

# Florida Department of Transportation



## FY 2022 Highway Safety Plan Annual Report



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Florida Governor

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# INTRODUCTION

The Florida Department of Transportation (FDOT) State Safety Office is pleased to present the FY2022 Annual Report detailing the planned activities, activity results, planned activities not implemented, National Highway Traffic Safety Administration (NHTSA) mobilization participation and overall progress toward meeting Florida’s “target zero” mission for fatalities and serious injuries.

## AMENDMENTS

The FDOT State Safety Office submits the Highway Safety Plan (HSP) by July 1<sup>st</sup> of each calendar year for NHTSA approval of projects to be funded in the upcoming fiscal year that will begin October 1<sup>st</sup>, in accordance with 23 CFR Part 1300. Any changes to the originally submitted HSP is considered an amendment and must be approved by the NHTSA Regional Office.

The FDOT State Safety Office submitted and was approved for two amendments during the FY2022 subgrant year. The following legend is provided to identify the changes that were approved and implemented within each respective amendment:

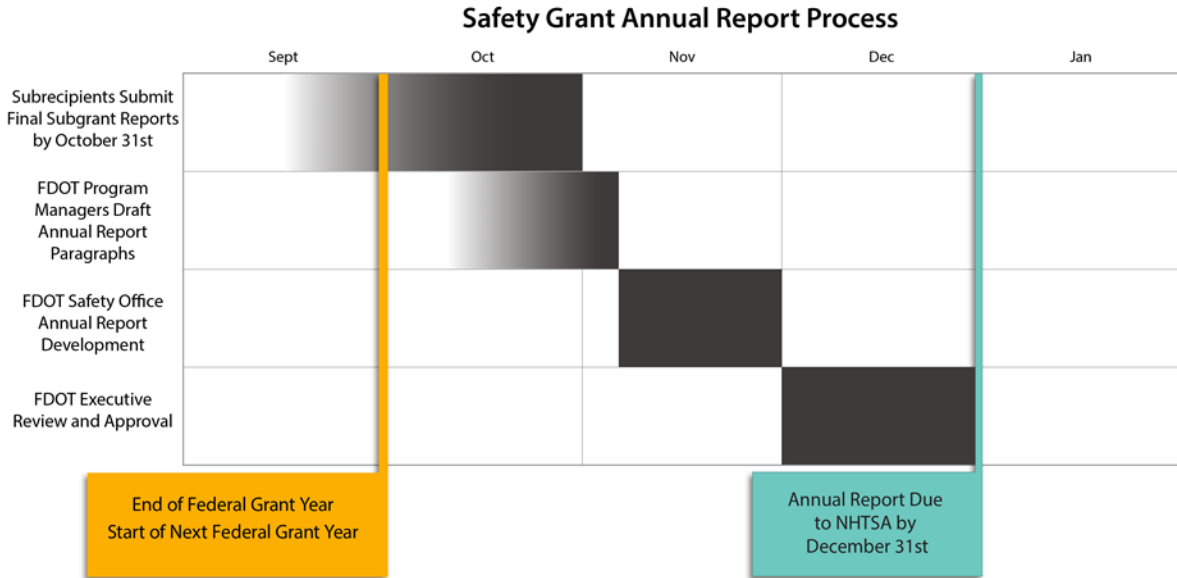
Legend:

Amendment 1 Changes – Gold

Amendment 2 Changes - Red

# ANNUAL REPORT

The FDOT State Safety Office works with subrecipients to complete the required Highway Safety Plan Annual Report each year by December 29<sup>th</sup>. Our FY2022 Annual Report includes all projects proposed and approved in the FY2022 Highway Safety Plan, along with a report out of activities performed by each project.



## FLORIDA DEPARTMENT OF TRANSPORTATION

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

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

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

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



# FLORIDA'S 2021 - 2025 STRATEGIC HIGHWAY SAFETY PLAN




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


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

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

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




## OUR VISION



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

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



3

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



## OUR PLANNING PROCESS

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



### **VISION ZERO WORKSHOP**

225 ATTENDEES



### **SAFETY SUBCOMMITTEE**

6 MEETINGS  
150 ATTENDEES



### **SAFETY COALITION MEETINGS**

7 MEETINGS  
200 ATTENDEES



### **PARTNER BRIEFINGS**

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



### **SOCIAL MEDIA OUTREACH**

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

## ALIGNMENT WITH OTHER STATE PLANS

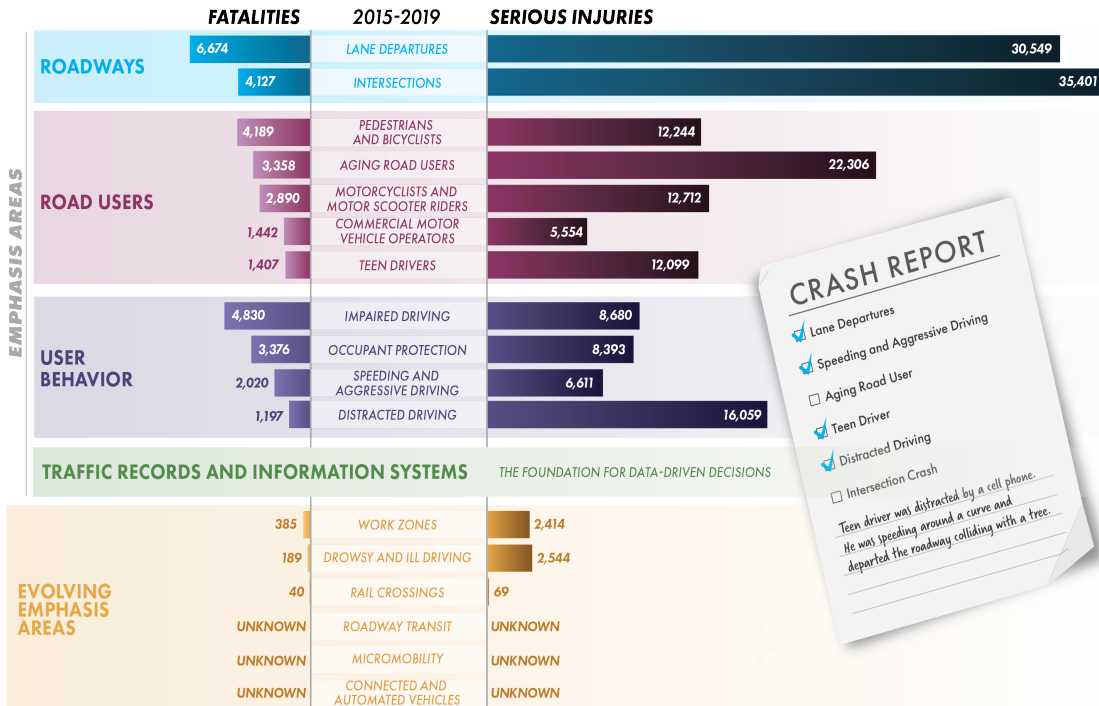
The SHSP was developed in close coordination with the state's long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of zero transportation fatalities or serious injuries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

## REVIEW AND ANALYSIS OF SAFETY AND RELATED DATA

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

# OUR EMPHASIS AREAS

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



## FEDERAL TRAFFIC SAFETY PROGRAMS

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



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

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

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

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

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

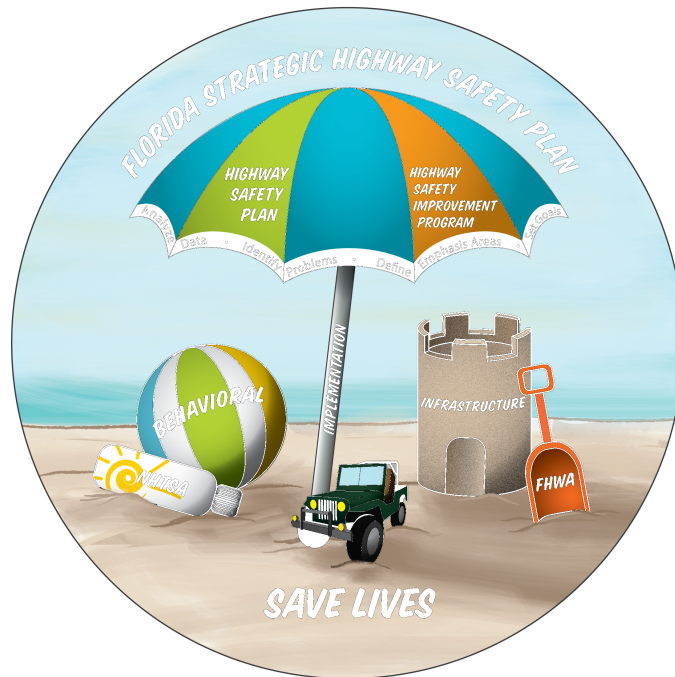
States are required to coordinate their HSP, data collection and information systems with the SHSP as defined in 23 U.S.C. 148(a). For many years, the responsibility for developing both the HSP and the HSIP has been with the FDOT State Safety Office and the SHSP serves as the overarching guide to continuous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



# FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2021-22 HSP (hereafter referred to as Florida's FY 2022 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The HSP is based on Florida's SHSP goals and objectives, crash data, and federal requirements. The highway safety programs focus on priority areas that have been proven to be effective in reducing traffic crashes, serious injuries, and fatalities. These safety programs are the focus and foundation of Florida's FY 2022 HSP and are separated into the following categories:

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



## SUBGRANTS

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

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

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

## COST REIMBURSEMENT

The FDOT State Safety Office will fund all projects described within this FY 2022 HSP with NHTSA funding. NHTSA funds are provided to the state via a cost-reimbursement process. The FDOT reimburses subrecipients for subgrant eligible costs using state funds and then vouchers NHTSA for reimbursement of all claims paid within the previous month. The FDOT has until December 29<sup>th</sup> of each year to request reimbursement of subgrant claim costs for the previous federal fiscal year.

## COMPLIANCE WITH NHTSA GUIDELINES - PURCHASES

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



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

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

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

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

### FY 2022 Highway Safety Plan 402 Local Benefit

Type of Funding	402 (Grants)		
FDOT Program Areas	Sum of Final Funding Amount	Sum of Local Benefit	Percentage
Aging Road Users	\$ 538,000	\$ 220,000	41%
Community Traffic Safety Outreach	\$ 1,372,000	\$ 632,000	46%
Distracted Driving	\$ 271,000	\$ 271,000	100%
Impaired Driving	\$ 285,000	\$ -	0%
Motorcycle Safety	\$ 2,339,000	\$ 1,523,000	65%
Occupant Protection and Child Passenger Safety	\$ 1,163,000	\$ 1,048,000	90%
Paid Media - Distracted Driving	\$ 750,000	\$ -	0%
Paid Media - Motorcycle Safety	\$ 440,000	\$ -	0%
Paid Media - Railroad Safety	\$ 750,000	\$ -	0%
Paid Media - Speeding and Aggressive Driving	\$ 750,000	\$ -	0%
Paid Media - Work Zone Safety	\$ 750,000	\$ -	0%
Pedestrian and Bicycle Safety	\$ 1,627,700	\$ -	0%
Planning and Administration	\$ 690,000	\$ -	0%
Police Traffic Services - LEL	\$ 1,245,000	\$ 75,000	6%
Public Traffic Safety Professionals Training	\$ 961,000	\$ 961,000	100%
Speeding and Aggressive Driving	\$ 3,439,000	\$ 3,439,000	100%
Teen Driver Safety	\$ 877,000	\$ 381,000	43%
Traffic Records	\$ 1,344,000	\$ 500,000	37%
Work Zone Safety	\$ 569,000	\$ 569,000	100%
<b>Grand Total</b>	<b>\$ 20,160,700</b>	<b>\$ 9,619,000</b>	<b>48%</b>

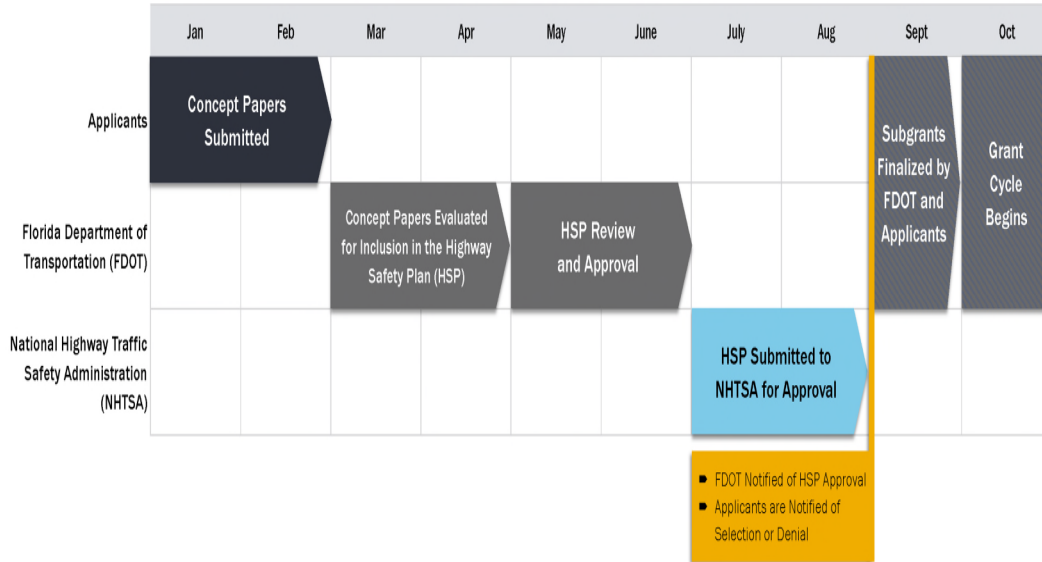


# APPLICATION PROCESS

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

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

Safety Grant Process



## CONCEPT PAPERS

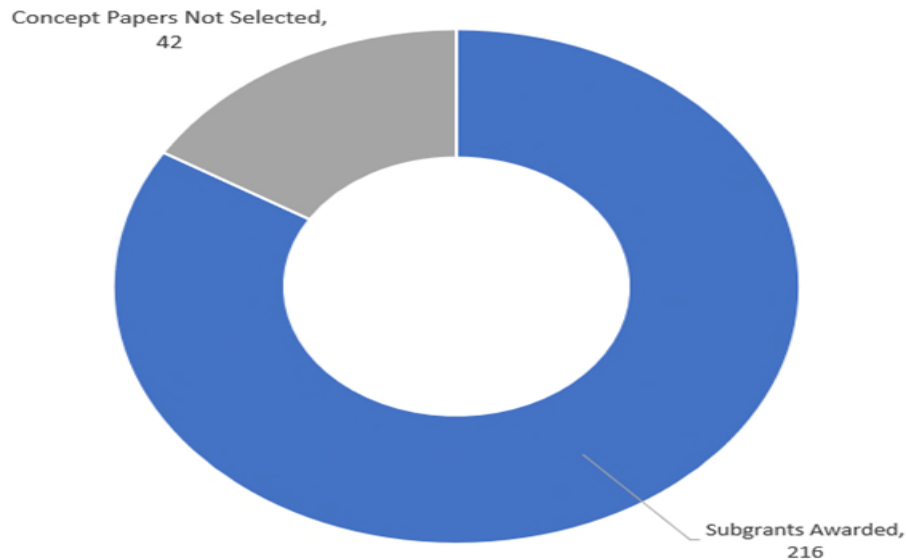
The FDOT State Safety Office received 258 concept papers from entities interested in implementing traffic safety projects and ultimately plans on awarding 216 different projects to subrecipients.

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

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

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

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



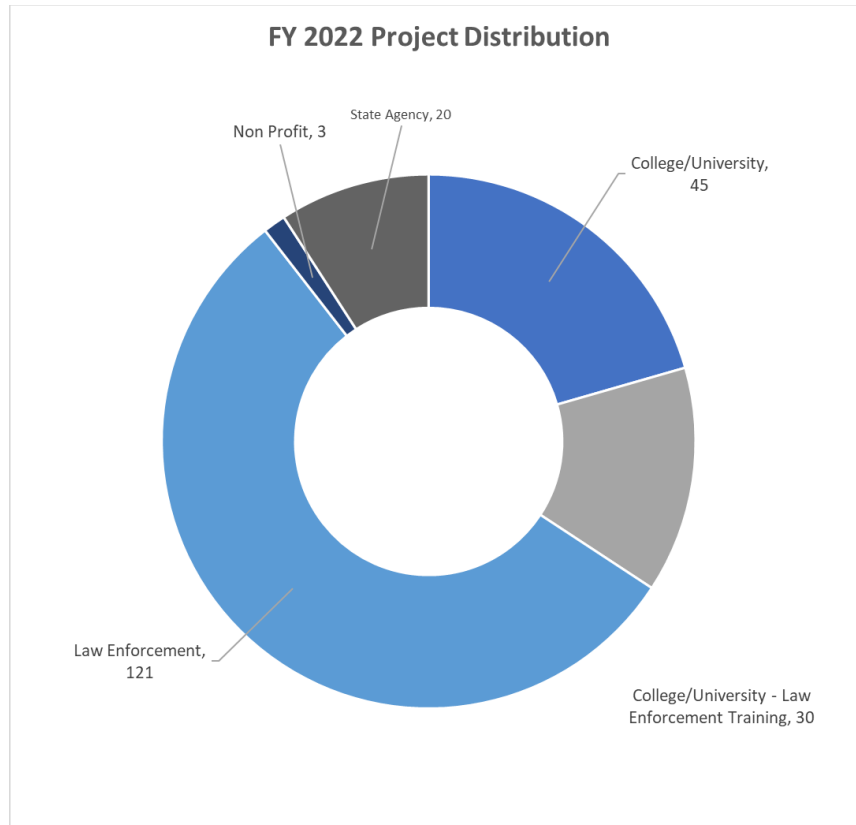
## PROJECT DISTRIBUTION

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

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

### FY 2022 Highway Safety Plan Project Distribution

Row Labels	Count of Subgrant Project Number	Sum of Final Funding Amount
College/University	45	\$ 16,788,949
College/University - Law Enforcement Training	30	\$ 2,643,000
Law Enforcement	121	\$ 9,159,525
Non Profit	3	\$ 403,000
State Agency	20	\$ 7,665,435
<b>Grand Total</b>	<b>219</b>	<b>\$ 36,659,909</b>



## RISK ASSESSMENT

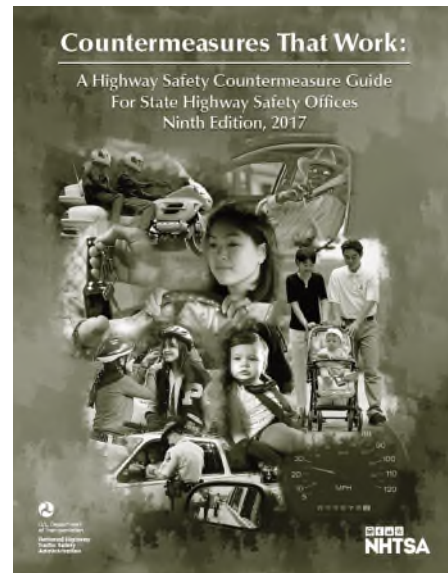
FDOT's State Safety Office is required by NHTSA to evaluate and document the risk for each entity applying for federal subgrant funds prior to making an award. The FDOT State Safety Office assesses the applicant's risk of noncompliance with Federal and State statutes, Federal and State regulations, terms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



## ANALYSIS

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

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



# PROBLEM IDENTIFICATION

The FDOT State Safety Office has developed objective, data-driven tools to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2015-2019), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

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

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

- **Aging Road Users (Drivers 65+)** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was age 65 or older at the time of the crash
- **Distracted Driving** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver was coded as distracted
- **Impaired Driving** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver was coded as either having a positive blood alcohol content, a positive drug test result, or in which a driver refused to be tested for alcohol or drugs
- **Motorcyclists** – serious injuries plus fatalities of drivers and passengers of a motorcycle (does not include moped)
- **Occupant Protection** – serious injuries plus fatalities of drivers and passengers of a vehicle other than a motorcycle, moped, or ATV who were coded as not using 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.

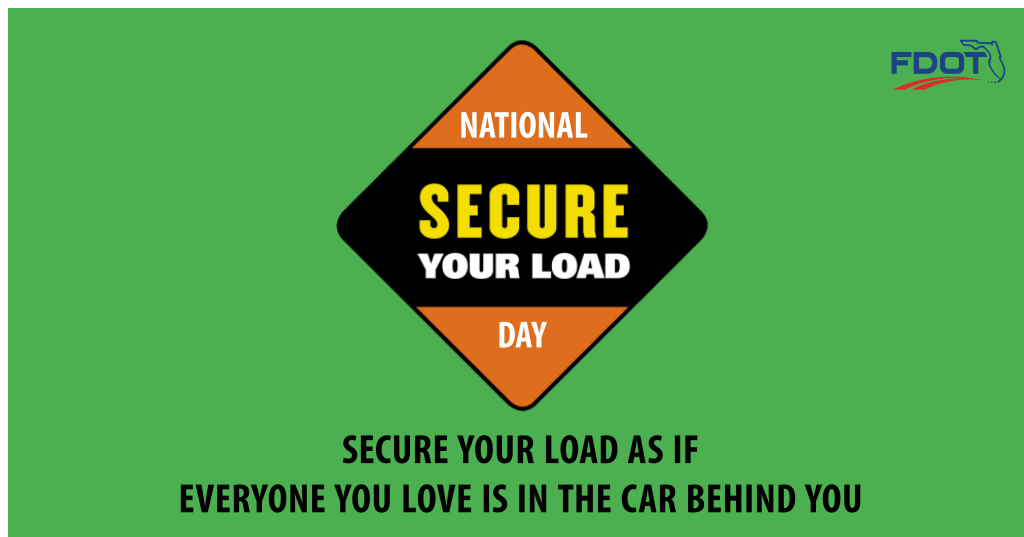
There are limitations related to the Florida Highway Safety Matrix. It is important to realize that some of the measures cited above are more subjective than others. Serious Injuries and Fatalities, Aging Road Users (Drivers 65+), Motorcycle-Related, Pedestrian- or Bicyclist-Related, and Teen Drivers 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 FLSHMV city code. The FDOT State Safety Office’s Crash Records Section identifies most of the location errors made on state roads. These corrections are reflected in the CAR database, but some errors can remain.



