOTOR VEHICLE

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 lease one other vehicle within each county sorted from greatest to smallest, based on FY 2020 data. The top 10 counties are Miami-Dade, Broward, Hillsborough, Volusia, Orange, Palm Beach, Duval, Pinellas, Lee, and Brevard counties (outlined in the back box). The total number of crashes for the top 10 counties is 4,607 which is over 63% of the total crashes within the state. Training and public outreach in FY 2023 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-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Alachua	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Baker		No													
Bay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bradford	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Brevard	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Broward	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Calhoun		No													
Charlotte	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Citrus	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Collier	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dade	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Desoto		No													
Dixie		No													
Duval	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Escambia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Flagler	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Franklin		No													
Gadsden		No													
Gilchrist		No													
Glades		No													
Gulf		No													
Hamilton		No													
Hardee		No													
Hendry		No													

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	**No**, there is not a Training Site in the County	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Hernando	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highlands	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hillsborough	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Holmes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indian River	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jackson		No													
Jefferson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lafayette		No													
Lake	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Leon	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Levy		No													
Liberty															
Madison		No													
Manatee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marion	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Martin	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Monroe	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Nassau		No													
Okaloosa	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Okeechobee		No													
Orange	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Osceola	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Palm Beach	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pasco	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pinellas	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Polk	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	**No,** there is not a Training Site in the County	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22
Putnam	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Johns	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Lucie	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Santa Rosa		No													
Sarasota	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Seminole	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sumter		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Suwannee		No													
Taylor		No													
Union		No													
Volusia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wakulla		No													
Walton		No													
Washington	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Florida's FY2023 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 2019 were 3,185. Of those 3,185 fatalities, pedestrian and bicyclist fatalities were combined annual total of 874 fatalities. The combined annual total of pedestrian and bicyclists represent 27.44% 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 2023 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Alabama	930	125	13.44%	Ineligible
Alaska	67	8	11.94%	Ineligible
Arizona	979	240	24.51%	Eligibe
Arkansas	511	65	12.72%	Ineligible
California	3,719	1,154	31.03%	Eligibe
Colorado	597	93	15.58%	Eligibe
Connecticut	249	57	22.89%	Eligibe
Delaware	132	39	29.55%	Eligibe
Dist of Columbia	23	10	43.48%	Eligibe
Florida	3,185	874	27.44%	Eligibe
Georgia	1,492	257	17.23%	Eligibe
Hawaii	108	40	37.04%	Eligibe
Idaho	224	16	7.14%	Ineligible
Illinois	1,009	185	18.33%	Eligibe
Indiana	810	89	10.99%	Ineligible
Iowa	336	30	8.93%	Ineligible
Kansas	410	24	5.85%	Ineligible
Kentucky	732	78	10.66%	Ineligible

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
TRCC Management				
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	**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 explore the potentials identified in the Florida Cloud-Based Traffic Safety Information System Study to determine applicable improvments in FY23.
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	**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.	The TRCC will consider adding a fourth meeting annually as needed.
Strategic Planning				
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	**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. **Objective 14:** Improve accessibility to data for all systems by December 2021 **Strategy 14.1:** Increase public record data availability through online access. **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. **Strategy 15.2:** 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 assitance 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	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **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. **Strategy 8.2:** Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments. **Strategy 8.3:** Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. **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. **Strategy 8.5:** 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.
Data System: Crash				

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	**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 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	**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 explore the potentials identifed in the traffic records 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	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **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. **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.	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	**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. **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. **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.	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 enforcment trainings conducted throughout the state annually. FLHSMV receives feedback from te 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.
Data System: Driver				
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.

103 - Is there a formal, comprehensive data quality management program for the driver system?	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.	Partially Meets Advisory Ideal	**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 6.6:** Improve completeness of the Driver Records System by reviewing the driver dataset to identify trends and gaps in the current process. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **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. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.3:** Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **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.	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.
106 - Are there accuracy performance measures tailored to the needs of data managers and data users?	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."	Does Not Meet Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **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.	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.
107 - Are there completeness performance measures tailored to the needs of data managers and data users?	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.".	Does Not Meet Advisory Ideal	**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 6.6:** Improve completeness of the Driver Records System by reviewing the driver 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.
108 - Are there uniformity performance measures tailored to the needs of data managers and data users?	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.".	Does Not Meet Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.3:** Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS.	The State addressed this recommendation in the FY21 TRCC project titled Driver Data Improvement to target elements for improvement.
109 - Are there integration performance measures tailored to the needs of data managers and data users?	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.".	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 conducted the Florida Cloud-Based Traffic Safety Information System Study to 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.

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	**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 6.6:** Improve completeness of the Driver Records System by reviewing the driver dataset to identify trends and gaps in the current process. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **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. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.3:** Improve uniformity of Driver Records System by focusing on driver record data fields not electronically provided via TCATS. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **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.	The State plans to addressed this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement established performance measures for data quality.
Data System: Vehicle				
119 - Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?	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	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.7:** Improve timeliness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process.	The State addressed this recommendation in the FY22 TRCC project titled Driver and Vehicle Data Quality Improvement which established 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	**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 6.7:** 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	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **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.	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	**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 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	**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 6.7:** Improve completeness of the Vehicle System by reviewing the vehicle dataset to identify trends and gaps in the current process. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **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. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **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. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.7:** 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.
Data System: Roadway				
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	**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 6.2:** 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). **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.2:** Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments.	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	**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 6.2:** 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). **Objective 8**: Improve uniformity of traffic records systems by December 2021. **Strategy 8.2:** Improve uniformity of the Roadway Data System by working with internal FDOT offices and local governments. **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 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.
161 - Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?	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.	Partially Meets Advisory Ideal	**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 6.2:** 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). **6.2g:** Identify and evaluate current FDOT Roadway data dictionaries. **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 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.
162 - Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?	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.	Partially Meets Advisory Ideal	**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 6.2:** 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). **6.2g:** Identify and evaluate current FDOT Roadway data dictionaries.	The State will continue its efforts to work with local partners to ensure roadway data complies with the data dictionary.
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?	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.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.