## CARGO SHIFT OR LOSS (UNSECURED LOAD)

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

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



# HIGHWAY SAFETY MATRIX

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



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

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Florida Department of Transportation  
State Safety Office






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

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

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

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

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 State Safety Office

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## FY2022 Highway Safety Matrix - Ranking of Florida Cities



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

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

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

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

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## FDOT FY2022 Highway Safety Matrix - Ranking of Florida Cities

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

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

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

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



# PERFORMANCE PLAN

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

## CORE OUTCOME MEASURES

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

## BEHAVIOR MEASURES

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

## ACTIVITY MEASURES

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

## FLORIDA-SPECIFIC MEASURES

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

## TARGETS

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



## DATA FORECASTS

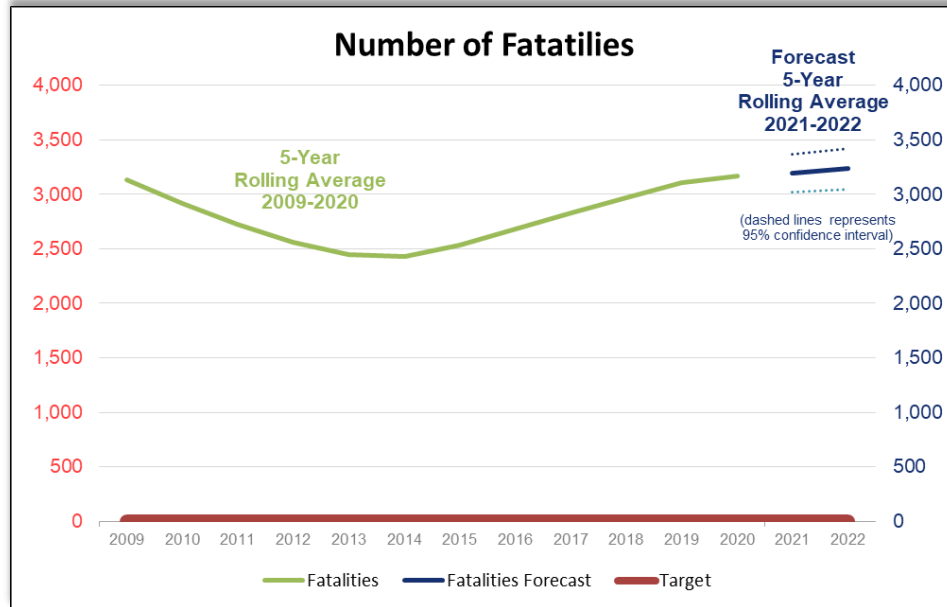
Understanding that zero fatalities cannot be reached within the HSP FY 2022 year, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

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

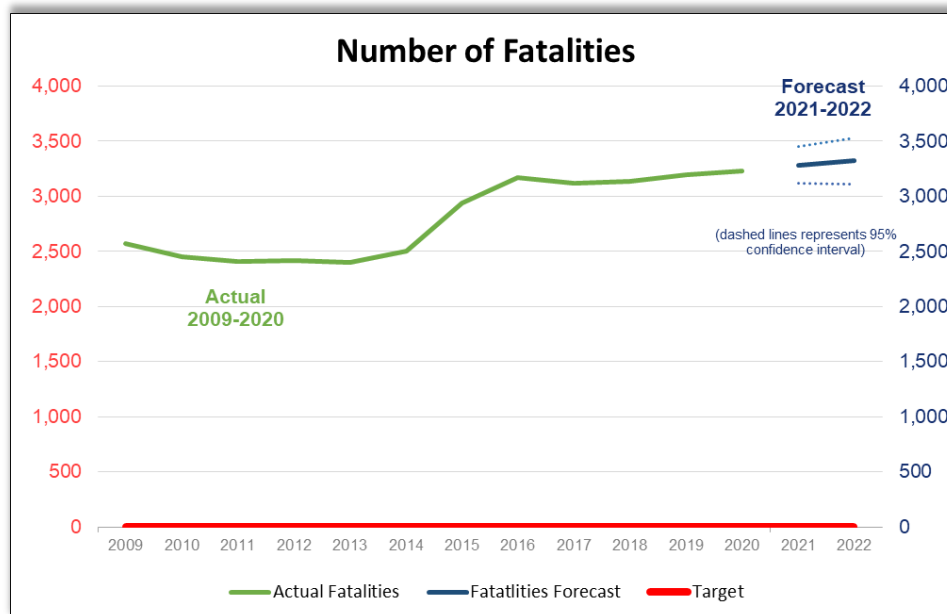
## C1 - NUMBER OF FATALITIES

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

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



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

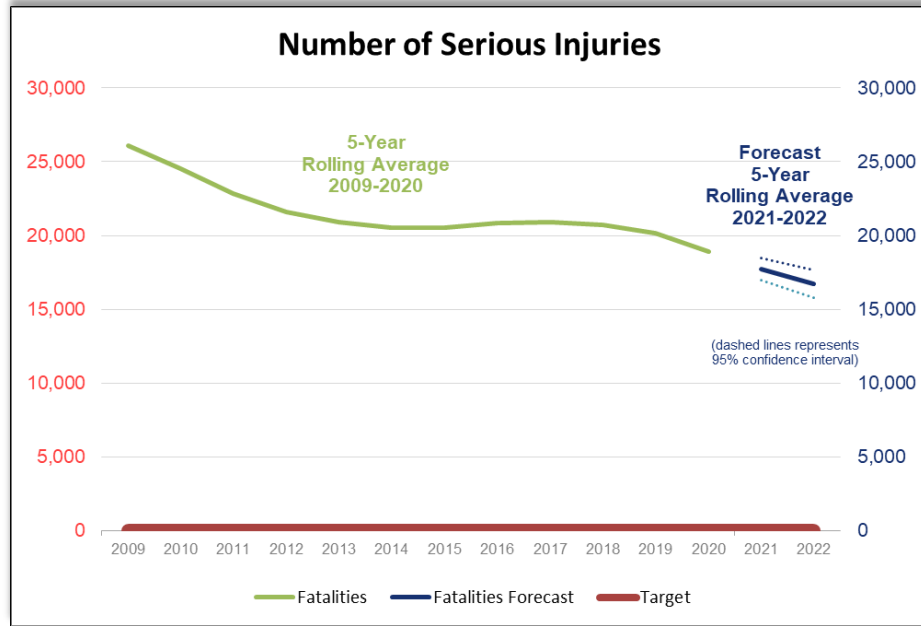




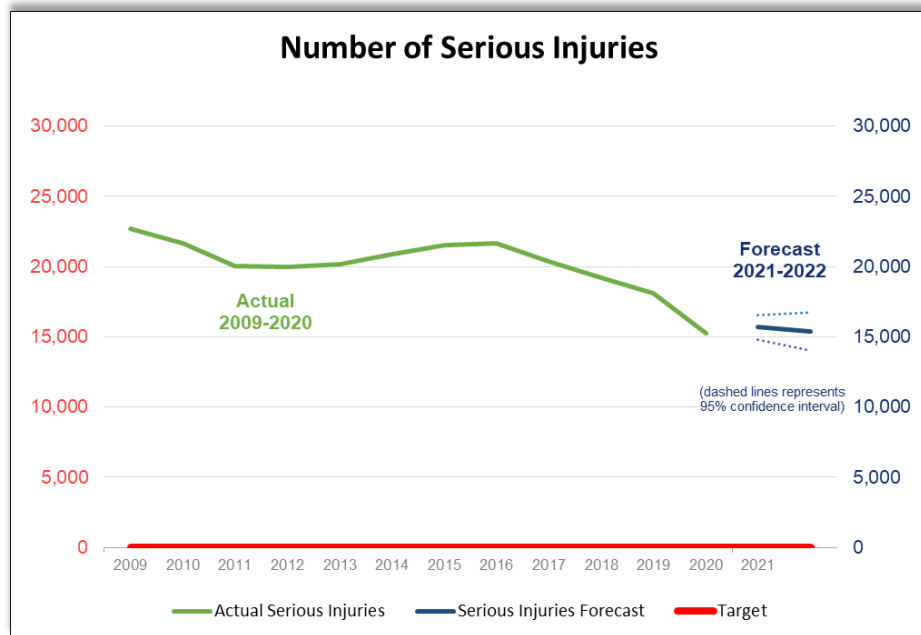
## C2 - NUMBER OF SERIOUS INJURIES

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

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



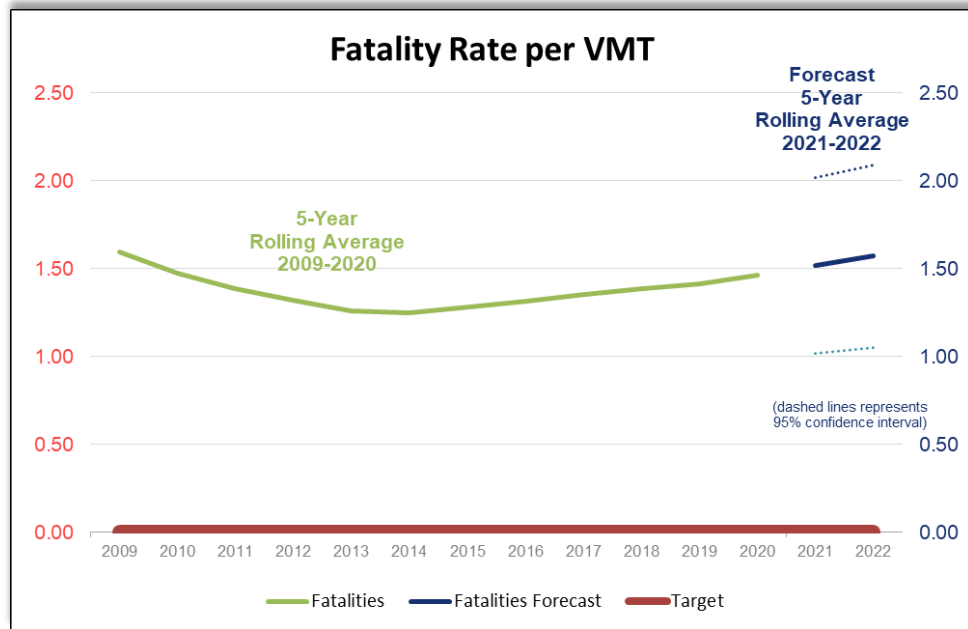
- **Actual Annual Graph:** The chart below reflects the annual serious injuries for each year and the data forecast for 2021 and 2022.



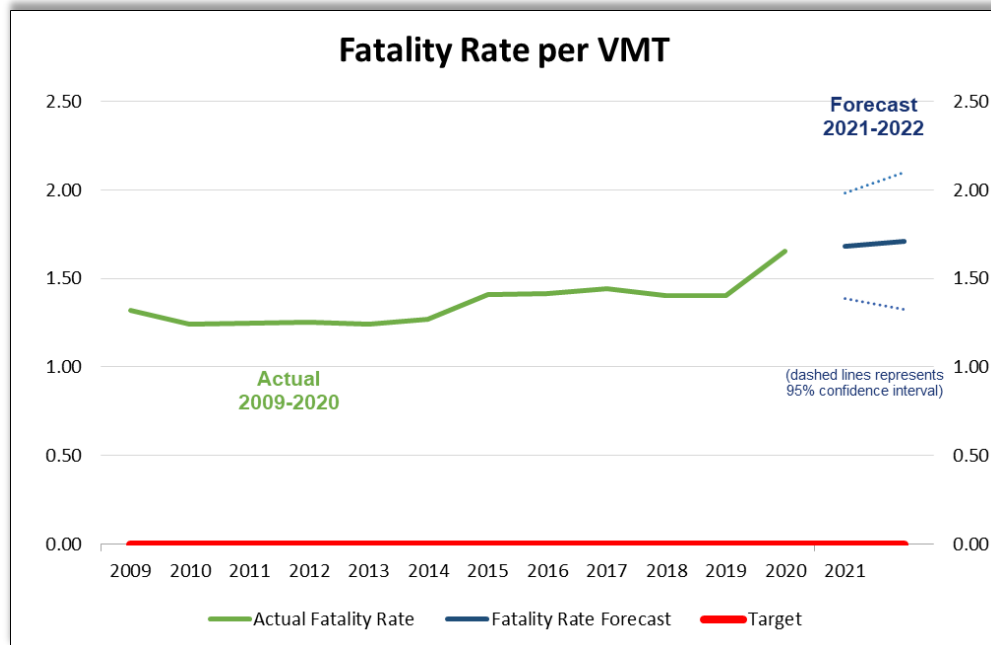
## C3 - FATALITY RATE PER 100M VMT

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

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



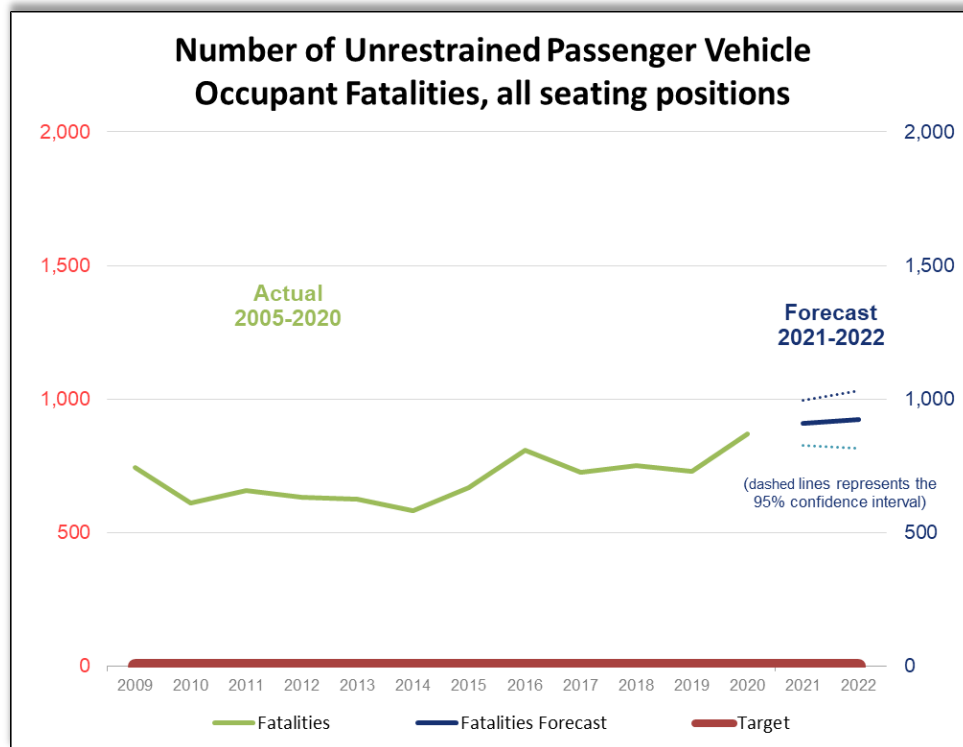
- **Actual Annual Graph:** The chart below reflects the annual fatality rate per 100M VMT for each year and the data forecast for 2021 and 2022.



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

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

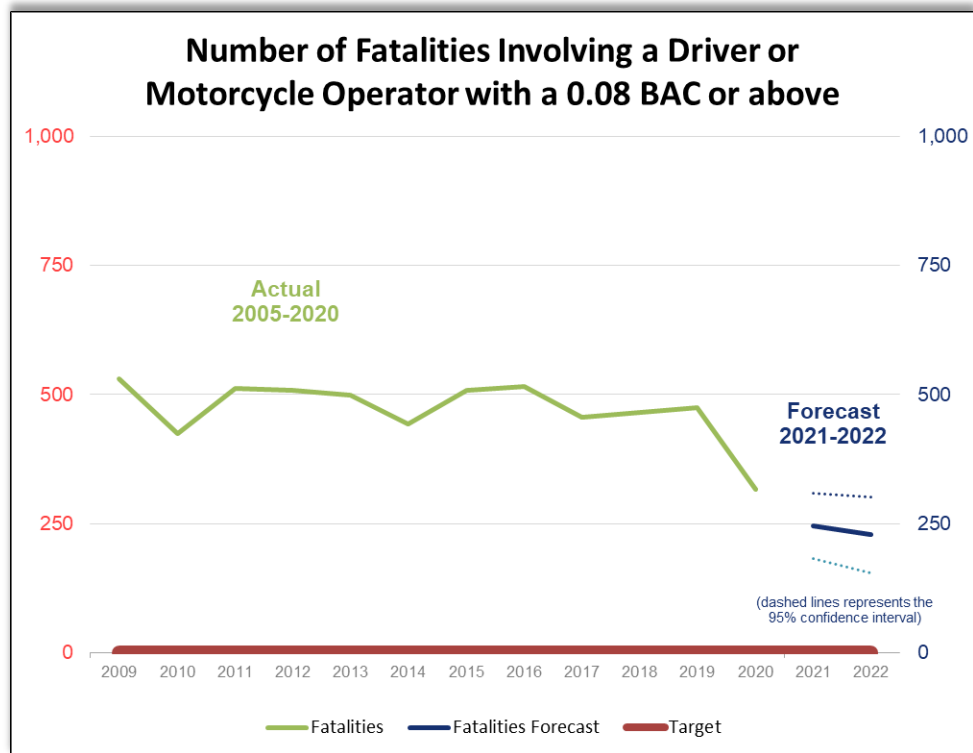
- **Actual Annual Graph:** The chart below reflects the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecast for 2021 and 2022.



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

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

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

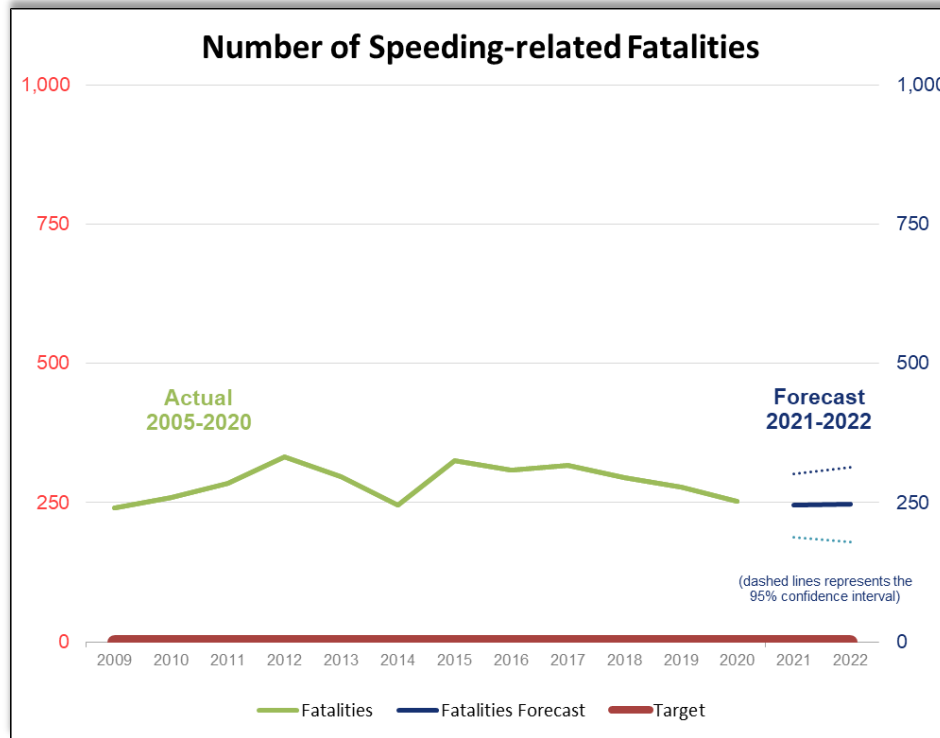




## C6 - NUMBER OF SPEEDING-RELATED FATALITIES

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

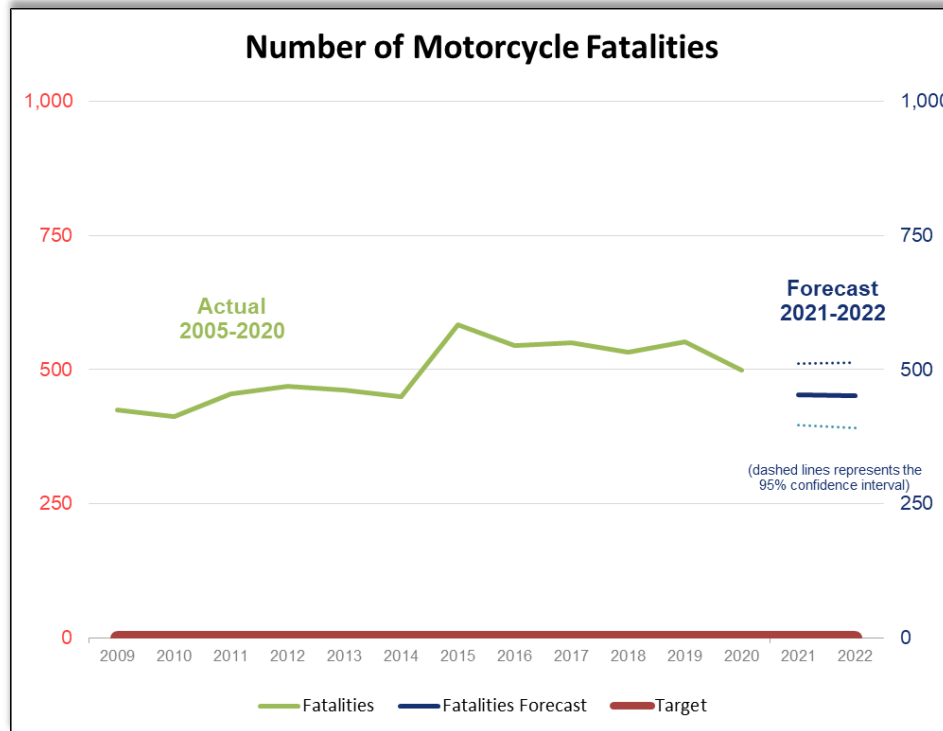
- **Actual Annual Graph:** The chart below reflects the annual total for the number of speeding-related fatalities for each year and the data forecast for 2021 and 2022.



## C7 - NUMBER OF MOTORCYCLIST FATALITIES

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

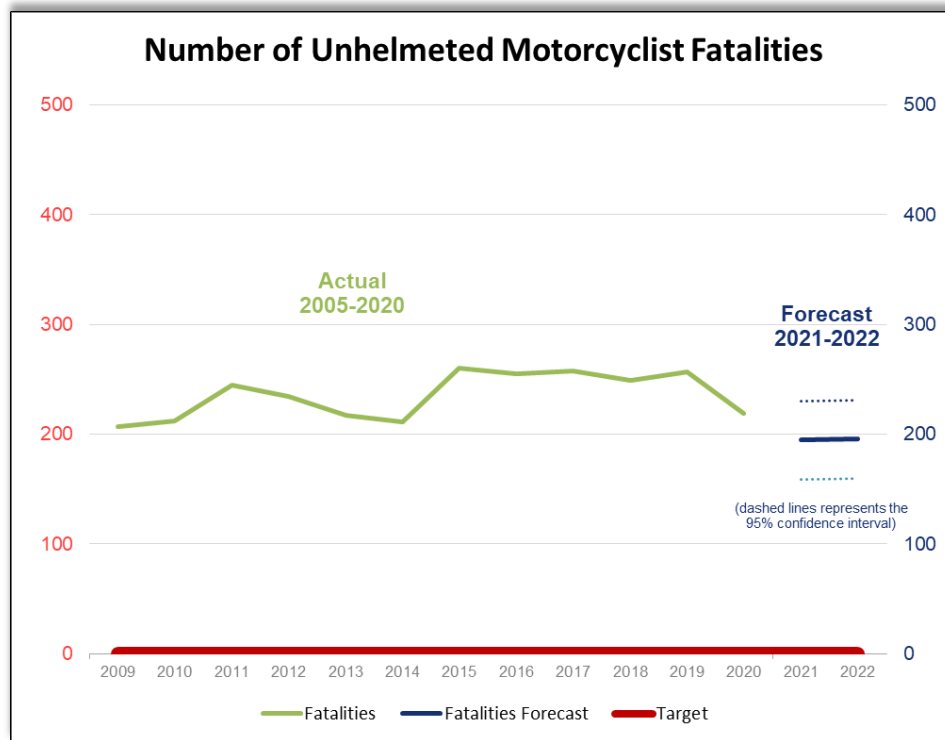
- **Actual Annual Graph:** The chart below reflects the annual total for the number of motorcyclist fatalities for each year and the data forecast for 2021 and 2022.



## C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

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

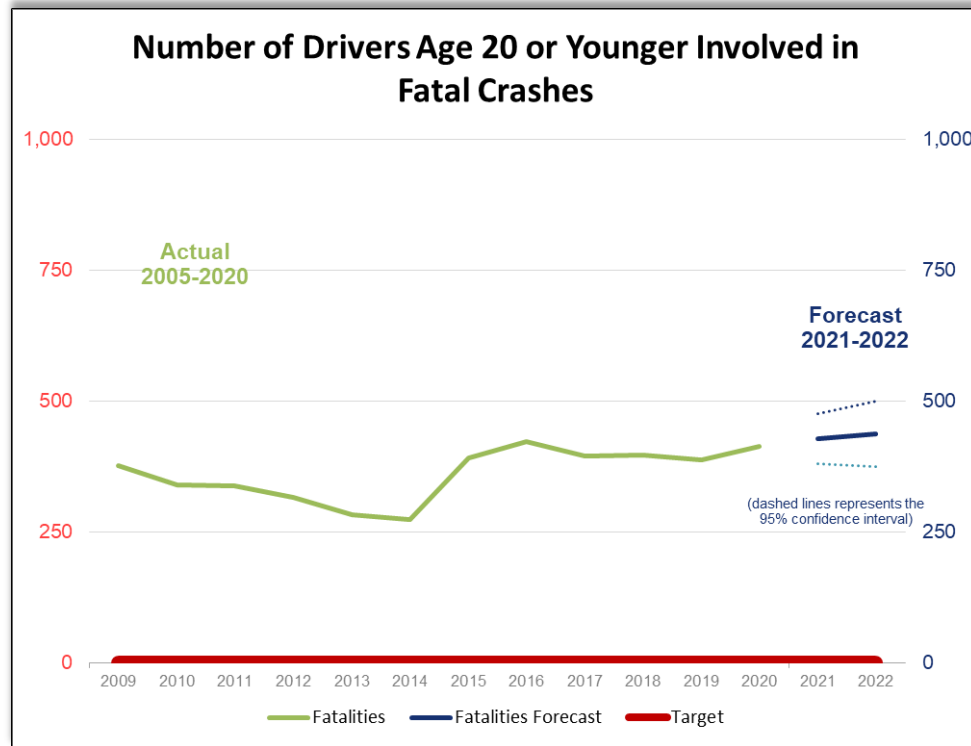
- **Actual Annual Graph:** The chart below reflects the annual total for the number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2021 and 2022.



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

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

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

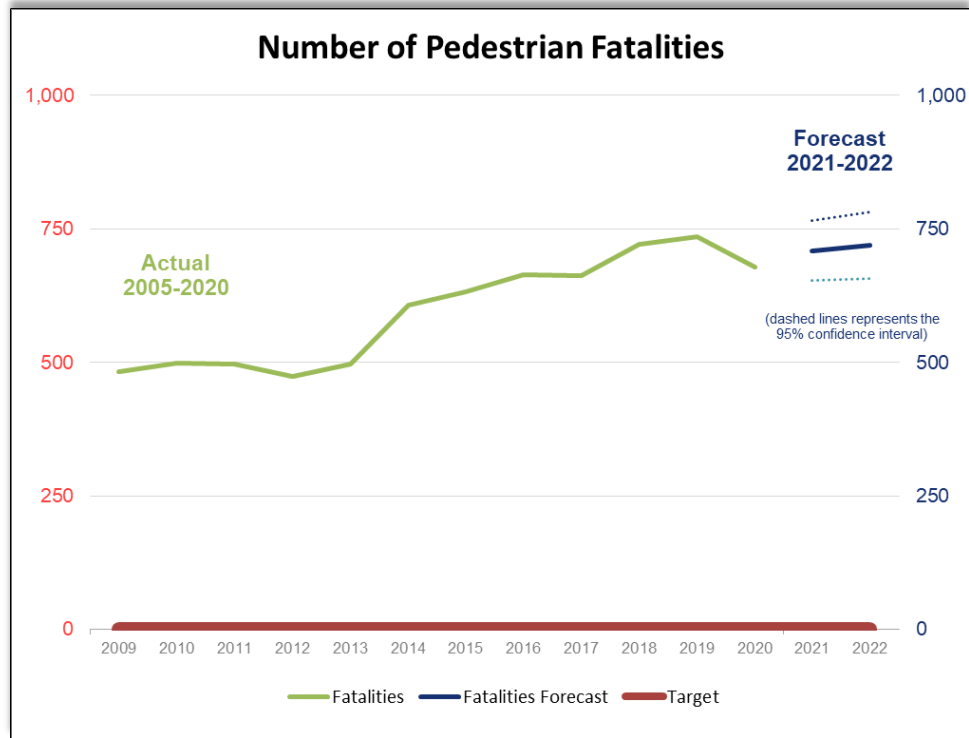




## C10 - NUMBER OF PEDESTRIAN FATALITIES

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

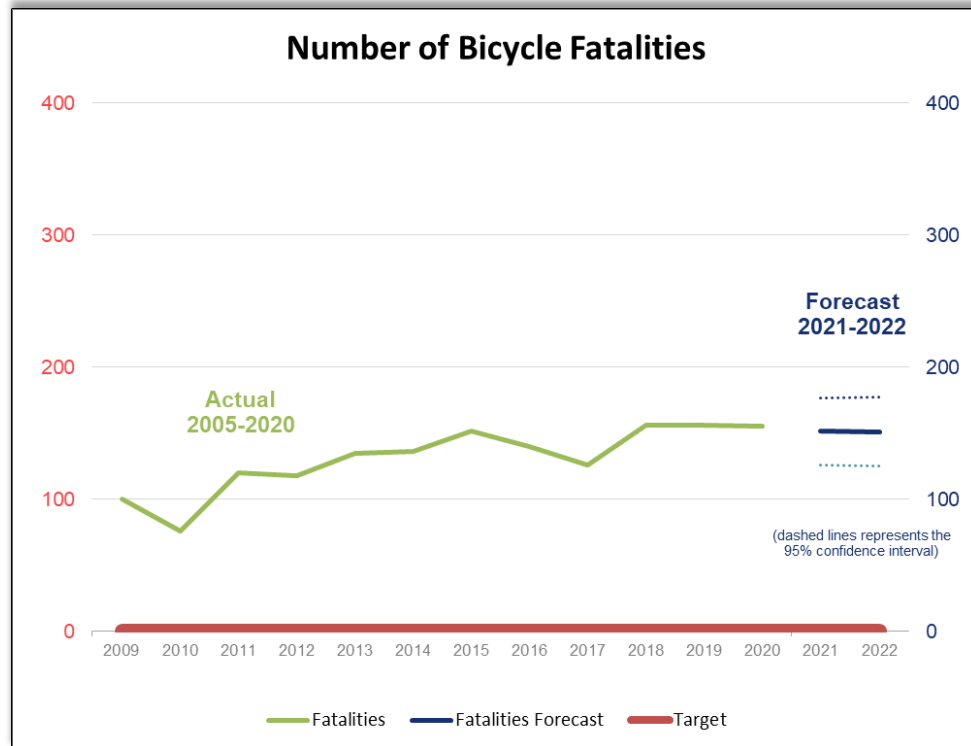
- **Actual Annual Graph:** The chart below reflects the annual number of pedestrian fatalities for each year and the data forecast for 2021 and 2022.



## C11 - NUMBER OF BICYCLIST FATALITIES

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

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

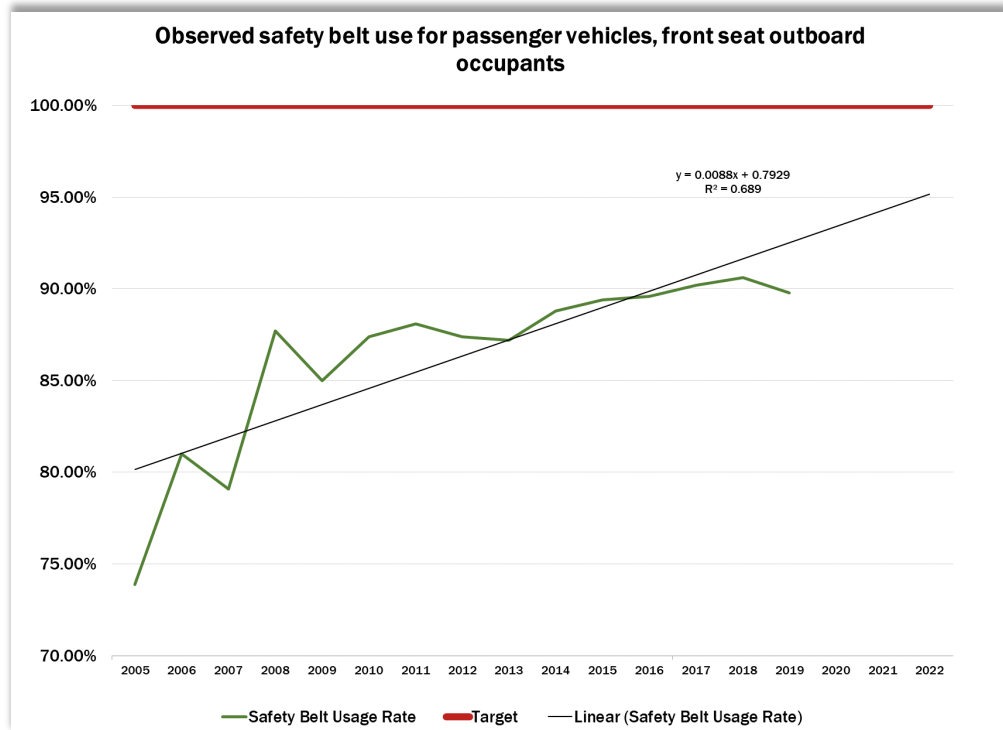


## B1 – OBSERVED SAFETY BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

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

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

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



## ACTIVITY MEASURES

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

It is important to note that high visibility enforcement, and public outreach and education were prohibited for most of 2020 and a good part of 2021 to reduce the risk of contact exposure for law enforcement and the public. During 2022, agency restrictions started lifting and resulted in increased numbers.

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 2019	FY 2020	FY 2021	FY 2022
A-1	Number of Grant-Funded Safety Belt Citations	Final	4,273	3,672	9,630	10,151
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	460	729	943	1,145
A-3	Number of Grant-Funded Speeding Citations	Final	29,991	14,428	24,618	40,951



## FLORIDA-SPECIFIC MEASURES

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

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



F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	216
			Final	
		Target meet or exceeded		
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic	Target	100%
			Final	
		Target meet or exceeded		
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	2,000
			Final	
		Target meet or exceeded		
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80%
			Final	
		Target meet or exceeded		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0
			Final	
		Target meet or exceeded		
shed performance measures for all program focus areas. Because these are newly established measures, there				
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# 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
C-1	Number of fatalities	5 Year Rolling Average	Target	0	0	0	0
			Final	3,110	3,168	3,284	
		FDOT Forecast	Upper	3,117	3,288	3,284	3,613
			Lower	2,797	2,982	2,947	3,142
		Final Within Forecast Range	Yes	Yes	Yes		
C-2	Number of serious injuries	5 Year Rolling Average	Target	0	0	0	0
			Final	20,171	18,913	17,942	
		FDOT Forecast	Upper	21,107	19,863	18,894	17,848
			Lower	19,340	18,652	17,481	16,361
		Final Within Forecast Range	Yes	Yes	Yes		
C-3	Fatality rate per 100M VMT	5 Year Rolling Average	Target	0	0	0	0
			Final	1.41	1.46	1.51	
		FDOT Forecast	Upper	1.63	1.85	1.83	2.07
			Lower	1.08	0.96	0.91	0.97
		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
			Final	730	871	935	
		FDOT Forecast	Upper	745	783	791	1,001
			Lower	546	627	596	840
		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
			Final	474	317	375	
		FDOT Forecast	Upper	410	358	360	345
			Lower	237	229	204	198
		Final Within Forecast Range	No (Above)	Yes	No (Above)		
C-6	Number of speeding-related fatalities	Actual	Target	0	0	0	0
			Final	277	252	361	
		FDOT Forecast	Upper	348	301	326	412
			Lower	206	187	183	301
		Final Within Forecast Range	Yes	Yes	No (Above)		
C-7	Number of motorcyclist fatalities	Actual	Target	0	0	0	0
			Final	551	499	569	
		FDOT Forecast	Upper	602	575	588	627
			Lower	469	456	460	507
		Final Within Forecast Range	Yes	Yes	Yes		
C-8	Number of unhelmeted motorcyclist fatalities	Actual	Target	0	0	0	0
			Final	257	219	264	
		FDOT Forecast	Upper	298	288	292	319
			Lower	222	218	221	249
		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
			Final	388	413	455	
		FDOT Forecast	Upper	400	452	481	503
			Lower	278	358	361	408
		Final Within Forecast Range	Yes	Yes	Yes		

C-10	Number of pedestrian fatalities	Actual	Target	0	0	0	0
			Final	735	678	817	
		FDOT Forecast	Upper	678	746	760	872
			Lower	557	636	638	758
		Final Within Forecast Range	No (Above)	Yes	No (Above)		
C-11	Number of bicyclist fatalities	Actual	Target	0	0	0	0
			Final	156	155	181	
		FDOT Forecast	Upper	160	166	167	202
			Lower	110	116	116	150
		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%
			Final	89.8%	N/A	90.1%	
		FDOT Forecast	Upper	100%	N/A	100%	100%
			Lower	90%	N/A	90%	90%
		Final Within Forecast Range	No (Below)	N/A	Yes		
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The following provides a progress report/comparison for the Florida specific performance measures and program areas of emphasis. The performance measures for fatality data is not reported, as FY 2022 state data is not currently available for these measures.

	Program Area	Florida Specific Measures		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	0	0	0	0	0
			Final	305	328	357	361	
		Target meet or exceeded	No	No	No	No		
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	160	175	180	180	180
			Final	168	250	57	81	184
		Target meet or exceeded	Yes	Yes	No	No	Yes	
F-3	Distraacted Driving	Number of distracted driving fatalities	Target	0	0	0	0	0
			Final	87	266	314	344	
		Target meet or exceeded	No	No	No	No		
F-4	Paid Media	Estimated number of impressions						
		Distracted Driving	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	65,060,262	52,757,998	34,992,258
		Target meet or exceeded	N/A	N/A	N/A	Yes	Yes	
		Impaired Driving	Target	3,000,000	3,000,000	75,000,000	75,000,000	65,000,000
			Final	85,389,616	100,998,383	34,670,594	260,978,305	258,856,135
		Target meet or exceeded	Yes	Yes	No	Yes	Yes	
		Motorcycle Safety	Target	500,000	500,000	70,000,000	50,000,000	35,000,000
			Final	78,996,032	47,872,112	50,051,564	57,726,974	104,740,316
		Target meet or exceeded	Yes	Yes	No	Yes	Yes	
		Occupant Protection	Target	1,000,000	1,000,000	90,000,000	50,000,000	50,000,000
			Final	98,028,754	24,973,712	23,791,175	35,947,825	79,245,313
		Target meet or exceeded	Yes	Yes	No	No	Yes	
		Pedestrian and Bicycle Safety	Target	400,000	400,000	170,000,000	50,000,000	50,000,000
			Final	182,600,000	2,813,253	46,028,836	125,549,839	234,472,945
		Target meet or exceeded	Yes	Yes	No	Yes	Yes	
		Railroad Safety	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	N/A	81,175,596	84,162,207
		Target meet or exceeded	N/A	N/A	N/A	Yes	Yes	
		Speeding and Aggressive Driving	Target	N/A	N/A	N/A	N/A	300,000
Final	N/A		N/A	N/A	N/A	31,996,719		
Target meet or exceeded	N/A	N/A	N/A	N/A	Yes			



		Work Zone Safety	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	N/A	134,984,071	56,500,000
		Target meet or exceeded		N/A	N/A	N/A		
F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	168	170	175	187	216
			Final	145	164	175	177	216
		Target meet or exceeded						
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	100%	100%	100%	100%	100%
			Final	74%	72%	72%	72%	75%
		Target meet or exceeded						
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	500	500	2,000	2,000	2,000
			Final	2,383	2,976	2,600	2,914	2,692
		Target meet or exceeded						
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80	>80%	>80%	>80%	>80%
			Final	80.44%	79.55%	80.62%	81.40%	81.50%
		Target meet or exceeded						
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0	0	0	0	0
			Final	82	13	77	56	
		Target meet or exceeded						
<p>Per 23 CFR 1300.11, Florida has established performance measures for all program focus areas. Because some of the program areas are newly established measures, there is not historical reporting of prior years.</p> <p> Indicates data is not currently available</p>								

# EVIDENCE-BASED ENFORCEMENT PLAN

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

## DATA-DRIVEN ENFORCEMENT

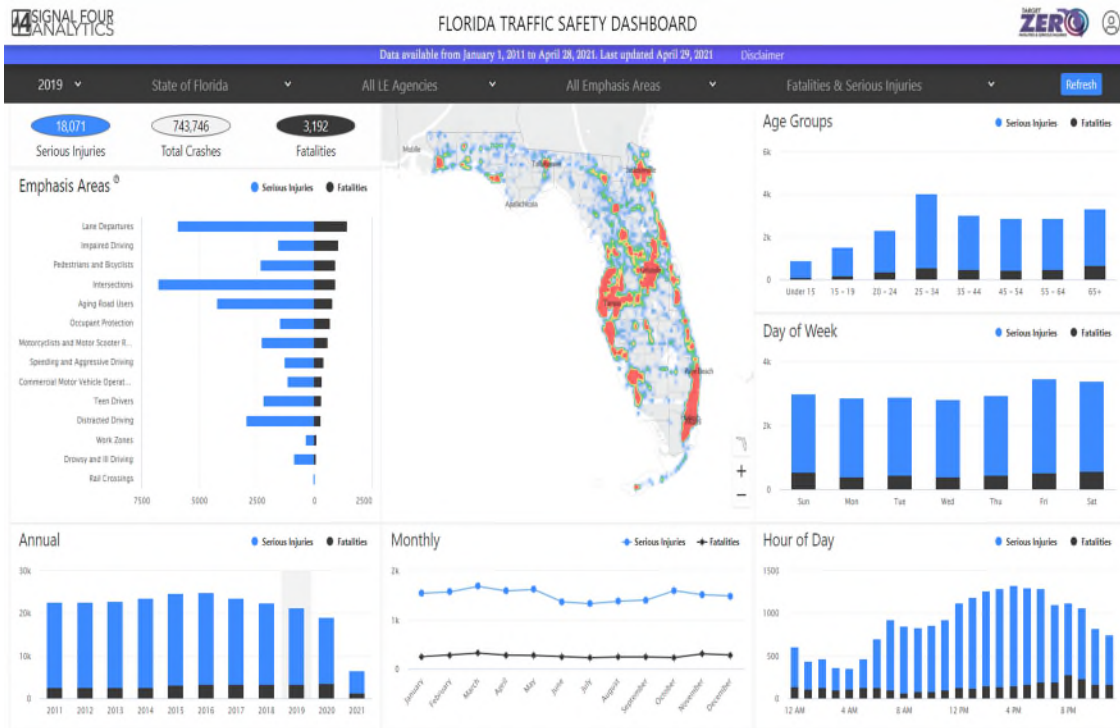
Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in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

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

Signal Four Analytics is also used in enforcement planning by law enforcement agencies because it provides actual crash counts and locations that is sortable by county, city, or local jurisdiction. Using this tool, law enforcement agencies can break down data on crash hot spots by program area to direct enforcement to high crash locations.

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

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





## HIGH VISIBILITY ENFORCEMENT AND NATIONAL MOBILIZATION SUPPORT

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

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

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

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



## MEDIA SUPPORT

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

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

- ***Alert Today, Alive Tomorrow*** – increases awareness of and compliance with pedestrian and bicycle laws
- ***Drink + Ride = Lose*** – reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired
- ***Put It Down*** – educates motorists to not drive distracted
- ***Railroad Safety*** – alerts motorists to look for trains at railroad crossings
- ***Ride Smart*** – encourages motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license
- ***Share the Road*** – reminds motorists to look for and share the road with motorcyclists
- ***Stop Speeding Before It Stops You*** – prompts motorists to slow down and not exceed speed limits
- ***Work Zone Safety*** – advises motorists to drive safely in active work zones

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

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

## CONTINUOUS FOLLOW-UP AND ADJUSTMENT

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

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

Distracted Driving .....	page 87
Impaired Driving.....	page 93
Motorcycle Safety.....	page 124
Occupant Protection and Child Passenger Safety .....	page 144
Pedestrian and Bicycle Safety.....	page 176
Speeding and Aggressive Driving.....	page 225
Teen Driver Safety.....	page 246
Work Zone Safety.....	page 284



# FDOT PROGRAM AREAS

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

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

# AGING ROAD USERS

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Develop and implement targeted outreach and communication strategies to increase awareness among older adults, families, health care providers, safety professionals, community partners, and 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.
- Promote and educate drivers on comprehensive driving evaluations and safety strategies to prevent crashes
- Expand transportation choices and promote community design features to meet the mobility needs of an aging population
- Develop and distribute resources and tools to support safe driving skills and encourage early planning to safely transition from driving

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

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

## LINKAGE BETWEEN PROGRAM AREAS

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

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

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

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

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** **\$318,000**

**Project Activities:** Pepper Institute on Aging and Public Policy at Florida State University (FSU) was awarded a subgrant to facilitate the Safe Mobility for Life Coalition in partnership with the Florida Department of Transportation's (FDOT) Safe Mobility for Life Program. The activities and efforts of the coalition have been guided by the Florida's Aging Road User Strategic Safety Plan, which was initially developed in 2011. In March 2017, the coalition released a five-year continuation plan which contains six key focus areas: Aging in Place; Licensing and Enforcement; Outreach and Advocacy; Prevention and Assessment; Program Management, Data, and Evaluation; and Transitioning from Driving. The goal of the strategic plan is to improve aging road user safety and mobility in Florida by achieving a reduction in the overall number of aging road user fatalities, serious injuries, and crashes while maintaining mobility, independence, and connection to the community.

The coalition conducted twelve (12) social media campaigns in FY2022. The goal of each campaign was to promote resources,



partnerships, and programs in conjunction with the newly established educational calendar. The Safe Mobility for Life coalition’s website – SafeMobilityFL.com – has hosted consistent traffic between FY2021 and FY2022, with FY2022 being a slightly more successful year. The coalition measures website traffic through sessions, which is the number of times users visit the site. The website hosted 20,303 sessions and an average of 55.6 sessions per day in FY2022, an increase of nearly 20% to the previous subgrant cycle. Much of the site’s traffic came from desktop users, 75.6%. The 6% decrease in desktop sessions from the previous fiscal year was offset by an increase in sessions on mobile devices.

In FY2022, the coalition exhibited at a total of fourteen (14) local, state, and national events. This included exhibit booths at a total of eight (8) state and national conferences. These events allowed direct contact with stakeholders in public health, transportation, and planning and engineering as well as older adults themselves. In addition, The coalition was able to successfully conduct a total of 12 in-person and virtual interactive workshops. This included two (2) Safe Walking for Life workshops, four (4) Keys to Achieve Safe Mobility for Life Workshops, five (5) CarFit Events and Virtual Workshops, and one (1) Working Together Webinar. Approximately 225 Floridians attended these workshops both in person and virtually.

**Expenditures:                    \$233,816**



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

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

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

**Funding Source:** 402

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

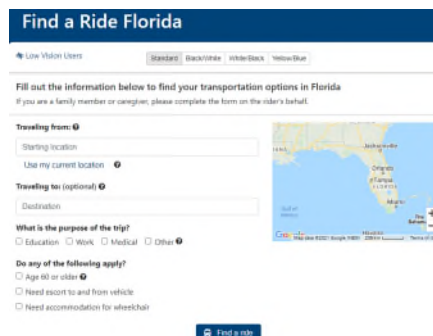
**Project Description:** The University of Florida’s Institute for Mobility, Activity, and Participation will house and maintain the Florida Aging Road User Information System. This project will reduce injuries and fatalities for aging road users by providing options for alternative methods of transportation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

**Budget:** \$205,000

**Project Activities:** The University of Florida was awarded a subgrant to develop and support the Elder Road User Information System, known as the *Find-A-Ride Database*. The Find-A-Ride Database supports Florida’s Comprehensive Older Driver Program and mobility management across the State. Its primary focus is to offer transportation alternatives for older adults when driving is no longer a safe option. Users can search the database to find transportation services that best fits their individual mobility needs.