172 - Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?	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.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
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?	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.	Does Not Meet Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.
179 - Are there timeliness performance measures tailored to the needs of data managers and data users?	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.	Partially Meets Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. Objective 9: Improve timeliness of traffic records systems by December 2021. **Strategy 9.2:** Improve timeliness of the Roadway Data System.	The State feels this recommendation has been met.
180 - Are there accuracy performance measures tailored to the needs of data managers and data users?	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.	Partially Meets Advisory Ideal	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.2:** Improve accuracy of the Roadway Data System by constant review and improvement in the QA/QC processes for the roadway dataset.	The State will provide better documentation next assessment.

181 - Are there completeness performance measures tailored to the needs of data managers and data users?	Round 2 additional information included the Quality Assurance Review Handbook produced bym 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.	Partially Meets Advisory Ideal	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 6.2: 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).	The State will provide better documentation next assessment.
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	**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. **Objective 8:** Improve uniformity of traffic records systems by December 2021. **Strategy 8.2:** 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.

Data System: Citation and Adjudication				
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.
211 - Are there security protocols governing data access, modification, and release in the adjudication system?	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.	Partially Meets Advisory Ideal	N/A	The State cannot pursue this recommendation at this time due to limited resources.

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?	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.	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.
213 - Does the DUI tracking system include BAC and any drug testing results?	The State does not currently have a DUI tracking 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 at this time due to exploring/identifying funding resources.	The State has continues to explore requirements and resources necessary to implement a DUI Centralized Repository Database.
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	**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. **13.1b)** Create a framework based on results from surveys or assessment projects • Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data • Explore a possible UTC accessibility performance measure with baseline **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. **6.3b:** Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.	The state created 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. •Measure the baseline at the beginning of the grant and at the end of the project. •Missing dispositions, failing data integration dispositions not posting to the driver's history. •Determine the percentage of the improvement or non-improvement at the end of the project
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	**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. **13.1b)** Create a framework based on results from surveys or assessment projects • Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data • Explore a possible UTC accessibility performance measure with baseline **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. **6.3b:** Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.	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 addressed 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	**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. **13.1b)** Create a framework based on results from surveys or assessment projects • Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data • Explore a possible UTC accessibility performance measure with baseline **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. **6.3b**: Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders.	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	**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 6.3:** 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. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.7:** Improve accuracy of the Citation/Adjudication System by reducing errors by 3 percent per year. **Objective 9:** Improve timeliness of traffic records systems by December 2021. **Strategy 9.4:** Improve timeliness of the Citation/Adjudication System by reducing the time between citation issuance and disposition. **Strategy 13.1**: Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System. 13.1b) Create a framework based on results from surveys or assessment projects • Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data • Explore a possible UTC accessibility performance measure with baseline	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.
Data System: EMS/Trauma Registry/Vital Statistics				
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	**GOAL 3:** Provide the ability to link traffic records data. **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. 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. **13.1c:** Apply framework to Signal Four Analytics. Objective 14: Improve accessibility to data for all systems by December 2021 **Strategy 14.1:** Increase public record data availability through online access. **14.1d:** provide federal, state, and local agencies with access to the linkable data among traffic safety information system databases.	The FY21 TRCC project titled Expanding Accessbility, 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	**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 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 indentified 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	**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 6.4:** Improve completeness of the EMS System by continuing to work to increase the number of emergency runs submitting to the state EMSTARS repository. **Strategy 6.5:** Improve completeness of the Trauma System. **Objective 7:** Improve accuracy of traffic records systems by December 2021. **Strategy 7.5:** Improve accuracy of the EMS System by monitoring previously implemented data quality measures. **Strategy 7.6**: Improve accuracy of the Trauma System by updating business rule validations on edit checks. Objective 8: Improve uniformity of traffic records systems by December 2021. **Strategy 8.5:** Improve uniformity of the EMS System by transitioning agencies to most current NEMSIS compliance standard. Objective 9: Improve timeliness of traffic records systems by December 2021. **Strategy 9.5:** Improve timeliness of the EMS System by continuing to monitor timeliness of submission indicators. **Strategy 9.6:** 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 integraiton.
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	**GOAL 2:** Develop and maintain complete, accurate, uniform, and timely traffic records data. **Objective 7:** Improve accuracy of traffic records systems by December 2021**. Strategy 7.6:** 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	**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 6.5:** 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.
Data System: Data Use and Integration				
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	**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 Florida Cloud-Based Traffic Safety Information System Study inventory identifed 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	**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 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	**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. **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. **Objective 14:** Improve accessibility to data for all systems by December 2021 **Strategy 14.1:** 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 Signal Four Analytics now provides the public facing crash dashboard and begin creating a citation dashboard.