In FY2022, the team continued to promote the Florida Find-A-Ride’s website and refine the interactive mapping capabilities. The program also conducted an audit of all 815 providers to verify each of the provider listings on the website.

**Expenditures:** \$186,159



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<b>Agency:</b>	Leesburg Police Department
<b>Project Name:</b>	Aging Road User Program
<b>Project Number:</b>	CP-2022-00353
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$15,000
<b>Project Description:</b>	The Leesburg Police Department will receive funding to conduct aging road user education and outreach. Efforts include participating in local events and providing presentations at local civic groups and communities. Educational materials for aging road users will also be provided to inform them of driving risks, help them assess their driving knowledge and capabilities, suggest methods to adapt to and compensate for changing capabilities and provide information on alternative transportation options available.
<b>Budget:</b>	<b>\$15,000</b>
<b>Project Activities:</b>	The City of Leesburg Police Department (LPD) worked to meet the established goals of the FY2022 project by first receiving certification for the CarFit portion of the project. Training was scheduled and received during the project period. LPD conducted four educational community outreach events to increase traffic safety awareness among aging roadway users, including CarFit events and the Advance Driving Seminar which was held at the Legacy Center, a predominantly 55 plus community. LPD observed a reduction of 28.5% of crashes involving fatalities or serious injuries to drivers aged 55 years or older in the FY2022 period compared to the previous rate, which exceeded the target reduction of 3% by 25.3%.
<b>Expenditures:</b>	<b>\$1,710</b>

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# COMMUNITY TRAFFIC SAFETY OUTREACH

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

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

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

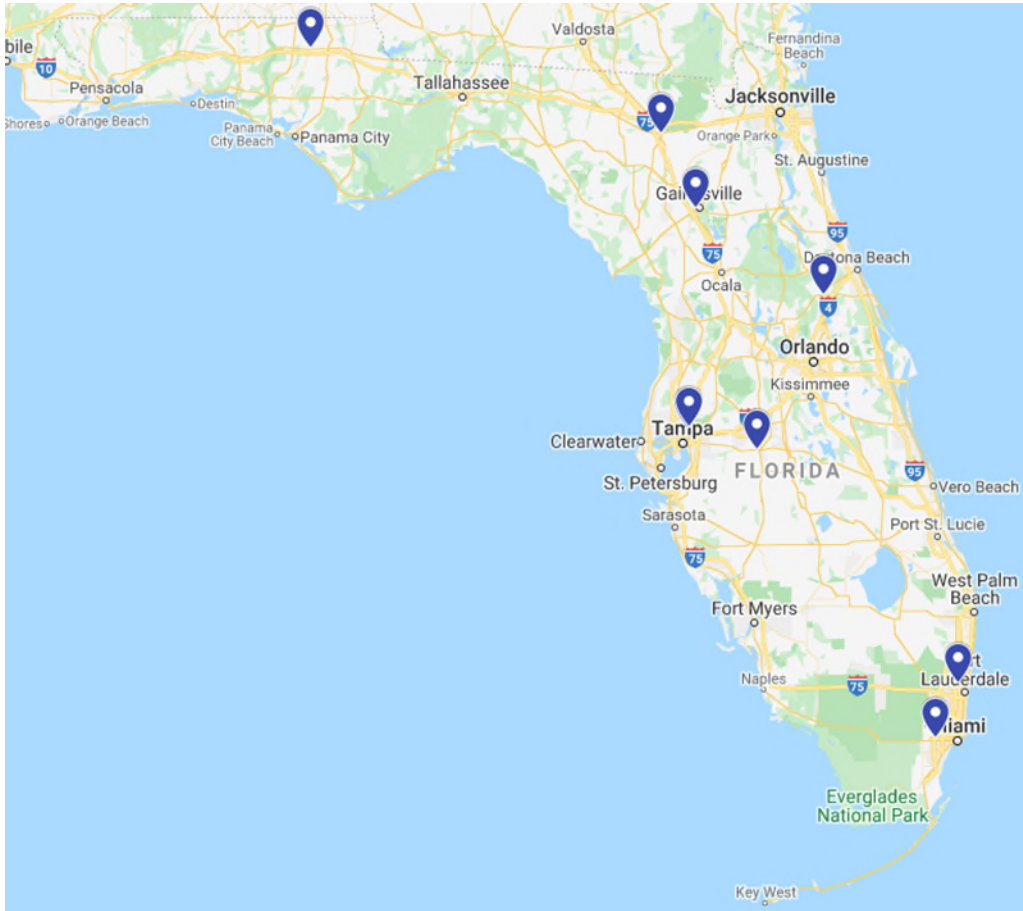
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

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

## MAP OF CTST PROJECT LOCATIONS

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





**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

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

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

**Budget:** \$225,000

Agency	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2022-00120	\$35,000	\$35,000
<b>Project Activities</b>	Over the project period, many of the COVID-19 pandemic restrictions were lifted within this district, allowing the Community Traffic Safety Program (CTSP) to work more closely with its Community Traffic Safety Teams (CTSTs) and several community traffic safety partners. Through partnerships, opportunities, and new educational strategies, District 1 has been able to make an impact in traffic safety efforts throughout the 12 counties it represents. The district continued to place tailgate wraps on fleet vehicles covering several safety messages and acted as a mobile billboard reaching more road users than stand-alone billboards. All of the pre-established CTSTs were meeting in a hybrid format by the end of the project cycle, providing alternatives for the way the communities attended meetings, increasing participation in all counties. A total of 93 CTSTs attended 24 virtual and 69 in-person meetings with some being hybrid-style. In addition to education within the teams, many engineering items were reviewed for safety enhancements, and further actions were taken to enhance traffic safety concerns. With the shift in educational strategies, District 1 has successfully strengthened relationships and partnerships with both internal and external partners. In addition, with the assistance of our Law Enforcement Liaison, our law enforcement partnerships have grown and improved tremendously. A total of 55 outreach events were attended and over 113,000 educational materials were			

	distributed at community events. The combination of the new educational marketing, community partnerships, outreach, educational materials, in addition to the establishment of hybrid meeting options and standing meeting schedules, have contributed to a successful Community Traffic Safety Program for District 1.			
<b>Expenditures</b>	<b>\$34,850</b>			
<b>Florida Department of Transportation – District 2</b>	<b>Public Information and Education Program – District 2</b>	<b>CP-2022-00136</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, following other district’s new form of educational marketing, truck tailgate wraps were placed on fleet vehicles covering several safety areas, acting as mobile billboards. A total of 20,000 child activity bookmarks and 15,000 activity books displaying safety public educational information were created, approved, and purchased for disbursement to organizations and events. No new Community Traffic Safety Teams (CTSTs) were created. The meeting style remained changed to combat the spread of COVID-19. A total of 59 virtual meetings were held. In addition to education within the teams, engineering items were reviewed for safety enhancements, and further actions were taken to enhance traffic safety concerns.			
<b>Expenditures</b>	<b>\$29,995</b>			
<b>Florida Department of Transportation – District 3</b>	<b>Public Information and Education Program – District 3</b>	<b>CP-2022-00220</b>	<b>\$40,000</b>	<b>\$40,000</b>
<b>Project Activities</b>	Over the project period, following other district’s new form of educational marketing, truck tailgate wraps were placed on fleet vehicles covering several safety areas, acting as mobile billboards. A total of 300 educational activity books, 1,000 tip cards, and 18 banners displaying safety public educational information were created, approved, and purchased for disbursement to organizations and events. No new Community Traffic Safety Teams (CTSTs) were created. The meeting style remained changed to combat the spread of COVID-19. A total of 6 virtual and 36 in-person meetings were held. In addition to education within the teams, engineering items were reviewed for safety enhancements, and further actions are taken to enhance traffic safety concerns.			
<b>Expenditures</b>	<b>\$39,775</b>			

<b>Florida Department of Transportation – District 4</b>	<b>Public Information and Education Program – District 4</b>	<b>CP-2022-00009</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, following other district’s new form of educational marketing, truck tailgate wraps were placed on fleet vehicles covering several safety areas, acting as mobile billboards. One pledge board and selfie frame with safety messages was approved and purchased to be used at outreach events to engage the community and educate on safety issues within the district. A total of over 13,000 safety public educational information materials were created, approved, and purchased for disbursement to organizations and events. No new Community Traffic Safety Teams (CTSTs) were created. The meeting style remained changed to combat the spread of COVID-19. In addition to education within the teams, engineering items were reviewed for safety enhancements, and further actions were taken to enhance traffic safety concerns.			
<b>Expenditures</b>	<b>\$29,254</b>			
<b>Florida Department of Transportation – District 5</b>	<b>Public Information and Education Program – District 5</b>	<b>CP-2022-00215</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, there were a total of 36 community/outreach campaign events held. A total of 5,600 educational materials displaying safety information were created, approved, and purchased for disbursement to organizations, partners and at outreach events. No new Community Traffic Safety Teams (CTSTs) were created. The meeting style remained changed to combat the spread of COVID-19. A total of 48 virtual meetings were held. In addition to education within the teams, engineering items were reviewed for safety enhancements, and further actions were taken to enhance traffic safety concerns.			
<b>Expenditures</b>	<b>\$28,787</b>			
<b>Florida Department of Transportation – District 6</b>	<b>Public Information and Education Program – District 6</b>	<b>CP-2022-00001</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, 25 community outreach events were attended and were supported through public information and educational materials. Over 20,000 safety educational materials were created, approved, and purchased for disbursement to organizations and at events. There are 10 established Community Traffic Safety Teams (CTSTs) represented throughout the two counties. A total of 33 meetings were held. In addition to education within the teams, engineering items were reviewed for safety enhancements, and further actions were taken to enhance traffic safety concerns.			
<b>Expenditures</b>	<b>\$26,778</b>			

Florida Department of Transportation – District 7	Public Information and Education Program – District 7	CP-2022-00093	\$30,000	\$30,000
Project Activities	Over the project period, a total of 40,000 printed materials displaying safety public educational information were created, approved, and purchased for disbursement to organizations and events. There was 1 new Community Traffic Safety Team (CTST) created to give us a grand total of 5. The meeting style remained changed to combat the spread of COVID-19. A total of 8 virtual and 4 in-person meetings were held. In addition to education within the teams, engineering items were reviewed for safety enhancements, and further actions were taken to enhance traffic safety concerns.			
Expenditures	\$21,413			



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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Community Traffic Safety Support
<b>Project Number:</b>	CP-2022-00018
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$740,000</b>
<b>Project Activities:</b>	The University of South Florida’s Center for Urban Transportation Research (CUTR) received funding to hire contractors to support the FDOT State Safety Office and other community programs. CUTR managed a consultant contract with Cambridge Systematics for Highway Safety Plan support and outreach activities. CUTR also provided data research and analysis and GIS mapping to identify the active work zones to support the FDOT Work Zone safety campaigns. Additionally, CUTR worked with FDOT to create work zone and speeding educational tip cards. CUTR also assisted in the development, coordination, and implementation of 39 traffic safety outreach tasks, to include commercial tagging, icon and logo creations, sign/billboard designs, banners, tip cards, and tailgate wraps.
<b>Expenditures:</b>	<b>\$222,960</b>

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

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

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

**Funding Source:** 402

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

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

**Budget:** \$407,000

**Project Activities:** The University of Florida's Transportation Technology Transfer (T2) Center was awarded a subgrant to develop and implement an online one-stop shop website for the new FTSRC. T2 continued to facilitate the inventory of traffic safety outreach and educational materials while working on the design of the website. Although the website was not fully implemented, it is expected to go into production during the FY2023 subgrant cycle.

**Expenditures:** \$368,738



# DISTRACTED DRIVING

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

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

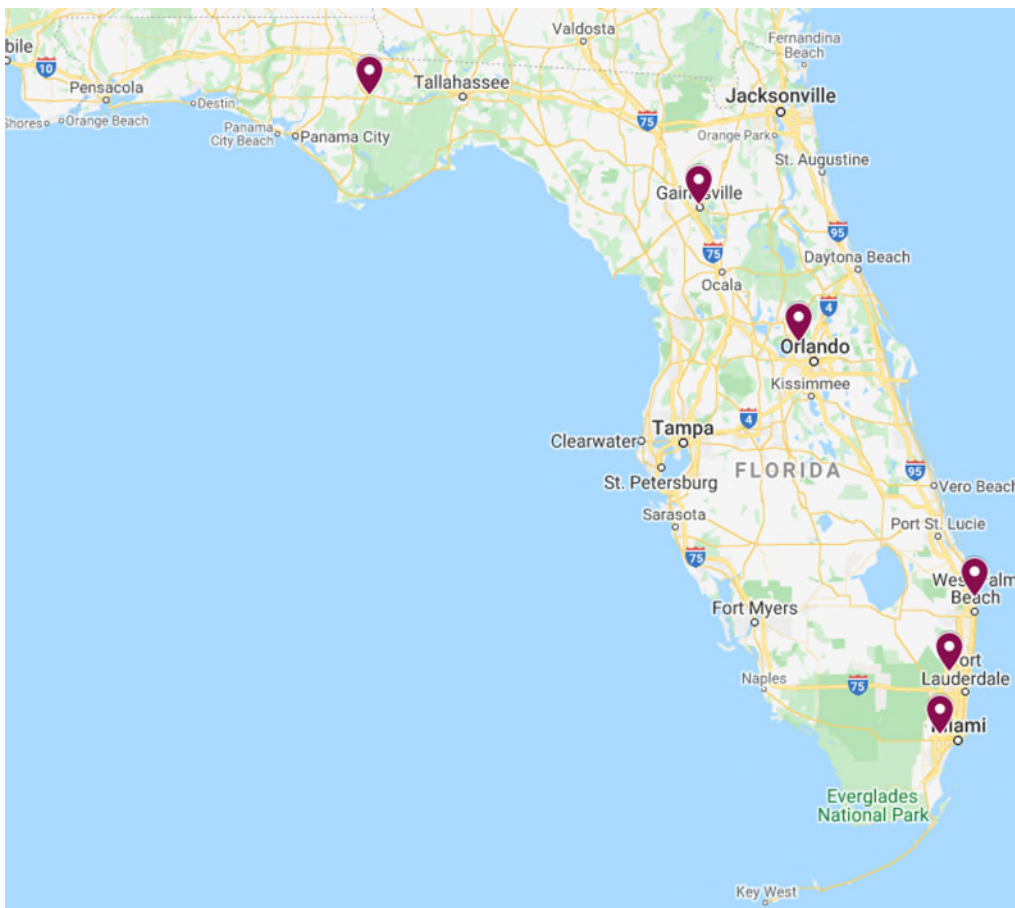


## LINKAGE BETWEEN PROGRAM AREAS

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

## MAP OF DISTRACTED DRIVING PROJECT LOCATIONS

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



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** ~~\$321,000~~ \$271,000

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

**Budget:** ~~\$321,000~~ \$271,000

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Apopka Distracted Driving Program	DD-2022-00032	\$25,000	\$25,000
<b>Project Activities</b>	The Apopka Police Department (PD) conducted 161 high visibility enforcement (HVE) operations, fourteen of which were conducted as part of National Distracted Driving Awareness Month. Two educational events were conducted for the Apopka Youth Academy in July. Social media posts regarding distracted driving were also posted to the Apopka Police Department's Facebook page, along with three distracted driving related message boards were placed around different locations in the city.			
<b>Expenditures</b>	\$21,580			
Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	DD-2022-00082	\$50,000	\$50,000
<b>Project Activities</b>	Calhoun County Sheriff's Office conducted 375 enforcement operations in FY2022. Eight (8) social media posts were made to promote distracted driver awareness, reaching over 26,500 individuals. In addition, during Distracted Driving Awareness month, deputies participated in increased public awareness events at local venues.			

<b>Expenditures</b>	<b>\$50,000</b>			
<b>Coral Springs Police Department</b>	<b>Distracted Driving</b>	<b>DD-2022-00257</b>	<b>\$16,000</b>	<b>\$16,000</b>
<b>Project Activities</b>	The Coral Springs Police Department (CSPD) conducted 54 high visibility enforcement operations during the FY2022 subgrant cycle. The Department participated in community outreach events at the schools within Coral Springs and strove to promote education aimed at reducing hazards to student pedestrian populations. The social media team was able to reach over 39,000 impressions through Facebook, Instagram, and Twitter. Compared to the previous three-year average CSPD was able to meet the 5% reduction in crashes.			
<b>Expenditures</b>	<b>\$15,000</b>			
<b>Gainesville Police Department</b>	<b>City of Gainesville Distracted Driving Program</b>	<b>DD-2022-00292</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The City of Gainesville Police Department (GPD) conducted 19 high visibility enforcement operations for a total of 260 contacts. During Distracted Driving Awareness month, GPD personnel participated in 2 community events to promote awareness to families on the importance of not engaging in distracted driving and how to avoid it. GPD made 7 social media posts over the subgrant period, and an FDOT approved banner with a message about distracted driving was hung in the training area of the Santa Fe College, Institute of Public Safety.			
<b>Expenditures</b>	<b>\$3,365</b>			

Miami-Dade Police Department	Miami-Dade Distracted Driving Program	DD-2022-00091	\$150,000	\$150,000
Project Activities	The Miami-Dade Police Department (MDPD) conducted a total of 80 enforcement operations during the project period. During these operations, a total of 1,231 distracted driving citations were issued. For National Distracted Driving Awareness Month, MDPD conducted 13 enforcement details and 9 community outreach events. A total of 10 social media blasts were used during April to promote distracted driving awareness. MDPD participated in a total of 43 community outreach events during the subgrant period, and provided distracted driving through message boards, local media outlets, social media, and press releases 105 times during the project period to total nearly 4,000 community education contacts. Compared to the previous fiscal year, MDPD conducted over 1,000 more community education contacts 768 more enforcement contacts.			
Expenditures	\$146,642			
North Palm Beach Police Department	Distracted Driving	DD-2022-00264	\$50,000	\$50,000



**DNT TXT + DRV**



# IMPAIRED DRIVING

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

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

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

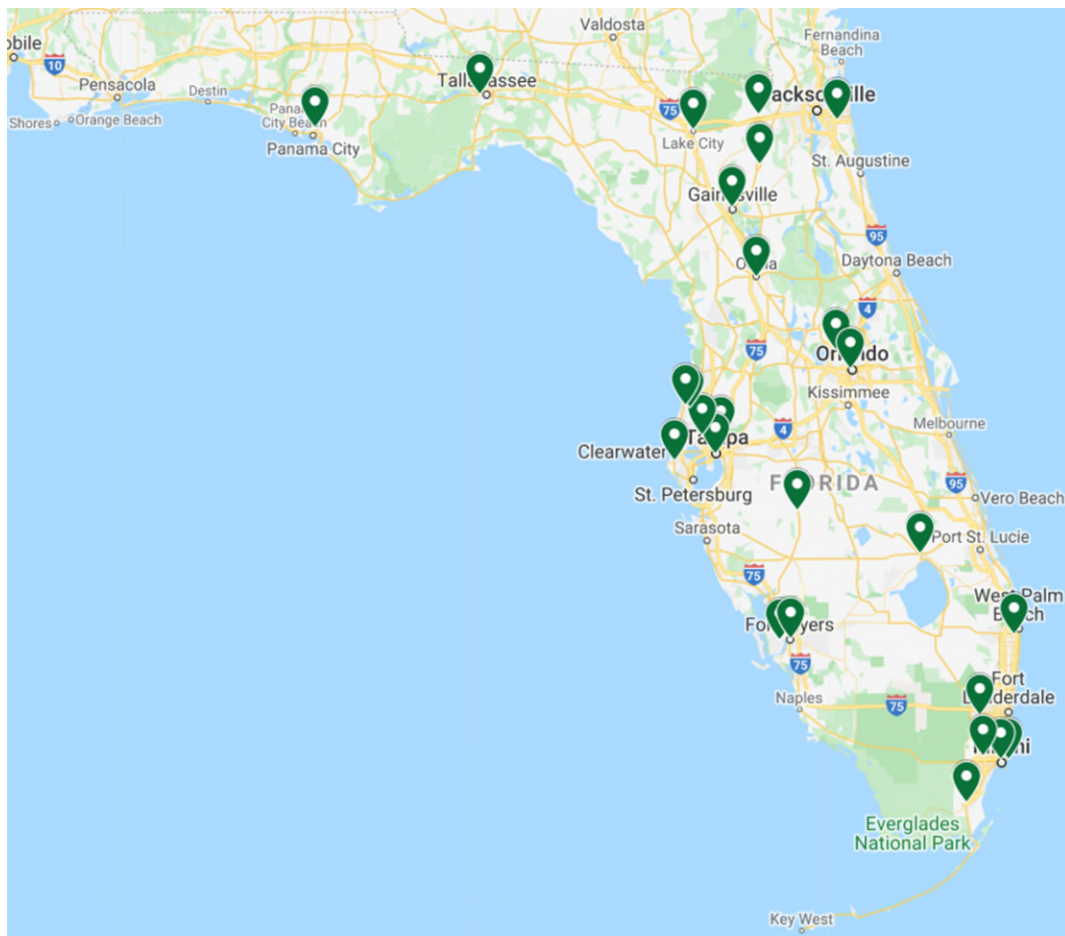
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

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

## MAP OF IMPAIRED DRIVING PROJECT LOCATIONS

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





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<b>Agency:</b>	Mothers Against Drunk Driving (MADD) Florida
<b>Project Name:</b>	Mothers Against Drunk Driving (MADD) Florida Safe and Aware
<b>Project Number:</b>	M5X-2022-00126
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$295,000</b>
<b>Project Activities:</b>	Florida Mothers Against Drunk Driving (MADD) was awarded a subgrant to support statewide driving under the influence (DUI) prevention programs and training for law enforcement officers on the impact of impaired driving. Five subgrant funded Program Specialists were successful in reaching out to smaller communities through town hall meetings, panel discussions, and assisted school resource officers who requested training via MADD's youth program. Despite continued COVID-19 and social distancing guidelines in place across the state, the Program Specialists exceeded at multiple objectives. Program Specialists were expected to conduct at least 60 presentations in their region on increasing the awareness of driving under the influence of alcohol and drugs to youth and parents. In total they conducted 247 parent and youth presentations, for an average of just over 50 each. Program Specialists were expected to conduct at least 11 community-based presentations in their region in collaboration with traffic safety partners and a total of 21 community presentations were conducted. Program Specialists were also expected to conduct Impact Evaluations following their presentations, and they ended the subgrant period with 1,438 evaluations being

submitted by parents, youth, and hosts. In total the Program Specialists reached a total of 56,547 people during the subgrant period. Program Specialists also exceeded their objective to attend at least 4 Community Traffic Safety Team (CTST) meetings, as they attended 29 CTST meetings. Program Specialists were expected to collaborate in the planning, coordination and/or implementation of at least 2 community-based outreach events with traffic safety partners and ended the subgrant period with a total of 39 community outreach events being held with traffic safety partners. MADD Program Specialist were also expected to share impaired driving information and education using media/social media at least 4 times per quarter, in total they created and/or shared 76 social media posts during the subgrant period.

Expenditures: \$280,289

## PowerTalk 21<sup>®</sup>

MADD is committed to protecting families from drunk and drugged driving and underage drinking because studies show that kids who start drinking young are **seven times more likely** to be in an alcohol-related crash.



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<b>Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Name:</b>	Traffic Safety Resource Prosecutor Program (TSRP)
<b>Project Number:</b>	M5CS-2022-00198
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	<p>Tallahassee Community College will receive funding to provide training and technical support to prosecutors and law enforcement on impaired driving issues. A Traffic Safety Resource Prosecutor (TSRP) position will be funded to train prosecutors and law enforcement officers in the areas of DUI investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRP Program will also train officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. Speakers for the training sessions will come primarily from Florida organizations and include assistant state attorneys, Florida Department of Law Enforcement Alcohol Testing Program and laboratory analyst personnel, toxicologists, law enforcement officers, and traffic crash reconstructionists.</p>
<b>Budget:</b>	<b>\$465,000</b>
<b>Project Activities:</b>	<p>Tallahassee Community College was awarded a subgrant to support the facilitation of the Traffic Safety Resource Prosecutor (TSRP) Program which addresses the complexity of DUI prosecution faced by both law enforcement officers and prosecutors. The assistance included training and providing technical support to prosecutors and law enforcement officers.</p> <p>During FY2022, due to COVID-19 and social distancing guidelines, by combining virtual training format with the usual in-person training, the program was able to provide extensive training throughout the entire subgrant period. In total 318 hours of training was provided to educate a total of 6,015 individuals, including 4,237 law enforcement officers and 1,778 prosecutors, with a total of 111 training sessions provided.</p> <p>Furthermore, in addition to all the above in-state training operations, the program was tasked by the National Association of Prosecutor Coordinators to be the Coordinator of the National TSRP Program</p>

"Traffic Tuesday" Webinar Series. In this role, the Florida TSRP was responsible for finding and coordinating speakers and topics for a National Webinar Series. During the subgrant period, a total of 12 National "Traffic Tuesday" Webinars were conducted and were attended -- both live and via recording -- by a total of 5,014 attendees on a national level.

The Florida TSRP remained a resource to law enforcement and prosecutors statewide, responding to requests for technical assistance whenever needed. In all, the program provided technical assistance a total of 4,736 times during the subgrant period which included responses to 2,225 requests from law enforcement and 2,511 requests from prosecutors.

**Expenditures:                    \$296,884**



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<b>Agency:</b>	Palm Beach Sheriff's Office
<b>Project Name:</b>	Expanded Scope & Capacity of Toxicology Testing for Impaired Driving Investigations
<b>Project Number:</b>	M5CS-2022-00351
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	<p>The Expanded Scope &amp; Capacity of Toxicology Testing for Impaired Driving Investigations program will train Palm Beach County Sheriff's Office (PBSO) toxicologists with specialized lectures on the research and studies that describe the impairment that cannabis produces on driving as well as the challenges in analytical testing of biological specimens from subject matter experts that have published and presented their research. The toxicologists at PBSO will also offer training for law enforcement and attorneys on toxicology testing and the interpretation of results as they apply to impaired driving, including relevant, timely information on novel benzodiazepines and cannabis. Subgrant funding includes the purchase of a new liquid chromatography tandem mass spectrometry (LC-MSMS) instrumentation for the detection of impairing substances found in blood and urine specimens. Through the purchase of new LC-MSMS instrumentation, PBSO will also expand testing capabilities to include a broader range of compounds that may be involved in impaired driving in Florida. The expanded testing will allow for identification of drug trends and enable the collection of improved statistics for use by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and FDOT. These improved statistics can then be used in further developing and addressing the goals outlined in the SHSP by identifying drug impaired driving areas that may need to be targeted to prevent traffic fatalities and improve roadway safety.</p>
<b>Budget:</b>	<b>\$331,025</b>

**Project Activities:**

During the FY2022 subgrant year, 13 specialized training sessions to attorneys, law enforcement, and other criminal justice partners were provided by Palm Beach County Sheriff's Office (PBSO) toxicology staff on the toxicology of drug-impaired driving including the analysis of biological specimens and interpretations of the results from December 2, 2021, to August 25, 2022.

A new liquid chromatography tandem mass spectrometry (LC-MSMS) instrumentation was ordered on April 6, 2022 and was received by PBSO on June 1, 2022.

During the project period, two blood testing methods used for drug-impaired driving investigations were transferred to the new LC-MSMS instrument. Method development and validation for a blood THC testing procedure that included delta-9 THC, delta-8 THC, and delta-10 THC began on May 25, 2022, and was completed on September 23, 2022, with the publication of the validation report.

Method development and validation for a novel psychoactive substances (NPS) blood testing procedure added 13 drugs, including 5 novel opioids began on August 9, 2022 and was completed on September 23, 2022 with the publication of the validation report that was submitted to FDOT at the completion of the subgrant period.

Lastly, PBSO staff toxicologists were trained on the new equipment, including method development and validation, on August 15 through August 17, 2022 by the equipment vendor. After updating testing methods to include the clonazepam metabolite 8-aminoclonazepam and lowering the LOD of clonazepam in blood specimens from 5 to 1 ng/mL, the percentage of cases with unconfirmed benzodiazepine immunoassay positives in blood and urine decreased dramatically to 4.8% during the project period compared to 25% that was observed from January 1, 2021 to May 10, 2021.

**Expenditures:**

**\$323,892**

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

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

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

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** \$55,000

**Project Activities:** The University of North Florida – Institute of Police Technology and Management (IPTM) was awarded a subgrant to support a Statewide Drug Recognition Expert (DRE) Call-Out project. IPTM contracted with 6 law enforcement agencies to allow DREs to increase the availability of their expertise when the officers would otherwise not have been on duty. Participating agencies reported 33 DRE overtime callouts in response to suspected drugged driving arrests. Information about the subgrant and the opportunity for overtime callouts was disseminated to DREs at each DRE school and at the annual DRE recertification training. Information was also disseminated via the new Florida DRE Facebook page and by the Law Enforcement Liaisons (LELs).

**Expenditures:** \$7,315

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Impaired Driving Media Awareness Survey
<b>Project Number:</b>	M5X-2022-00072
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The University of North Florida Institute of Police Technology and Management will conduct a DUI media awareness study to help evaluate the effectiveness of Florida's <i>Drive Sober or Get Pulled Over</i> 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.
<b>Budget:</b>	<b>\$71,000</b>
<b>Project Activities:</b>	The University of North Florida - Institute of Police Technology and Management was awarded a subgrant to conduct a survey to gauge awareness of Florida's Drive Sober or Get Pulled Over campaign. The survey helped the FDOT State Safety Office better understand people's driving habits, their opinions about highway safety, and awareness of the impaired driving media campaign. Conducted from March 21 to April 16, 2022, 1,342 telephone interviews were completed with adult respondents across the State. Of all respondents, 48% of respondents reported seeing or hearing the "Drive Sober or Get Pulled Over" campaign message within the past year, down from 53% recorded in the 2020 survey.
<b>Expenditures:</b>	<b>\$70,400</b>



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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Florida Impaired Driving Coalition
<b>Project Number:</b>	AL-2022-00316
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$225,000</b>
<b>Project Activities:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) was awarded a subgrant to support the Florida Impaired Driving Coalition (FIDC). During the FY2022 subgrant period, CUTR facilitated a total of 4 FIDC meetings between December 2021 and August 2022. Key topics of discussion included the progress made toward various FY2019-2021 Strategic Action Plan goals (e.g., expanding coalition membership, educating local vendors and distributors on over-service, working with Community Traffic Safety Teams, updating the FIDC communications plan, establishing best practices for diversion programs, developing model language for chemical test refusals, tracking law enforcement training, FDOT Target Zero campaign, Senate Bill 148 (the sale/delivery of off-premises alcoholic beverages), Drive Sober handout materials, medical marijuana use updates, legislative updates, clonazepam and other designer benzodiazepines, Florida Department of Highway Safety and Motor Vehicles DUI Program site visits, the 2022 Florida Impaired Driving Assessment, FDOT's Traffic Safety Resource Center, and the Florida Department of Health's Medical Marijuana Use Program, the development of Impaired Driving Tip Cards, the 2022 Florida Impaired Driving Assessment, and the development of the updated Strategic Action Plan based on the results of the 2022 Florida Impaired Driving Assessment.

CUTR also executed a subcontract with Cambridge Systematics, Inc. to provide technical support for coalition meetings.

Throughout the subgrant cycle, CUTR maintained and added data and outreach materials to the Drive Sober Florida website, updated the FIDC membership list, and revised impaired driving fact sheets using the latest information available.

**Expenditures: \$161,244**



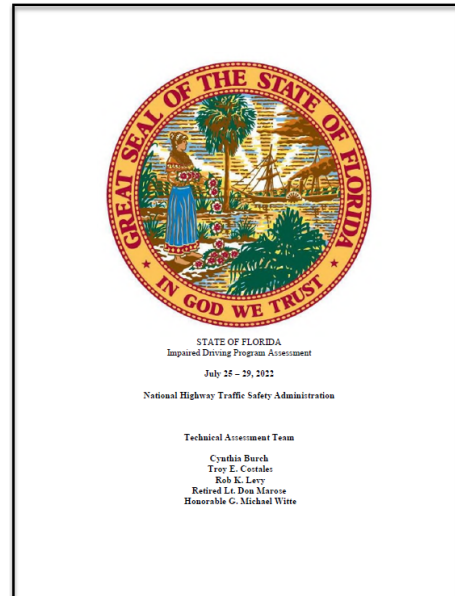
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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Florida's Impaired Driving Assessment
<b>Project Number:</b>	AL-2022-00341
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will assist FDOT in conducting NHTSA assessment planning, preparing briefing materials, scheduling expert panel and participants, arranging travel, conducting the assessment, and providing administrative and technical support for the assessment.
<b>Budget:</b>	<b>\$60,000</b>
<b>Project Activities:</b>	The University of South Florida (USF), Center for Urban Transportation Research (CUTR) was awarded a subgrant to assist the FDOT State Safety Office in planning, scheduling, and providing administrative and technical support for the Florida Impaired Driving Assessment conducted by the National Highway Traffic Safety Administration (NHTSA). The Florida Impaired Driving Assessment took place July 25–29, 2022, in Orlando, FL for interviews and debriefing.

During the assessment, CUTR worked with FDOT and coalition members to adjust the interview schedule and arrange and hold online meetings for virtual attendees and assist with materials and meals acquisition for participants.

At the conclusion of the five-day meeting, assessors provided recommendations to improve and enhance the state's impaired driving program. Recommendations were largely related to the following topics: program management and strategic planning, prevention, the state's communication program, program evaluation and data, alcohol and other drug misuse, and the state's criminal justice system. Insights and recommendations drawn from the assessment will be used to update the state's Strategic Highway Safety Plan (SHSP), Action Plan, and Communications Plan during FY 2023. After the assessment, the CUTR team collected necessary documentation and processed honorarium payments for assessors and reimbursement requests for in-person attendees.

**Expenditures:                    \$45,889**



Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 405(d)

Local Benefit: N/A

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



**Budget:** ~~\$2,010,500~~ \$1,985,500

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Arresting Impaired Motorists	M5HVE-2022-00030	N/A	\$15,000
<b>Project Activities</b>	The Apopka Police Department (PD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing. There was an average of 8 impaired related crashes per year in Apopka between 10/01/18 and 09/30/21 and 7 impaired related crashes from 10/01/21 through 09/30/22, for a 12% decrease. There were eleven (11) fatal impaired related crashes in the three-year period listed above which was an average of 3 per year. There was one impaired related fatal crash during this project period. That was a 66% decrease in fatal impaired related crashes.  Apopka PD conducted 43 HVE DUI operations. There was 1 safety belt citation given, 12 DUI arrests, and 31 speeding citations given by officers receiving overtime reimbursement, respectively.			
<b>Expenditures</b>	<b>\$10,788</b>			

<b>Baker County Sheriff's Office</b>	<b>Impaired Driving Program</b>	<b>M5HVE-2022-00036</b>	<b>N/A</b>	<b>\$25,000</b>
<b>Project Activities</b>	<p>During the majority of the project the Baker County Sheriff's Office (Baker CSO) conducted Wolf Packs (also called high visibility enforcement operations (HVE) DUI saturation patrols) and made multiple traffic stops, issuing citations, warnings and educational materials to the drivers and occupants.</p> <p>Baker CSO conducted 16 HVE DUI saturation patrols. There were 3 safety belt citations, 7 DUI arrests, and 19 speeding citations given by deputies receiving overtime reimbursement, respectively.</p> <p>Baker CSO also conducted over 20 outreach events to educate drivers.</p>			
<b>Expenditures</b>	<b>\$25,000</b>			
<b>Bay County Sheriff's Office</b>	<b>Enhanced Impaired Driving Enforcement</b>	<b>M5HVE-2022-00022</b>	<b>N/A</b>	<b>\$30,000</b>
<b>Project Activities</b>	<p>The Bay County Sheriff's Office (BCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>Between 2020 and July 2021, Bay County saw a decrease in crashes with fatalities by 29%. They had approximately 28% less crashes with injuries through July 2022 as compared to 2021.</p> <p>BCSO conducted 19 HVE DUI operations. There were 78 traffic stops conducted, 18 citations were written, 148 warnings, 16 citations for driving while suspended or revoked licenses, 3 careless driving citations, and 4 criminal arrests. Of those traffic stops, there were 0 safety belt citations, 17 DUI arrests, and 4 speeding citations given by deputies receiving overtime reimbursement, respectively.</p> <p>In total there were 67 DUI arrests this subgrant year, and of those 67, 41 of the DUI arrests were made by a deputy carrying and utilizing one of the Intoxilyzer 8000 instruments purchased with previous FDOT subgrant funding.</p> <p>Beginning in February 2022 of this subgrant year, BCSO started a DUI Task Force that joined forces with the Florida Highway Patrol (FHP), Florida Fish and Wildlife Conservation Commission (FWC), and all local municipalities. The program was an impaired driving enforcement operation that occurred one night or weekend each month.</p> <p>Educational outreach was also conducted in the community and at local schools on the dangers of impaired driving.</p>			

	<p>This outreach included participation in the FDOT Statewide Enforcement/Awareness traffic campaigns, the Mothers Against Drunk Driving (MADD) Night Out campaign, and Teen Driver Challenge events.</p> <p>During the subgrant period, BCSO used their social media accounts and their electric media board, located in front of their Operations Center, to educate Bay County residents and visitors about the dangers of impaired driving. These posts also included notices about upcoming impaired driving traffic campaigns, enforcement operations, and Task Force operations. BCSO also posted FDOT "Drive Sober or Get Pulled Over" signs countywide.</p>			
<b>Expenditures</b>	<b>\$6,121</b>			
<b>Boynton Beach Police Department</b>	<b>Boynton Beach Impaired Driving Enforcement</b>	<b>M5HVE-2022-00221</b>	<b>N/A</b>	<b>\$41,000</b>
<b>Project Activities</b>	<p>The Boynton Beach Police Department (PD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>Overall, compared to the previous three years average, impaired driving related crashes reduced by 96.36%. The crashes involving injury reduced by 80.09% and the fatality crashes decreased 100%.</p> <p>Boynton Beach PD was able to conduct 28 HVE DUI operations and traffic stops, totaling 291 hours. During these HVE operations, there were 241 contacts and 319 pieces of educational material given out. There were 5 safety belt citations, 23 DUI arrests, and 49 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>Educational outreach also was conducted in the community on the dangers of impaired driving. This included Boynton Beach PD hosting a Mothers Against Drunk Driving (MADD) Victim Remembrance Memorial Candlelight Vigil, December 2021. Boynton Beach PD also hosted a Police K9 Event in March 2022. This event had over 1,000 attendees and had the Boynton Beach PD DUI car stationed at the entrance with the Drive Sober or Get Pulled Over banner draped on the windshield.</p> <p>Boynton Beach PD's social media accounts, including their Facebook, Twitter, and Instagram accounts, were also used to post about the dangers of impaired driving. They also utilized their message boards throughout the city to continue the impaired driving messaging.</p>			
<b>Expenditures</b>	<b>\$15,986</b>			

<b>Bradford County Sheriff's Office</b>	<b>Bradford County Impaired Driving Enforcement</b>	<b>M5HVE-2022-00226</b>	<b>N/A</b>	<b>\$50,000</b>
<b>Project Activities</b>	<p>The Bradford County Sheriff's Office (CSO) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>Bradford CSO participated in the Bradford County Fair by handing out educational materials and educating Bradford High Students through classroom education.</p> <p>Their agency purchased a message board with local funding. They used this as well as their Facebook account to provide education to the public on the dangers of impaired driving.</p>			
<b>Expenditures</b>	<b>\$29,586</b>			
<b>Cape Coral Police Department</b>	<b>Cape Coral Impaired Driving Enforcement and Education</b>	<b>M5HVE-2022-00110</b>	<b>N/A</b>	<b>\$67,000</b>
<b>Project Activities</b>	<p>The Cape Coral Police Department (CCPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>CCPD conducted 14 HVE DUI saturation patrols, with a total of 794 traffic stops, 472 moving violations, eighty-six (86) non-moving violations, 54 criminal citations, 346 warnings, 1 open container driver citation, 210 violations for traffic control/signal device nonadherence, 8 safety belt citations, 27 DUI arrests, and 178 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>During the subgrant period, CCPD participated in the FDOT Statewide Enforcement/Awareness traffic Drive Sober or Get Pulled Over campaign. CCPD conducted and/or participated in 5 education/community outreach events. Officers provided driver safety educational activities at local service clubs, high schools, and summer youth camps. CCPD traffic unit officers also attended traffic safety related meetings. Meetings were with, but were not limited to, Mothers Against Drunk Driving (MADD), SAFE Kids, their FDOT Law Enforcement Liaison (LEL), Community Traffic Safety Team (CTST), Injury Prevention Coalition, Metropolitan Planning Organization (MPO), and Transportation Integrated Management System (TIMs).</p> <p>Over the course of the subgrant period, CCPD had 90 press releases and/or Ping4Alerts sent out specific to traffic safety, education, enforcement, and investigations. Message boards were deployed throughout the project period at various locations throughout the city. CCPD also was actively using their various social media accounts, including but not limited to, Facebook, Twitter, and Instagram to share messaging and educational information on the dangers of impaired driving.</p>			
<b>Expenditures</b>	<b>\$67,000</b>			

<b>City of Miami Police Department</b>	<b>Miami Impaired Driving Enforcement Project</b>	<b>M5HVE-2022-00229</b>	<b>N/A</b>	<b>\$90,000</b>
<b>Project Activities</b>	<p>The City of Miami Police Department (Miami PD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>Miami PD conducted 17 HVE DUI operations. There was a total of 2,506 traffic stops, 12 warnings and 2,791 citations given. There were 4 felony arrests, 35 misdemeanor arrests, 205 safety belt citations, 91 DUI arrests, and 368 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>During the subgrant period, Miami PD participated in FDOT Statewide Enforcement/Awareness Drive Sober or Get Pulled Over mobilization. They also participated in the Mothers Against Drunk Driving (MADD) Night Out campaign to stop impaired driving with the South Miami-Dade Community Traffic Safety Team/Coral Gables PD DUI Operation. Due to the COVID-19 pandemic their ability to participate in educational/community activities was restricted; however, Miami PD officers took the time to educate drivers on roadway safety and impaired driving when conducting traffic stops.</p> <p>During the subgrant period, Miami PD participated in the FDOT District Six South Miami-Dade Community Traffic Safety Team (CTST) program. They also participated with other local law enforcement agencies in a multi-agency traffic safety DUI enforcement and educational operation on Friday, September 2nd, from 6 p.m. to Saturday, September 3rd 2:00 a.m. Miami PD also conducted 2 presentations at local schools with the FDOT CTST. During these presentations, Miami PD officers assisted in conducting mock DUI crashes, stressing the dangers of driving under the influence. The presentations were held at Miami Senior High School and Northwestern Senior High School.</p> <p>Lastly, Miami PD used their social media accounts to inform and educate the City of Miami residents and visitors on the dangers of impaired driving. They also used press releases to inform drivers that Miami PD would be conducting saturations throughout the year to prevent impaired driving.</p>			
<b>Expenditures</b>	<b>\$87,657</b>			
<del>Clewiston Police Department</del>	<del>Impairment Detection and Enforcement Project</del>	<del>M5HVE-2022-00331</del>	<del>N/A</del>	<del>\$10,000</del>



Fort Myers Police Department	Fort Myers Police Department Impaired Driving Enforcement	M5HVE-2022-00259	N/A	\$56,000
<b>Project Activities</b>	<p>The Fort Myers Police Department (FMPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>The average number of impaired driving crashes per year that the FMPD responded to from October 1, 2018, to September 30, 2021, was 109.3, and the number of impaired driving crashes FMPD responded to from October 1, 2021, to September 30, 2022, was 152. That represented a 28% increase in impaired driving crashes when compared to previous the three-year average.</p> <p>The average number of impaired driving fatalities per year that the FMPD responded to from October 1, 2018, to September 30, 2021, was 1.3. The number of impaired driving fatalities that the FMPD responded to from October 1, 2021, to September 30, 2022, was 3. This represents a 125% increase in impaired driving fatalities when compared to the previous three-year average.</p> <p>FMPD conducted 11 HVE DUI operations. There was a total of 262 traffic stops, 171 citations given, with 6 safety belt citations, 16 DUI arrests, and 60 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>During the subgrant period, FMPD participated in FDOT Statewide Enforcement/Awareness Drive Sober or Get Pulled Over mobilization. They also participated in the Mothers Against Drunk Driving (MADD) Night Out campaign to stop impaired driving.</p> <p>Prior to starting each impaired driving operation, FMPD officers visited local alcohol establishments and handed out materials related to impaired driving. These materials were provided to the agency by FDOT District 1 Law Enforcement Liaison and provided education.</p> <p>Lastly, FMPD used their agency's social media to educate Fort Myers City residents and visitors on the dangers of impaired driving. They also used press releases to inform drivers that the police department would be conducting saturations throughout the year to prevent impaired driving.</p>			
<b>Expenditures</b>	<b>\$23,907</b>			

<b>Gainesville Police Department</b>	<b>City of Gainesville Safe Gator Program</b>	<b>M5HVE-2022-00293</b>	<b>N/A</b>	<b>\$70,500</b>
<b>Project Activities</b>	<p>The Gainesville Police Department (GPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>Due to officer shortage issues, as well as a spike of violent crime, the GPD was unable to staff and execute HVE operations as well as community education outreach events. On average, GPD has operated with 26 officer vacancies during the 2022 subgrant period with the majority of resources going toward battling an increase in homicide, rape, and stolen vehicle crimes. Many of these calls for service occurred in the hospitality districts with officers already present. Despite these issues, GPD continued to recognize the importance of education and enforcement of impaired driving.</p> <p>While they were unable to conduct HVE operations, GPD posted messages about impaired driving and general traffic safety on their agency's Facebook. They posted impaired driving related messages 11 different times.</p>			
<b>Expenditures</b>	<b>\$0</b>			
<b>Hillsborough County Sheriff's Office</b>	<b>Operation Trident: Outreach, Education, and Enforcement</b>	<b>M5HVE-2022-00027</b>	<b>N/A</b>	<b>\$350,000</b>
<b>Project Activities</b>	<p>The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>The average number of impaired driving crashes per year that HCSO responded to in Hillsborough County from October 1, 2019, to September 30, 2021, was 675. From October 1, 2021, to September 30, 2022, that number was 678. This represents a 0.44% increase in impaired driving crashes when compared to the previous three-years.</p> <p>The average number of impaired driving fatalities per year that HCSO responded to in Hillsborough County from October 1, 2019, to September 30, 2021, was 22. From October 1, 2021, to September 30, 2022, that number was 29. This represents a 31.8% increase in impaired driving fatalities when compared to the previous three-year average.</p> <p>During the subgrant period HCSO conducted eighty-five (85) HVE operations. There was a total of 5,188 traffic stops conducted, 4,278 warnings were given, 787 moving violations, 9 non-moving violations, 18 felony arrests, 95 misdemeanor arrests, 9 safety belt citations, 201 DUI arrests, and 173 speeding citations given by deputies receiving overtime reimbursement, respectively.</p> <p>HCSO participated in the national Drive Sober or Get Pulled Over mobilization. They also participated in the Mothers Against Drunk Driving (MADD) Night Out campaign to stop impaired driving. HCSO also took part in 12 educational/community events. Educational events took place at the following High Schools: Hillsborough, Steinbrenner, Alonso, Armwood,</p>			

	<p>Sickles, East Bay, Leto, Wharton, and Durant. Educational events also took place at Hillsborough Community College and the University of Tampa. These presentations included deputies assisting in mock DUI crashes, stressing the dangers of driving under the influence. The presentations were to local high school driver education classes as well as local teen organizations.</p> <p>Lastly, HCSO used their social media account and press releases to educate Hillsborough County residents and visitors on the dangers of impaired driving while also to inform drivers that HCSO would be conducting saturations throughout the year to prevent impaired driving.</p>			
<b>Expenditures</b>	<b>\$338,110</b>			
<b>Homestead Police Department</b>	<b>Homestead Impaired Driving Safety Program</b>	<b>M5HVE-2022-00216</b>	<b>N/A</b>	<b>\$84,000</b>
<b>Project Activities</b>	<p>Homestead Police Department (HPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>The average number of impaired driving crashes per year that HPD responded to in the City of Homestead from October 1, 2018, to September 30, 2021, was 158. From October 1, 2021, to September 30, 2022, that number was 40. This represents a 75% decrease in impaired driving crashes when compared to the previous three-year average.</p> <p>The average number of impaired driving fatalities per year that HPD responded to in the City of Homestead from October 1, 2018, to September 30, 2021, was 5. From October 1, 2021, to September 30, 2022, that same number was 0. This represents a 100% decrease in impaired driving crashes when compared to the previous three-year average.</p> <p>During the subgrant period HPD conducted 21 HVE operations. There was a total of 5,144 citations issued, with 27 safety belt citations, 32 DUI arrests, and 144 speeding citations given by deputies receiving overtime reimbursement, respectively.</p> <p>During the subgrant period, HPD participated in FDOT Statewide Enforcement/Awareness Drive Sober or Get Pulled Over mobilization.</p> <p>Due to the COVID-19 pandemic the ability to participate in educational and community activities was restricted; however, their officers took the time to educate drivers on roadway safety and impaired driving when conducting traffic stops. Also due to several personnel issues, they were unable to conduct any community outreach.</p> <p>Lastly, HPD used their social media to educate City of Homestead residents and visitors on the dangers of impaired driving. They also deployed message boards to inform drivers that officers would be conducting saturation patrols to prevent impaired driving.</p>			
<b>Expenditures</b>	<b>\$63,890</b>			

<b>Lake City Police Department</b>	<b>Strategic Traffic Enforcement Program for Impaired Driving</b>	<b>M5HVE-2022-00201</b>	<b>N/A</b>	<b>\$30,000</b>
<b>Project Activities</b>	<p>The Lake City Police Department (LCPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>The average number of impaired driving crashes per year in Lake City from October 1, 2018, to September 30, 2021, was 51. From October 1, 2021, to September 30, 2022, that same number was 41. This represents a 19.6% decrease in impaired driving crashes when compared to the previous three-year average</p> <p>During the subgrant period LCPD conducted 17 HVE operations (2 checkpoints and 15 patrols). 559 pieces of educational material were also given out. There were 9 safety belt citations, 9 DUI arrests, and 12 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>During the subgrant period, LCPD participated in FDOT Statewide Enforcement/Awareness Drive Sober or Get Pulled Over mobilization.</p> <p>During the 2022 Labor Day "Drive Sober or Get Pulled Over" mobilization, LCPD conducted 54 hours of HVE activity and coordinated one multi-agency DUI Checkpoint with the Florida Highway Patrol (FHP), FHP Commercial Vehicle Enforcement, FDOT, and Florida Department of Corrections (Probation &amp; Parole). Six total DUI arrests were made during this mobilization, including both by subgrant and non-subgrant funded officers.</p> <p>Lastly, LCPD used their social media accounts to educate Lake City residents and visitors on the dangers of impaired driving. LCPD also used press releases to inform drivers about the enforcement campaign, HVE mobilizations, and DUI checkpoints. Additionally, the LCPD conducted a "Mock DUI Crash" educational event for the public.</p>			
<b>Expenditures</b>	<b>\$2,699</b>			
<b>Miami Beach Police Department</b>	<b>Impaired Driving Initiative</b>	<b>M5HVE-2022-00121</b>	<b>N/A</b>	<b>\$80,000</b>
<b>Project Activities</b>	<p>The Miami Beach Police Department (MBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>The average number of impaired driving crashes per year in the City of Miami Beach from October 1, 2018, to September 30, 2021, was 62 per year. From October 1, 2021, to September 30, 2022, that same number was 63. This represents a slight increase of 1.6% in impaired driving related crashes when compared to the previous three-year average.</p> <p>The average number of impaired driving fatalities per year that the MBPD responded to from October 1, 2018, to September 30, 2021, was 2.3. From</p>			

	<p>October 1, 2021, to September 30, 2022, that same number was 3. This represents a 30% increase in impaired driving related fatalities when compared to the previous three-year average.</p> <p>During the subgrant period, MBPD conducted 15 HVE operations (3 DUI checkpoints and 12 DUI patrols). The patrols were scheduled for three 3 to 10 hours, with a minimum of 3 officers and 1 supervisor working each patrol. Over the course of the subgrant's HVE operations, there were a total of 1,291 contacts made. Of those contacts there were 208 warnings given, 55 other moving citations, 267 other non-moving citations, 0 aggressive driving citation, 42 safety belt citations, 4 DUI arrests (28 Standard Field Sobriety Tests were also performed), and 49 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>MBPD conducted several operations during the "Drive Sober or Get Pulled Over" mobilization and campaign wave. This mobilization and campaign wave ran from August 17 to September 5 and centered around the Labor Day holiday. MBPD conducted DUI Checkpoints on August 31 and September 3. A DUI patrol was conducted on August 31. In addition to these HVE operations, their social media accounts and variable message signs were utilized to disseminate impaired driving message to the public.</p>			
<b>Expenditures</b>	<b>\$59,540</b>			
<b>Miami-Dade Police Department</b>	<b>Miami-Dade Impaired Driving</b>	<b>M5HVE-2022-00090</b>	<b>N/A</b>	<b>\$225,000</b>
<b>Project Activities</b>	<p>The Miami-Dade Police Department (MDPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>MDPD conducted 36 HVE DUI operations. There was a total of 1,474 contacts made with 1,422 educational materials provided. 121 warnings were given (99 written and 22 verbal), 854 moving violations, 475 non-moving violations, 3 felony arrest, 3 misdemeanor arrests, 52 safety belt citations, 55 DUI arrests, and 505 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>MDPD conducted an overtime HVE operation during the Drive Sober or Get Pulled Over mobilizations and campaign waves. During the mobilizations and campaign waves, their Public Information Section, using their agency's social media channels, distributed educational material on the dangers of impaired driving as well. A press release was also provided to all media outlets prior to the commencement of any planned HVE operation.</p>			
<b>Expenditures</b>	<b>\$194,229</b>			

Ocala Police Department	Impaired Driving Subgrant	M5HVE-2022-00177	N/A	\$12,000
Project Activities	<p>During the subgrant period Ocala Police Department (OPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>The average number of impaired driving crashes for the previous three-year period was 4 for the City of Ocala. For fiscal year 2018-2019 there were 5 suspected impaired driving crashes, for 2019-2020 there was 1 suspected impaired driving crash, and for 2020-2021 there were 7 suspected impaired driving crashes. The number of suspected impaired driving crashes from 10/1/21 to 09/30/22 were 11. This represents an increase in impaired driving crashes when compared to the previous fiscal year.</p> <p>During the subgrant period, due to officer shortage issues, OPD was only able to conduct 3 HVE operations. There was a total of 20 traffic stops made with 0 safety belt citations given, 0 DUI arrests, and 1 speeding citation given. Due to their officer shortage, the only Drive Sober or Get Pulled Over HVE operations they were able to conduct was during the St. Patrick's Day campaign/mobilization.</p> <p>OPD also used their social media to educate the City of Ocala residents and visitors on the dangers of impaired driving.</p>			
Expenditures	\$613			
Okeechobee County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2022-00246	N/A	\$60,000
Project Activities	<p>Okeechobee County Sheriff's Office (OCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>The three-year average of impaired driving crashes in Okeechobee County prior to the project period was 33.66 per year and impaired driving crashes with fatalities was 7 per year. During the project period (10-28-21 through 9-30-22) there were 43 impaired driving crashes in Okeechobee County and 5 impaired driving crashes with fatalities. This reflects a 21% increase in impaired driving crashes, but a 28% decrease in impaired driving crashes with fatalities. These statistics were derived through Signal Four Analytics.</p> <p>OCSO conducted 59 HVE DUI operations, 57 were HVE patrols and there were 2 DUI checkpoints conducted. There were a total of 538 traffic stops and 296 traffic citations given. Of those traffic stops, there were 8 safety belt citations, 68 DUI arrests, and 32 speeding citations given by deputies receiving overtime reimbursement, respectively.</p> <p>OCSO deputies participated in the Drive Sober or Get Pulled Over mobilizations and campaign waves, along with the Teen Driver Challenge which educates young drivers on impaired driving. Impaired driving education material were given out at the Okeechobee County High School driver's</p>			

	<p>education classes. Drivers were also given impaired driving material during the HVE operations. Over 400 materials were distributed.</p> <p>Lastly, OCSO used their social media accounts to educate the public about the dangers and consequences of impaired driving. Posts were placed on their Facebook page at a minimum of 2 times per month. They also promoted impaired driving awareness on their social media accounts during the Drive Sober or Get Pulled over campaign waves with 21 posts.</p>			
<b>Expenditures</b>	<b>\$29,023</b>			
<b>Orlando Police Department</b>	<b>Orlando Police Department Impaired Driving Enforcement Team</b>	<b>M5HVE-2022-00041</b>	<b>N/A</b>	<b>\$106,000</b>
<b>Project Activities</b>	<p>The Orlando Police Department (OPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>During this subgrant period, 29 members from the OPD DUI Enforcement Team and Patrol Services conducted HVE DUI operations a combined total of 1312.1 hours in 136 days over 10 months. The officers working this detail concentrated operational hours between 18:00 and 06:00, focusing mainly on high traveled areas where most of the traffic crashes occur. There was a total of 1,440 drivers contacted with 826 pieces of educational material given out, 1,248 warnings given, 154 moving violations, 86 non-moving violations, 38 criminal citations, 39 other arrests, 3 safety belt citations given, 46 DUI arrests, and 182 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>Members of the OPD DUI Enforcement Team and Patrol Services attended community events at the beginning of the subgrant. Officers participated in a Hispanic Citizens Police Academy, and multiple teen outreach events. Officers also conducted training classes from the basic 24-hour SFST to the 8-hour refresher course. Officers utilized the impaired driving "drunk" goggles during these events to allow members of the public to see how impaired driving can affect someone's visual abilities. During this subgrant period, OPD purchased opioid impaired driving goggles and an education kit to go along with the alcohol impaired goggles previously purchased. The opioid goggles were also used at public events to show participants the impacts of drug-impaired driving.</p> <p>Members of the Orlando Police Department's DUI Enforcement Team participated in the annual Walk Like MADD (Mothers Against Drunk Driving) event, an event to raise funds and bring families to walk in remembrance of those lost to impaired driving. Their Public Information Office also assisted with this event by advertising via their agency's social media accounts.</p>			
<b>Expenditures</b>	<b>\$73,899</b>			

<b>Palm Beach County Sheriff's Office</b>	<b>Village of Wellington Impaired Driving Strategy</b>	<b>M5HVE-2022-00301</b>	<b>N/A</b>	<b>\$75,000</b>
<b>Project Activities</b>	<p>The Palm Beach County Sheriff's Office (PBSO) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations in the Village of Wellington using overtime staffing.</p> <p>PBSO conducted 22 HVE operations. At each traffic stop officers provided information and education to drivers regarding the dangers of impaired driving. There was a total of 1,279 contacts made with 13 safety belt citations, 18 DUI arrests, and 589 speeding citations given by deputies receiving overtime reimbursement, respectively.</p> <p>Additionally, PBSO deputies conducted multiple outreach and educational activities during the subgrant period, including on March 5, PBSO attended the Palm Beach International Equestrian Center event in Wellington with an estimated attendance of 10,000 visitors; information was provided regarding impaired driving, and FDOT impaired driving pamphlets were also distributed.</p> <p>Lastly, PBSO used their social media accounts, traffic signage, and press releases to educate the public about the dangers and consequences of impaired driving. Advisories regarding upcoming HVE operations and then the consequent results from the operations were also posted on their social media accounts. A video was also created in conjunction with the Village Wellington, wherein PBSO's Commander of Wellington shared critical information regarding safe driving, including impaired driving information, and related consequences. The video was posted to their social media accounts and on local media network. They also promoted impaired driving awareness on their social media accounts during the Drive Sober or Get Pulled over campaign waves.</p>			
<b>Expenditures</b>	<b>\$74,430</b>			
<b>Pasco County Sheriff's Office</b>	<b>Impaired Driving Operations</b>	<b>M5HVE-2022-00048</b>	<b>N/A</b>	<b>\$20,000</b>
<b>Project Activities</b>	The Pasco County Sheriff's Office decided not to continue with a subgrant due to COVID-19 related staffing shortages.			
<b>Expenditures</b>	<b>\$0</b>			

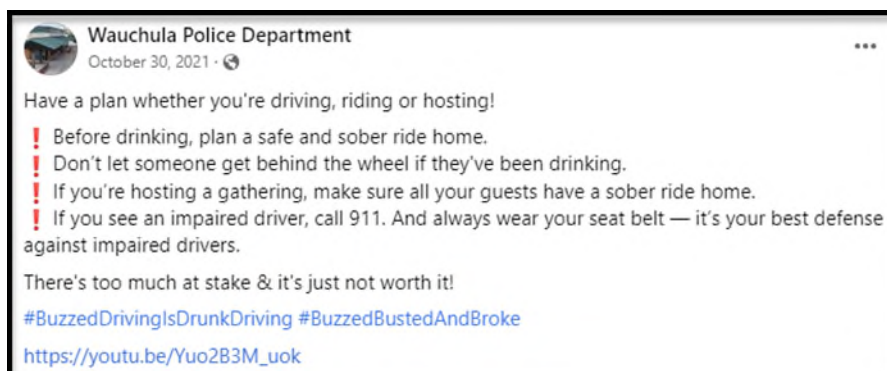


Pinellas County Sheriff's Office	Driving Under the Influence (DUI) Enhancement Project	M5HVE-2022-00047	N/A	\$50,000
Project Activities	<p>The Pinellas County Sheriff's Office (PCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>PCSO conducted 38 HVE operations, totaling 700.8 hours worked, 407 traffic stops conducted, 252 warnings were given, and 150 citations written. Those citations included, 25 driving while license suspended or revoked citations, 104 other citations, 15 felony arrests, 3 misdemeanor arrests, 1 safety belt citation given, 53 DUI arrests, and 21 speeding citations given by deputies receiving overtime reimbursement, respectively.</p> <p>PCSO participated in the Drive Sober or Get Pulled Over mobilizations/campaign waves to stop impaired driving. During the first mobilizations/campaign waves, from December 18, 2021 - January 1, 2022, there was a total of 86 DUI arrests and 867 traffic citations written. During the second mobilizations/campaign waves, August 19, 2022 - September 5, 2022, there was a total of 87 DUI arrests and 1,397 traffic citations written. Also, during the mobilizations/campaign waves, PCSO deputies educated drivers on roadway safety and impaired driving while conducting traffic stops. Other special DUI details included: Superbowl Saturation Patrol, 4 DUI Wolfpacks, Cinco De Mayo Saturation Patrol, Memorial Day Weekend Saturation Patrol, School Zone Enforcement, and Mothers Against Drunk Driving (MADD) Saturation Patrol.</p> <p>Additionally, deputies of PCSO's DUI Unit conducted multiple outreach and educational activities during subgrant period, including attending 4 different Sheriff's Citizen Academies to educate citizens of Pinellas County on driving under the influence and provided demonstrations using Fatal Vision goggles.</p> <p>Lastly, during the subgrant period a total of 26 media releases to the public were disseminated through their social media accounts, the PCSO website, and local media outlets. There were 7 social media posts, 13 press releases, and 6 articles published in the local news. On 12/22/21, a live interview was conducted on WFTS ABC with a Pinellas County Deputy regarding driving while impaired.</p>			
Expenditures	\$44,284			



<b>Port Richey Police Department</b>	<b>Impaired Driving Subgrant</b>	<b>M5HVE-2022-00225</b>	<b>N/A</b>	<b>\$19,000</b>
<b>Project Activities</b>	<p>The Port Richey Police Department (PD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>Port Richey PD conducted 7 HVE operations, with 31 impaired driving materials distributed, 95 warnings given, 79 other traffic citations, 1 safety belt citation given, 9 DUI arrests, and 42 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>Port Richey PD participated in the Drive Sober or Get Pulled Over mobilizations/campaign waves to stop impaired driving. This included the 2021 Holiday Season and 2022 Labor Day mobilizations/campaign waves.</p> <p>Lastly, Port Richey PD used their social media accounts to educate the public about the dangers and consequences of impaired driving 9 times during the subgrant period. This was accomplished via their police department's social media (Facebook) account. This information distribution occurred in conjunction with planned operations as well as most months in which no operation was being conducted.</p>			
<b>Expenditures</b>	<b>\$8,160</b>			
<del>Punta Gorda Police Department</del>	<del>Think Before you Drink Campaign</del>	<del>M5HVE-2022-00131</del>	<del>N/A</del>	<del>\$15,000</del>
<b>Tampa Police Department</b>	<b>Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"</b>	<b>M5HVE-2022-00097</b>	<b>N/A</b>	<b>\$410,000</b>
<b>Project Activities</b>	<p>The Tampa Police Department (TPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>TPD conducted 25 HVE operations, with 5,741 traffic stops, 22 safety belt citations given, 427 DUI arrests, and 678 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>TPD participated in the Drive Sober or Get Pulled Over mobilizations/campaign waves to stop impaired driving. In addition to participating, TPD conducted 8 traffic safety checkpoints during the project period. The safety checkpoints were advertised through local and social media and sought to bring attention to the efforts of the Drive Sober or Get Pulled Over mission.</p> <p>TPD also participated in 33 community outreach and educational events during the project period. In addition to 13 educational events at Tampa High Schools, reaching hundreds of students, TPD participated in numerous Tampa Alcohol Coalition, FDOT IDEA, and Community Traffic Safety Team meetings. TPD also educated the public at a Tampa Bay Lightning game and</p>			

	<p>educated members of the Tampa Bay Buccaneers on the dangers and consequences of impaired driving.</p> <p>Lastly, TPD used their social media accounts and local media outlets to educate the public about the dangers and consequences of impaired driving 14 times during the subgrant period.</p>			
<b>Expenditures</b>	<b>\$410,000</b>			
<b>Wauchula Police Department</b>	<b>Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety Program</b>	<b>M5HVE-2022-00217</b>	<b>N/A</b>	<b>\$20,000</b>
<b>Project Activities</b>	<p>The Wauchula Police Department (WPD) was awarded a subgrant to conduct high visibility enforcement (HVE) DUI operations using overtime staffing.</p> <p>WPD conducted 35 HVE operations. During the HVE operations, they made 154 contacts, distributed 151 educational materials, 5 safety belt citation given, 0 DUI arrests were made, and 11 speeding citations given by officers receiving overtime reimbursement, respectively.</p> <p>WPD participated in the Drive Sober or Get Pulled Over campaign waves. Due to COVID-19 pandemic the ability to participate in educational/community activities was restricted however, WPD officers took the time to educate drivers on roadway safety and impaired driving when conducting traffic stops.</p> <p>WPD also completed 4 presentations at local schools along with other programs in the community. Unfortunately, Hurricane Ian interrupted the last week of the subgrant.</p> <p>Lastly, WPD used their social media accounts and press releases to educate the public about the dangers and consequences of impaired driving during the subgrant period. WPD press releases were also used to inform the community of upcoming Community Traffic Safety Team meetings with the community, FDOT, School Board officials, Local Law Enforcement, Tri County Rehabilitation, Hardee County Road and Bridge Department and other traffic safety partners.</p>			
<b>Expenditures</b>	<b>\$13,520</b>			



# MOTORCYCLE SAFETY

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

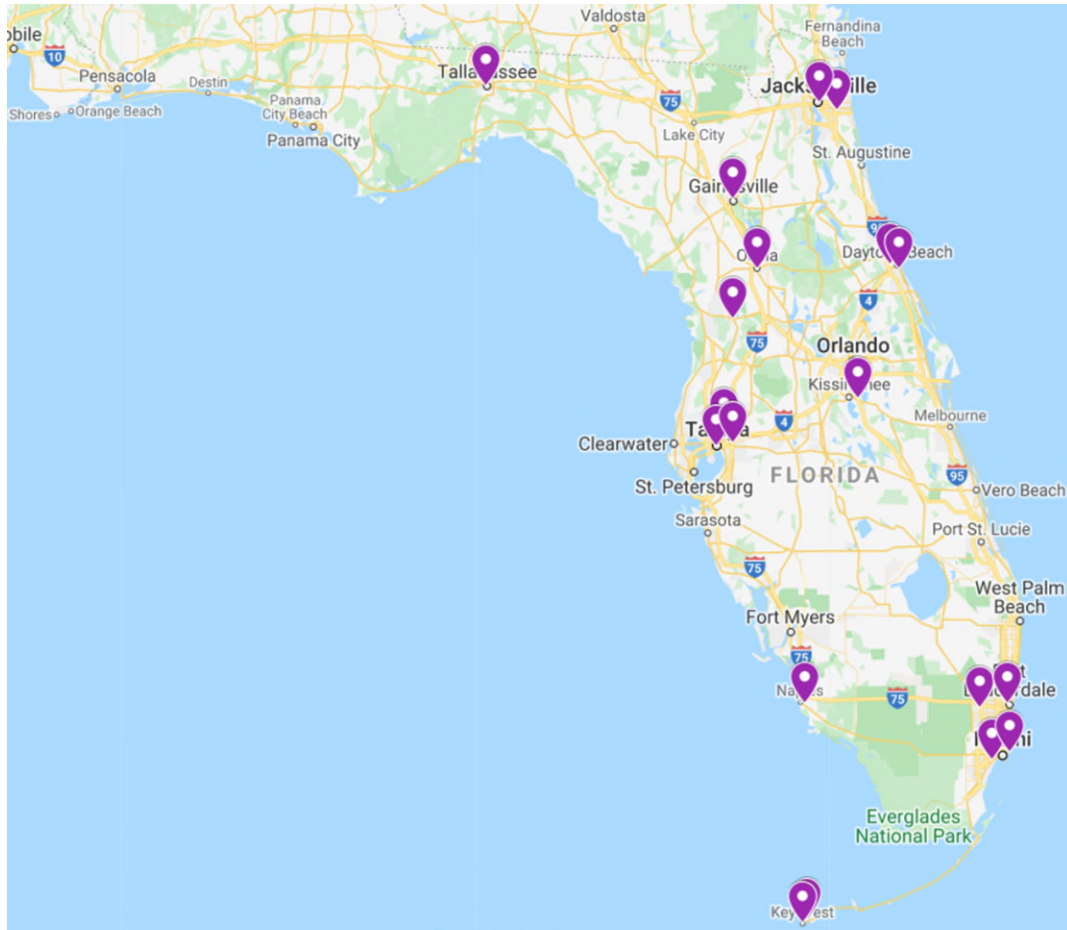
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

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

# MAP OF MOTORCYCLE SAFETY PROJECT LOCATIONS

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



**Agency:** Florida State University Police Department

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

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

**Funding Source:** 402

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

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

**Budget:** **\$106,000**

**Project Activities:** The Florida State University Police Department was awarded a subgrant to train motorcycle riders on how to properly use their sport bikes. In total program coaches taught approximately 162 riders, to include 45 first time track riders at 4 track day events throughout the subgrant period. Program coaches conducted two outreach events where information was shared, and handouts distributed to promote the program. Printed flyers have also been distributed to motorcycle dealerships throughout Florida and several promotional advertisements for the program were run on Facebook. Due to agency shortages and lingering COVID-19 precautions limiting travel, track day events were limited during this project period.

**Expenditures:** **\$51,827**





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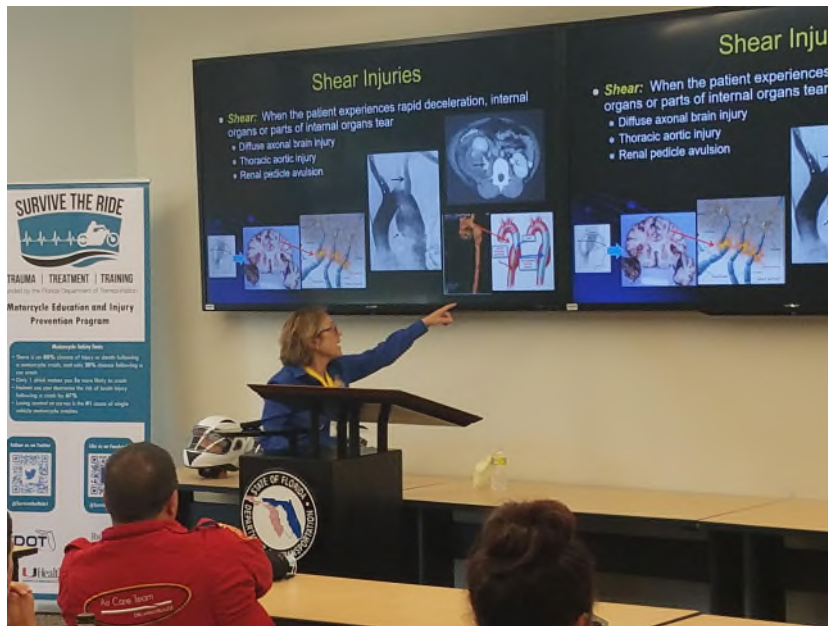
<b>Agency:</b>	University of Miami
<b>Project Name:</b>	Motorcycle Education and Injury Prevention Program in Trauma Centers
<b>Project Number:</b>	MC-2022-00069
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$260,000
<b>Project Description:</b>	<p>The University of Miami will continue the central/south 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.</p>
<b>Budget:</b>	<b>\$260,000</b>
<b>Project Activities:</b>	<p>The University of Miami Survive the Ride program conducted injury prevention and education programs in level one and level two Trauma Centers. These programs offered educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff to better identify trauma injuries in motorcycle crash victims so they might better treat them and prevent fatalities. During the FY 2022 subgrant cycle the program completed "Survive the Ride" training resulting in a total of</p>

150 pre-hospital staff trained. The program was provided through in person and interactive computed based training with a pre-and post-survey. The program also modified and expanded their training to first responders (law enforcement, fire fighters, security personnel etc.) resulting in an additional 516 first responders trained from multiple hot spot counties.

This year, due to continuing COVID-19 hospital procedures and changes in program personnel no patient intervention could be conducted. As personnel get trained this should improve greatly in 2023.

Patient data was gathered and analyzed to better understand motorcycle and scooter crashes and the factors that may contribute to them. The program is committed to the implementation of different levels of prevention strategies, in order to mitigate mortality and morbidity for motorcycle and scooter crash victims.

**Expenditures: \$179,873**



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

**Project Name:** Motorcycle Awareness Survey

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

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$71,000

**Project Activities:** The University of North Florida Institute of Police Technology Management conducted a motorcycle safety message awareness survey. The survey took place from July 12, 2022, to August 11, 2022, and focused on the top 10 counties in Florida for motorcyclist fatalities (Brevard, Broward, Duval, Hillsborough, Miami-Dade, Orange, Palm Beach, Pasco, Pinellas, and Volusia). There were 1,447 completed survey responses collected from the 10 counties: 485 motorcyclists and 962 non-motorcyclists. The survey found that motorcyclists (69%) were more likely to have heard of the "Watch for Motorcycles" safety message than non-motorcyclists (46%) and both motorcyclists and non-motorcyclists were more likely to see the "Watch for Motorcycles" safety message on bumper stickers than any other advertising platform with outdoor billboards being the second most.

**Expenditures:** \$70,400

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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Florida's Comprehensive Motorcycle Safety Program
<b>Project Number:</b>	MC-2022-00311
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$515,000</b>
<b>Project Activities:</b>	<p>During the FY 2022 subgrant period, the Center for Urban Transportation Research (CUTR) at the University of South Florida provided technical and administrative support for the Florida Motorcycle Safety Program. Due to the ongoing impact of the COVID-19 pandemic, some activities were limited at the start of the subgrant cycle, steadily returning to "normal" as COVID-19 concerns lightened. The following milestones were successfully achieved: (a) facilitated a total of four Florida Motorcycle Safety Coalition (FMSC) Meetings, (b) facilitated the completion of coalition emphasis area tasks under the updated Motorcycle Safety Strategic Plan, (c) monitored, implemented, updated, and/or completed 113 outlined tasks in support of identified strategies, (d) assisted/supported 13 high-priority counties with the facilitation of motorcycle safety efforts at the county level, (e) attended or facilitated five educational/community outreach events, and (f) developed an approved year-long media plan before December 31st, 2021.</p> <p>Due to the ongoing impact of the COVID-19 pandemic at the start of the subgrant cycle, the team's ability to travel and attend in-person</p>

functions was somewhat limited. However, the team was able to continue online educational outreach via social media channels, the Ride Smart Florida website's educational material ordering system, and through distribution of motorcycle safety materials to law enforcement agencies and high schools in Florida with Driver Education programs. As restrictions due to the COVID-19 pandemic lightened, the team was able to conduct/attend five outreach events during the subgrant cycle.

**Expenditures: \$439,659**



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

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

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

**Funding Source:** 402

**Local Benefit:** \$0

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

the comprehensive motorcycle safety program and Florida's rider training program.

**Budget:** **\$130,000**

**Project Activities:** During this subgrant cycle, an analysis of crash data was conducted with the aim of enhancing the current understanding of motorcycle safety throughout Florida. The examination of crash trends, in conjunction with data collected from the annual Florida Motorcyclist Survey, provided motorcycle safety stakeholders with additional insight and facilitated the timely allocation of resources to mitigate any observed issues.

As of July 2022, Florida had over 1.4 million drivers with motorcycle endorsements, and 638,883 registered motorcycles. Ridership figures continue to climb, as the number of Florida motorcycle registrations has increased by around 1% annually and the number of motorcycle endorsements has increased by about 3% every year since 2010 except 2020.

According to preliminary crash data, a total of 601 motorcycle fatalities were observed in Florida during 2021, which represents about a nine percent increase compared to 2020. This observed increase may be related to the changes in travel demand and patterns due to COVID-19 pandemic. A similar increase (13.3%) was observed in overall traffic fatalities during the same period. In 2021, motorcycle crashes resulted in a highly disproportionate number of fatalities (16.6%) despite accounting for only 1.4% of traffic crashes overall.

Traffic fatalities have continued to rise, motorcycle fatalities also reached their peak in the last 10 years. This trend holds true whether considering motorcycle fatalities overall or per 100,000 registrations. Despite the relatively stable number of motorcycle crashes, they still resulted in a highly disproportionate number of traffic fatalities in 2021 (16.6%), with riders aged 30-49 accounting for the largest proportion of motorcycle crashes resulting in fatality or serious injuries. Among those involved in a fatal crash, riders aged 50-64 were the least likely to be observed wearing a DOT-compliant helmet, and those under age 30 were the most likely to be speeding (20 mph above posted speed limit) at the time of the crash. In 2021, those aged 30-49 were the most likely to be impaired by alcohol and/or drugs. Impairment was found to be lowest among those aged 65 or above. Finally, motorcycle fatalities during the FY 2022 subgrant

cycle increased by about 7% compared to the average number observed during preceding fiscal years (2018-2020)

A push-to-web mixed mode approach was adopted to conduct the 2022 Florida Motorcyclist Survey. The survey website (mcsafety.org) was updated, and an invitation postcard was sent to 30,000 addresses that were chosen through address-based sampling (ABS). No financial incentive was offered for responding, and 1,660 survey responses were collected. Of the surveys collected, 1,089 were from the postcard invitation and 571 were from the Facebook/Instagram advertisement. Those who participated in the study were placed into one of four categories: under age 30, ages 30-49, ages 50-64, and age 65 or older.

**Expenditures: \$90,405**

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

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

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

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida's Center for Urban Transportation Research (CUTR) will receive grant funding to revise and expand the mentorship program for every rider (MEPER) which encourages safe riding habits and helmet use. CUTR will update its approach to implementing and promoting the MEPER program based on the observed outcomes and challenges experienced in the Demonstration of Voluntary Helmet Use project conducted from 2014-2019 funded by NHTSA. This year, CUTR will adjust its format to a self-paced learning program for more flexibility. The new format will expand its scope to also target students who have signed up for the Basic Rider Course (BRC), but have not yet attended, thereby taking advantage of the time period where prospective riders are much more eager to learn, and more open to the information being presented.

**Budget: \$100,000**

**Project Activities:**

The Mentorship Program for Every Rider (MEPER) program continued education opportunities promoting safe riding behaviors, including DOT-compliant motorcycle helmet use. Based on the findings of in-depth interviews for new riders, the CUTR team created an online format of self-paced learning modules, using an e-learning development program, Articulate 360. During the FY 2022 subgrant cycle, a total of five self-paced e-learning modules were developed/updated and pilot tested to address motorcycle-specific safety concerns and cater to the general interests of motorcyclists. The modules use interactive features, video clips, and visual aids to deliver educational content and maintain learners' attention and interest in the curriculum.

Pre- and post-tests were conducted in the beginning of the implementation period to measure the effectiveness of modules. From the course satisfaction survey, "What to Expect in the BRC" received the most feedback, followed by the DUI course "Drink+Ride=Lose", and "How to Select a Motorcycle Helmet". Overall, most participants were highly satisfied with the courses they took, stating they "strongly agreed" that they felt more prepared and comfortable with the subject matter, that they would recommend the course to a friend, and that the course was a valuable use of their time. Many participants who completed the BRC Course Satisfaction survey shared that knowing the type of gear needed for the BRC survey was the most valuable information from the course. Participants in the DUI Course indicated that information on the consequences of riding under the influence were valuable, specifically the information about BAC and associated penalties.

**Expenditures:**

**\$73,172**



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

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

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

**Budget:** ~~\$438,000~~ \$468,000

Agency	Project Name	Project Number	Local Benefit	Budget
Citrus County Sheriff's Office	Motorcycle Safety and Education	MC-2022-00020	\$30,000	\$30,000
<b>Project Activities</b>	Citrus County Sheriff's office conducted 4 motorcycle training courses training a total of 20 riders. Citrus County Sheriff's deputies also conducted high visibility enforcement which yielded 555 citations for various traffic offenses and 300 motorcycle contacts were made during the project period.			
<b>Expenditures</b>	<b>\$28,246</b>			

<b>Collier County Sheriff's Office</b>	<b>Citizen Motorcycle Class</b>	<b>MC-2022-00089</b>	<b>\$51,000</b>	<b>\$51,000</b>
<b>Project Activities</b>	Collier County Sheriff's office conducted 6 motorcycle training courses training a total of 92 riders. Due to a limited subgrant budget the agency used their funding for training and was unable to use subgrant funding for enforcement during this project period.			
<b>Expenditures</b>	<b>\$50,566</b>			
<b>Gainesville Police Department</b>	<b>City of Gainesville Motorcycle and Scooter Safety Education Program</b>	<b>MC-2022-00273</b>	<b>\$65,000</b>	<b>\$65,000</b>
<b>Project Activities</b>	Gainesville Police Department conducted motorcycle training to the public as well as motorcycle enforcement activities. There was a total of 4 motorcycle training courses, training a total of 30 riders. Gainesville Police Department also conducted 3 enforcement operations this project period resulting in 20 contacts. Staffing shortages significantly reduced enforcement efforts during the subgrant period.			
<b>Expenditures</b>	<b>\$7,501</b>			
<b>Jacksonville Sheriff's Office</b>	<b>Safe Motorcycle and Rider Techniques (SMART)</b>	<b>MC-2022-00012</b>	<b>\$25,000</b>	<b>\$25,000</b>
<b>Project Activities</b>	Jacksonville Sheriff's office conducted 8 motorcycle training courses training a total of 127 riders this project period. The Sheriff's office also participated in 2 outreach events to promote motorcyclist safety efforts.			
<b>Expenditures</b>	<b>\$22,856</b>			
<b>Osceola County Sheriff's Office</b>	<b>Safe Motorcycle and Rider Techniques</b>	<b>MC-2022-00284</b>	<b>\$73,000</b>	<b>\$73,000</b>
<b>Project Activities</b>	Osceola County Sheriff's Office conducted 10 motorcycle training courses, training a total of 107 riders. Along with training, the Sheriff's office also conducted 7 enforcement operations during the project period resulting in 571 contacts, 135 citations, and 361 motorcyclist safety materials issued.			
<b>Expenditures</b>	<b>\$55,701</b>			

Tampa Police Department	Tampa <b>SMART</b> Safe Motorcycle and Rider Techniques (SMART)	MC-2022-00180	\$194,000 \$224,000	\$194,000 \$224,000
Project Activities	Tampa Police Department conducted motorcycle training to the public as well as motorcycle enforcement activities. There was a total of 8 motorcycle training courses conducted and 7 open practice days, training a total 196 riders. Tampa Police Department conducted 19 enforcement operations yielding a total of 627 traffic stops with 61 motorcyclist contacts and 262 speeding citations. Educational materials were distributed during all enforcement operations and 20 outreach events were attended to promote motorcyclists' safety efforts.			
Expenditures	\$147,329			



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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** ~~\$824,000~~ ~~\$744,000~~ \$689,000

**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 FY2022 Highway Safety Matrix. The funds will consist of overtime salaries and benefits. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program and to make sure agencies are complying with federal guidelines that prohibit conducting any checkpoints that target motorcycles for helmet use.

**Budget:** ~~\$824,000~~ ~~\$744,000~~ \$689,000

Agency	Project Name	Project Number	Local Benefit	Budget
Boynton Beach Police Department	Boynton Beach Motorcycle Safety Initiative	MC-2022-00280	\$40,000	\$40,000
<b>Project Activities</b>	Boynton Beach Police Department conducted 45 enforcement operations over the project period yielding 185 warnings (101 motorcyclists and 84 other motorists) and 325 citations (192 Motorcyclists and 133 other motorists). There were also 5 motorcycles impounded and 74 arrests made during enforcement operations. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	\$25,202			

<b>Broward Sheriff's Office</b>	<b>Broward Motorcycle Safety and Enforcement Program</b>	<b>MC-2022-00037</b>	<b>\$125,000</b>	<b>\$125,000</b>
<b>Project Activities</b>	Broward County Sheriff's Office conducted 68 enforcement operations over the project period yielding 1,589 motorcycle stops with 1,545 warnings and 44 citations and 485 other vehicle stops resulting in 398 warnings and 87 citations. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$124,177</b>			
<del>City of Miami Police Department</del>	<del>Motorcycle Safety Initiative Overtime Patrol Project</del>	<del>MC-2022-00237</del>	<del>\$80,000</del>	<del>\$80,000</del>
<del>City of Daytona Beach Police Department</del>	<del>Increasing the Safety of Motorcyclists Through Enforcement and Education</del>	<del>MC-2022-00014</del>	<del>\$55,000</del>	<del>\$55,000</del>
<b>Fort Lauderdale Police Department</b>	<b>Fort Lauderdale Police Motorcycle Safety Campaign</b>	<b>MC-2022-00309</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Fort Lauderdale Police Department conducted a total of 33 enforcement operations. Enforcement operations resulted in 129 citizen contacts including 39 motorcyclists, 71 vehicle drivers and 19 other road users. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$20,746</b>			
<b>Hillsborough County Sheriff's Office</b>	<b>Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program</b>	<b>MC-2022-00025</b>	<b>\$195,000</b>	<b>\$195,000</b>
<b>Project Activities</b>	Hillsborough County Sheriff's office conducted a total of 188 enforcement operations. Enforcement operations resulted in 1,021 motorcycle stops and 221 motor vehicle stops for a total of 1,242 traffic stops. A total of 419 citations were issued (119 for speed and 1 DUI arrest was made). Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public. Deputies also participated in 15 educational/outreach events promoting motorcyclist safety efforts.			
<b>Expenditures</b>	<b>\$179,411</b>			

<b>Key West Police Department</b>	<b>Motorcycle and Scooter Enforcement Project</b>	<b>MC-2022-00042</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	Key West Police Department conducted a total of 43 enforcement operations. Enforcement operations resulted in 330 contacts, including 186 motorcyclists. A total of 48 moving violation citations and 330 verbal warnings were issued during the project period. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public. Deputies also participated in 2 educational outreach events promoting motorcyclist safety efforts.			
<b>Expenditures</b>	<b>\$13,972</b>			
<b>Miami Beach Police Department</b>	<b>Motorcycle Safety Campaign</b>	<b>MC-2022-00123</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	Miami Beach Police Department conducted a total of 56 enforcement operations. Enforcement operations resulted in 1,751 traffic stops resulting in 1,094 motorcycle related citations and 714 motorcycle related warnings. Also, during enforcement operations there were a total of 76 motorcycles impounded due to violations. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public. Deputies also participated in 2 educational outreach events promoting motorcyclist safety efforts.			
<b>Expenditures</b>	<b>\$34,175</b>			
<b>Monroe County Sheriff's Office</b>	<b>Motorcycle Safety</b>	<b>MC-2022-00044</b>	<b>\$61,000</b>	<b>\$61,000</b>
<b>Project Activities</b>	Monroe County Sheriff's Office conducted a total of 120 enforcement operations. Enforcement operations resulted in 1,317 traffic stops including 700 motorcyclists and 617 other vehicles. In total there were 741 warnings and 873 citations issued including 380 speeding citations. Also, during operations there were 83 motorcyclists cited for no endorsement, 6 DUI arrests recorded, and 106 motorcycles impounded. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$61,000</b>			

Ocala Police Department	Motorcycle Safety Program	MC-2022-00178	\$20,000	\$20,000
Project Activities	Ocala Police Department conducted a total of 7 enforcement operations. Enforcement operations resulted in 68 contacts including 22 motorcyclists. Enforcement was limited during the subgrant period due to staffing shortages.			
Expenditures	\$6,884			
South Daytona Police Department	Motorcycle Safety Program	MC-2022-00296	\$18,000	\$18,000
Project Activities	South Daytona Police Department conducted a total of 40 enforcement operations. Enforcement operations resulted in 293 traffic stops including 50 motorcyclists. In total there were 232 warnings and 61 citations issued during the project period. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
Expenditures	\$14,947			
Sunrise Police Department	Motorcycle Safety and Education Initiative	MC-2022-00260	\$50,000	\$50,000
Project Activities	Sunrise Police Department conducted a total of 54 enforcement operations. Enforcement operations resulted in 918 traffic stops including 83 Motorcyclists. In total there were 273 warnings, and 947 citations were issued with 9 motorcycles impounded. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public. Officers also participated in 4 educational outreach events promoting motorcyclist safety efforts.			
Expenditures	\$50,000			



# OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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



## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

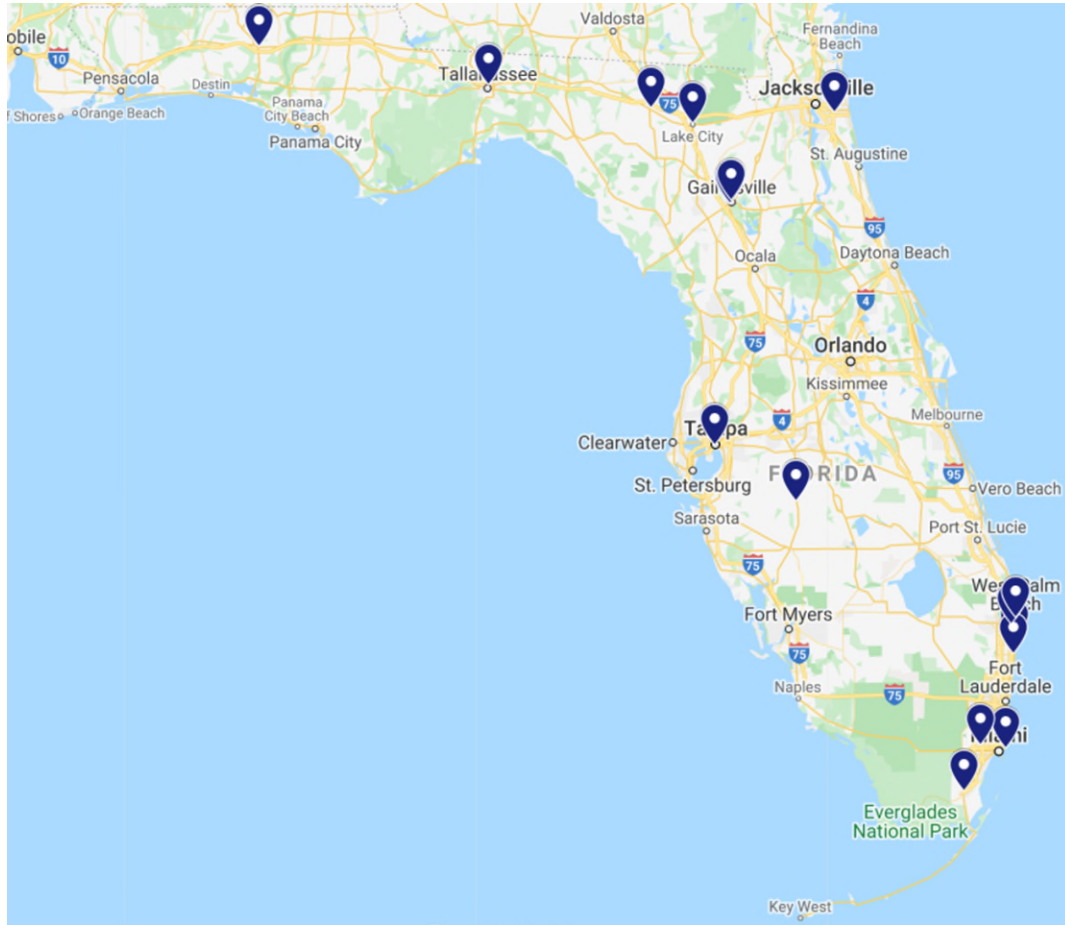
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

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

# MAP OF OCCUPANT PROTECTION PROJECT LOCATIONS

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



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<b>Agency:</b>	University of Florida - Institute for Mobility, Activity, and Participation
<b>Project Name:</b>	Child Passenger Safety Seat Fitting Station Database and Mapping
<b>Project Number:</b>	<del>M2X</del> M1X-2022-00295
<b>Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$70,000</b>
<b>Project Activities:</b>	Over the project period, the University of Florida - Institute for Mobility, Activity, and Participation (UF) worked to design a website where customers could locate Child Passenger Safety Seat Fitting Stations in a centralized online location utilizing GIS services. This site will be available in both desktop and mobile formats. Internal design and testing of the site began in September of 2021 and continued throughout the project period. Upgrades were made as necessary to improve the functionality and layout of the site. UF coordinated with the Florida Department of Transportation (FDOT) State Safety Office monthly to ensure that customer standards and other stakeholder requirements were met. The FDOT Communications office reviewed several proposed website names, and the URL FLChildSeatSafety (.com, .org, .net) was chosen.  Initial proposals to launch in the last quarter of 2022 were postponed to first quarter 2023 to incorporate revisions to the user interface and to implement a feedback survey for users that would be available at launch to ensure the site addresses user needs. Tip cards and promotional materials were developed by UF and FDOT over the course of the project period. In the second half of 2022,

representatives of the Florida Occupant Protection Coalition (FOPC) working with the University of Florida were invited to meet with the project team. Team members gave a presentation of the FLChildSeatSafety website at the following FOPC quarterly meeting to brief representatives from the Child Passenger Safety community on the services the site will offer to help promote the website. The project remains on schedule to launch in 2023.

**Expenditures: \$68,050**

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

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

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

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$115,000

**Project Activities:** The University of Florida's Transportation Technology Transfer Center received a subgrant to assist the FDOT State Safety Office in planning, scheduling, and providing administrative and technical support for the Florida Occupant Protection Coalition (FOPC).

The Florida Occupant Protection Coalition (FOPC) is a priority recommendation of the 2016 Florida Occupant Protection Program Assessment. The purpose of the coalition is to develop and implement a statewide Occupant Protection Strategic Plan, provide consistent, current information and resources to regional and community advocates, obtain and share best practices, actively support occupant protection-related mobilizations and campaigns, and provide feedback to the State Safety Office of concerns at the local level and emerging issues.

Cambridge Systematics Inc. (CS) facilitated the coalition meetings and updated the Florida Occupant Protection Strategic Action Plan (OPSAP). Four meetings were scheduled and held in the FY2022 subgrant year: February 16–17, 2022, May 18–19, 2022, July 2-3, 2022, and October 26-27, 2022.

**Expenditures:** **\$101,837**

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

**Project Name:** Occupant Protection Resources

**Project Number:** ~~M2X~~ M1X -2022-00266

**Funding Source:** 405(b)

**Local Benefit:** N/A

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

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

**Budget:** **\$220,000**

**Project Activities:** The University of Florida was awarded a subgrant to continue operation of the Florida Occupant Protection Resource Center (OPRC). This, web-based resource center provided occupant protection (OP) professionals across Florida the ability to order resources and materials to enhance their local OP traffic safety programs and/or campaigns and provided additional educational support and scholarships for Florida's Child Passenger Safety (CPS) technicians and instructors.

During the FY2022 subgrant period, a total of 25,713 physical resources were provided to occupant protection advocates statewide and an additional 28,056 electronic resources were downloaded. In total, 1,004 child safety seats were shipped to CPS technicians for distribution to low-income families who could not afford to purchase a safety seat.

**Expenditures: \$204,803**

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

**Project Name:** Statewide Safety Belt and Child Passenger Safety Surveys

**Project Number:** ~~M2X~~ M1X-2022-00070

**Funding Source:** 405(b)

**Local Benefit:** N/A

**Project Description:** The University of North Florida Institute of Police Technology and Management will oversee the comprehensive evaluation of Florida's occupant protection usage rates. A consultant will be hired to conduct a statewide observational safety belt usage survey and a child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion surveys about occupant protection. The surveys will be shared with partners across the state to assist with program development and educational opportunities.

**Budget: \$356,000**

**Project Activities:** The University of North Florida—Institute of Police Technology and Management (IPTM) was awarded a subgrant to conduct two observational surveys, the Florida Statewide Safety Belt Use and Child Passenger Safety (CPS) Restraint Use surveys, and the Click It or Ticket (CIOT) public opinion survey.

IPTM contracted with Preusser Research Group (PRG) to conduct the Seat Belt Observational Survey and the Statewide Child Passenger Safety Restraint Use Survey.

The Seat Belt Observational Survey was conducted June 3-9, 2022. Surveyors recorded observations of 31,161 vehicle occupants at 165 selected sites in 15 counties. Overall seat belt use was measured at 88.3%, slightly lower than the 90.1% level recorded in 2021. The

highest use was on interstate highways (89.9%) while the lowest use was on local roadways (86.4%). Belt use among males was lower than females at 85.8% to 91.9%. Belt use was highest in SUVs (91.3%) and lowest in pickup trucks (79.5%). With respect to age, observations showed that the highest use rate was among drivers aged 60 and older (94.2%) and the lowest was among drivers aged 16-34 (86.9%). Black drivers (81.5%) had the lowest rate amongst racial groups, followed by Hispanic drivers (89.1%). Asian, White, and "Other" were observed at 93.7%, 92% and 95.4% respectively.

The CPS survey on-site observations also took place from June 3 to June 9, 2022, at 165 selected sites. Observers collected usage data on 5,371 children riding in 4,739 passenger vehicles. This is an increase from the 4,178 children riding in 3,787 vehicles that were observed in 2021. The survey results indicated that 83 percent of children observed were restrained. That is effectively no change from the 2021 survey results of 84%. The youngest children (ages 0–3) were restrained the most often (96%) while children ages 4–5 and children aged 6-12 were observed as restrained at similar rates (75% and 77 % respectively).

To conduct the Click it or Ticket public opinion survey, IPTM enlisted the services of the University of North Florida Public Opinion Research Lab (PURL). The survey was conducted immediately following the annual CIOT Memorial Day Mobilization and 1,412 completed responses were collected via phone, with at least 100 responses in each of Florida's 10 media markets. An analysis revealed that self-identified seat belt use was down one percentage point from the previous year, and five percentage points from the high level of 92% that was measured in 2015. Pickup drivers and respondents between the age of 18-34 had the lowest usage levels. Of those who reported seeing CIOT messaging, it was seen most frequently on electronic billboards.

**Expenditures:                    \$342,837**





**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

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

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

**Budget:** ~~\$1,063,000~~ \$1,048,000

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Seat Belts Save Lives	OP-2022-00034	\$10,000	\$10,000
Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	OP-2022-00223	\$35,000	\$35,000
Project Activities	In the FY2022 subgrant period, the Boynton Beach Police Department reduced overall occupant protection related traffic crashes by 84.51%. The crashes involving injury reduced by 95% and the fatality crashes decreased by 66% compared to the previous three-year average. The Department executed 46 operations during the subgrant period. During the Click it or Ticket campaign the Department posted extra educational messages on social media and message boards throughout the city. Officers attended the Boynton Beach Police K9 event in March 2022 which was attended by over 1,000 persons and distributed informational material.			
Expenditures	\$34,969			

Clewiston Police Department	Occupant Protection Project	OP-2022-00330	\$5,000	\$5,000
DeFuniak Springs Police Department	Occupant Protection and Child Passenger Safety Subgrant	OP-2022-00207	\$15,000	\$15,000
Project Activities	During the FY2022 subgrant period, the DeFuniak Springs Police Department conducted 31 occupant protection overtime enforcement operations that resulted in 315 traffic stops for safety belt related infractions and distribution of over 280 occupant protection-related educational materials.			
Expenditures	\$8,655			
Delray Beach Police Department	Delray Beach Police Occupant Protection and Child Passenger Safety	OP-2022-00209	\$60,000	\$60,000
Project Activities	The Delray Beach Police Department conducted a total of 245 occupant protection high visibility enforcement patrols resulting in a total of 69 safety belt citations. The department participated in 3 in person outreach events to increase occupant protection awareness and posted to social media 4 times regarding occupant safety. The enforcement operations resulted in 245 safety belt violation citations.			
Expenditures	\$60,000			
Gainesville Police Department	City of Gainesville Occupant Protection Program	OP-2022-00329	\$30,000	\$30,000
Project Activities	The Gainesville Police Department (GPD) conducted 16 high visibility enforcement operations during the program period. 5 of these operations occurred during the national Click It or Ticket campaign, resulting in 55 contacts. GPD participated in 2 community events during the subgrant period and posted to social media at least once a month.			
Expenditures	\$3,261			

<b>Homestead Police Department</b>	<b>South Miami Dade County Occupant Protection Program</b>	<b>OP-2022-00267</b>	<b>\$55,000</b>	<b>\$55,000</b>
<b>Project Activities</b>	Homestead Police Department conducted 50 high visibility occupant protection enforcement operations resulting in 591 safety belt citations. No community outreach activities were conducted due to COVID-19 restrictions. The department utilized message boards 21 times to promote occupant protection and 9 times on social media during the project period,			
<b>Expenditures</b>	<b>\$35,572</b>			
<b>Lake City Police Department</b>	<b>Strategic Traffic Enforcement Program for Occupant Protection</b>	<b>OP-2022-00101</b>	<b>\$25,000</b>	<b>\$25,000</b>
<b>Project Activities</b>	The Lake City Police Department (LCPD) conducted 44 High Visibility Enforcement Operations during the project period. These operations resulted in 71 seat belt citations and the distribution of 386 education materials to the persons contacted. LCPD participated in the national Click It or Ticket campaign and issued a total of 118 safety belts and 10 child restraint citations. LCPD participated in 2 community educational events. At the end of the period, LCPD observed a total decrease of 6.6% in occupant protection related crashes when compared to the previous period and a 41.1% decrease in fatalities.			
<b>Expenditures</b>	<b>\$8,024</b>			
<b>Live Oak Police Department</b>	<b>Occupant Protection</b>	<b>OP-2022-00176</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Project Activities</b>	Live Oak Police Department conducted 16 occupant protection high visibility operations during the subgrant period. Over that period, the average occupant protection related injuries and fatalities in the City of Live Oak decreased by 62.5%. The Department participated in the national Click it or Ticket campaign. A community event was held at the local city pool geared towards children and the Live Oak Police Department attended and distributed occupant safety educational material. After conducting an annual safety belt usage survey, it was determined there was a 2% increase in usage over the subgrant period.			
<b>Expenditures</b>	<b>\$1,918</b>			

<b>Miami Beach Police Department</b>	<b>Occupant Protection and Child Passenger Safety</b>	<b>OP-2022-00125</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	The Miami Beach Police Department (MBPD) conducted 56 high visibility traffic operations, two during nighttime hours, during the program period resulting in 1,569 total contacts. This resulted in 340 total safety belt citations. MBPD participated in 2 community education events during the subgrant period to promote occupant safety awareness and distributed educational materials to each person contacted during the enforcement operations. MBPD participated in the national Click It or Ticket campaign. Data collected by MBPD indicates a 275% increase in safety belt use over the program period and a 16% reduction in traffic fatalities.			
<b>Expenditures</b>	<b>\$74,758</b>			
<b>Miami-Dade Police Department</b>	<b>Miami-Dade Occupant Protection and Child Passenger Safety Program</b>	<b>OP-2022-00061</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>Project Activities</b>	During FY2022, the Miami-Dade Police Department's Occupant Protection and Child Passenger Safety Program conducted 69 occupant protection enforcement operations resulting in 2,128 safety belt citations. The department's Community Education Unit was able to increase knowledge and awareness on the proper use of safety belts and child passenger safety restraints among parents, guardians, and citizens through 69 educational presentations and 40 child safety seat inspections. The Department posted occupant safety messaging to social media a total of 14 times.			
<b>Expenditures</b>	<b>\$187,469</b>			
<b>Palm Beach County Sheriff's Office</b>	<b>Palm Beach County Occupant Protection Strategy</b>	<b>OP-2022-00299</b>	<b>\$150,000</b>	<b>\$150,000</b>
<b>Project Activities</b>	Palm Beach County Sheriff's Office (PBCSO) conducted 15 high visibility occupant protection enforcement operations, which resulted in 1,038 safety belt citations issued out of 1,648 contacts made. PBCSO participated in the national Click It or Ticket campaign. The office also participated in two community events to promote occupant safety awareness and posted educational information to social media on 20 occasions.			
<b>Expenditures</b>	<b>\$81,223</b>			

<b>Palm Beach Gardens Police Department</b>	<b>Palm Beach Gardens Police Department Occupant Protection Initiative</b>	<b>OP-2022-00269</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The Palm Beach Gardens Police Department (PBGPD) conducted twenty (20) high visibility enforcement operations targeted at occupant protection during the subgrant period. PBGPD participated in the national Click It or Ticket campaign, during which time 82 contacts were made with motorists and 56 citations or warnings for safety belt infractions were issued. The Department also participated in eight (8) public outreach events to raise awareness of occupant protection, including guided tours of department facilities, Take Your Kid to Work day events, and summer day camps. Mobile message boards were programmed to display occupant safety messaging and were deployed around the city.			
<b>Expenditures</b>	<b>\$30,000</b>			
<b>Tallahassee Police Department</b>	<b>Occupant Protection Enforcement</b>	<b>OP-2022-00015</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities</b>	The Tallahassee Police Department (TPD) conducted over 2,400 traffic stops during high visibility occupant protection enforcement operations, resulting in 645 safety belt citations being issued. In addition to enforcement operations, TPD displayed banners at multiple locations around the city to promote occupant protection awareness during the national Click It or Ticket campaign period. TPD also displayed message boards with safety belt messaging over the course of the subgrant cycle. TPD participated in 4 community events to spread occupant safety awareness and posted to social media as well.			
<b>Expenditures</b>	<b>\$50,000</b>			
<b>Tampa Police Department</b>	<b>Sit Tight and Belt Right</b>	<b>OP-2022-00283</b>	<b>\$175,000</b>	<b>\$175,000</b>
<b>Project Activities</b>	During FY2022, the Tampa Police Department (TPD) conducted 47 occupant protection high visibility overtime enforcement operations. During these operations, officers had 4,155 occupant protection-related contacts that resulted in 1,090 safety belt citations and 2,122 safety belt warnings. Twelve (12) occupant protection-related educational events were also conducted. TPD participated in the national Click It or Ticket campaign. In addition, TPD used social media five (5) times over the subgrant period to discuss occupant protection and to promote the agency's Child Seat Program. TPD checked or installed 60 child safety seats during the project period. Overall, TPD observed a 53.09% decrease in unrestrained motorist fatalities.			
<b>Expenditures</b>	<b>\$171,695</b>			

Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety Program	OP-2022-00250	\$20,000	\$20,000
Project Activities	The Wauchula Police Department (WPD) conducted 52 high visibility occupant protection overtime enforcement operations. These operations led to 132 contacts, resulting in 3 safety belt citations and the distribution of 412 materials on occupant safety. WPD also participated in annual Click It or Ticket campaign, along with participating in 4 educational community events and posted 18 social media posts to spread occupant safety awareness.			
Expenditures	\$17,538			
West Palm Beach Police Department	Occupant Protection	OP-2022-00055	\$108,000	\$108,000
Project Activities	The West Palm Beach Police Department conducted a total of 37 high visibility occupant protection enforcement details over the course of the program period. Three of these details were conducted as part of the national Click It or Ticket campaign. During the subgrant period the Department participated in a total of 8 separate community events within the city to promote occupant protection safety. The Department regularly promoted occupant protection safety on social media, and also posted messages on electronic message boards placed around the city for 2-week periods and participated in the filming of a public service announcement to promote safe driving and occupant protection. Compared to the previous subgrant period, the city observed a 1.5% decrease in overall crashes and a decrease in fatalities of 33%.			
Expenditures	\$86,724			



# PAID MEDIA

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

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

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



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

## RATIONALE FOR SELECTION

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

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

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

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

- ***Alert Today, Alive Tomorrow*** – increases awareness of and compliance with pedestrian and bicycle laws
- ***Drink + Ride = Lose*** – reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired
- ***Put It Down*** – educates motorists to not drive distracted
- ***Railroad Safety*** – alerts motorists to look for trains at railroad crossings
- ***Ride Smart*** – encourages motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license
- ***Share the Road*** – reminds motorists to look for and share the road with motorcyclists
- ***Stop Speeding Before It Stops You*** – prompts motorists to slow down and not exceed speed limits
- ***Work Zone Safety*** – advises motorists to drive safely in active work zones

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

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

## SAFETY IMPACTS

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

## LINKAGE BETWEEN PROGRAM AREAS

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

<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Distracted Driving Media Campaign
<b>Project Number:</b>	PM-2022-00334
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$750,000</b>
<b>Project Activities:</b>	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support distracted driving prevention. This distracted driving awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 34-year-olds that was seen and heard via radio, digital radio (Pandora, Soundcloud, and Spotify), outdoor digital displays (billboards), digital video (YouTube, Samba TV, and Vizio), and social (Facebook, Instagram, and Snapchat). Total estimated impressions for the campaign were 34,992,258.
<b>Expenditures:</b>	<b>\$740,050</b>



**DRIVE TIME IS YOU TIME.**  
Just enjoy the ride.

#LetsGetEveryoneHome **ZERO** FDOT

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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Florida <i>Click It or Ticket</i> Media Campaign
<b>Project Number:</b>	M2PEM M1PEM -2022-00333
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the <i>Click It or Ticket</i> 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.
<b>Budget:</b>	<b>\$2,000,000</b>
<b>Project Activities:</b>	The FDOT Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida’s safety belt initiatives. The primary target audience for this messaging was men 18 to 34 years of age. Using a multi-platform approach that aligned with the target audience’s media consumption habits, a buckle up or risk a citation message was seen on cable television, via radio, digital radio (Pandora, Spotify, and SoundCloud), digital video (Hulu, YouTube, Vizio, and Samba TV), social media (Facebook, Instagram, and Snapchat), gas station pump videos, transit vehicles (outside of buses), and outdoor digital displays (billboards). Total estimated impressions for the campaign were 79,245,313.
<b>Expenditures:</b>	<b>\$1,982,345</b>



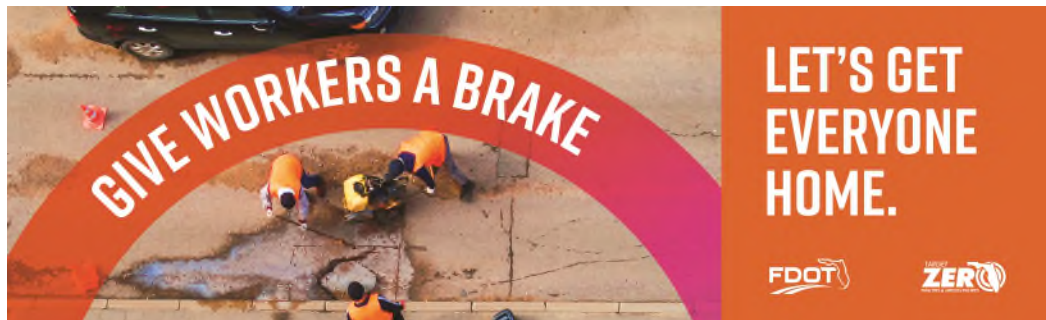
<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Impaired Driving Statewide Media Campaign
<b>Project Number:</b>	M5PEM-2022-00336
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote <i>Drive Sober or Get Pulled Over</i> 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.
<b>Budget:</b>	<b>\$2,000,000</b>
<b>Project Activities:</b>	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's <i>Drive Sober or Get Pulled Over</i> enforcement initiatives during the St. Patrick's, Labor Day, and Winter holiday crackdowns. The impaired driving awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 34-year-olds that was seen and heard via radio, and digital radio (Pandora, Spotify, and SoundCloud), social media (Facebook, Instagram, and Snapchat), outdoor digital displays (billboards), internet displays, and digital video (YouTube, Hulu, Amazon Streaming TV, and Samba TV). Total estimated impressions for the three campaigns were 93,857,171.
<b>Expenditures:</b>	<b>\$1,983,784</b>



<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Railroad Crossing Safety Media Campaign
<b>Project Number:</b>	PM-2022-00335
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$750,000</b>
<b>Project Activities:</b>	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida’s railroad crossing safety campaign. This awareness campaign used an approach that aligned with targeting road users in areas that contained large numbers of railroad crossings and heard via radio (traditional and digital) advertisements. For FY2022 campaign was run during the month of August 2022. Total estimated impressions for both campaigns were 84,162,207.
<b>Expenditures:</b>	<b>\$749,558</b>



<b>Agency:</b>	University of North Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Work Zone Safety Media Campaign
<b>Project Number:</b>	PM-2022-00108
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$750,000</b>
<b>Project Activities:</b>	The Center for Urban Transportation Research (CUTR) worked with vendors to secure contracts for Work Zone safety advertisements between May 8 <sup>th</sup> and May 31 <sup>st</sup> . The campaign covered the Orlando, Tampa, Miami, Fort Lauderdale, and Jacksonville markets and targeted road users in areas that contained large road construction projects. Advertisements were seen and heard via radio, and digital radio (Pandora, Spotify, and SoundCloud), social media (Facebook, Instagram, and Snapchat), outdoor digital displays (billboards), gas station pump videos, internet displays, and digital video (YouTube). Total estimated impressions for the three campaigns were 56,500,000.
<b>Expenditures:</b>	<b>\$749,261</b>



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

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

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

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** **\$459,000**

**Project Activities:** Tallahassee Community College (TCC) purchased 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. Impaired driving messages were promoted via posters, game announcements, radio/TV advertisements on collegiate networks, printed messages in game day programs, and sign placement at sports venues and around campus. TCC also contracted with an activation company that uses Drive Sober or Get Pulled Over brand ambassadors to engage with fans while they are tailgating at stadiums. Impaired driving deterrence messages and activities that included fatal vision goggles were used to target males 18 to 35 years of age who are most likely to drive impaired. Total estimated impressions for the campaign were 20,259,629.

**Expenditures:** **\$443,387**



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<b>Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Name:</b>	Impaired Driving Professional Sports Marketing
<b>Project Number:</b>	M5PEM-2022-00192
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	Tallahassee Community College will purchase advertisements with professional sports teams and venues to promote <i>Drive Sober or Get Pulled Over</i> to sports fans. The FY 2022 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.
<b>Budget:</b>	<b>\$2,000,000</b>
<b>Project Activities:</b>	Tallahassee Community College purchased advertisements with Florida professional sports teams and venues to promote the Drive Sober or Get Pulled Over campaign to sports fans. The FY2022 professional sports marketing plan funded media advertisements with the following nine professional sports teams: Orlando Magic (NBA), Miami Heat (NBA), Tampa Bay Rays (MLB), Miami Marlins (MLB), Tampa Bay Lightning (NHL), Florida Panthers (NHL), Miami Dolphins (NFL), Tampa Bay Buccaneers (NFL), and Jacksonville Jaguars (NFL), along with two NASCAR racetracks: Homestead-Miami Speedway, and Daytona Speedway. Impaired driving messages were promoted with posters, signage, game announcements, designated driver programs, special promotional functions, and in-house audio and video PSAs. TCC also contracted with an activation company that uses brand ambassadors to engage with fans while they are tailgating

at professional football and NASCAR stadiums. Impaired driving deterrence messages and activities that included the use of fatal vision goggles were used to target males 18 to 35 years of age who are most likely to drive impaired. Total estimated impressions for the campaign were 130,105,056.

**Expenditures: \$1,947,431**

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

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

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

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget: \$216,000**

**Project Activities:** Tallahassee Community College purchased TV advertisements with Bally Sports Florida. The ads targeted sports fans and encouraged sober and responsible driving. The FY2022 marketing plan funded media advertisements during sporting telecasts on the Bally Sports channel for the following six professional sports teams: Orlando Magic (NBA), Miami Heat (NBA), Tampa Bay Rays (MLB), Miami Marlins (MLB), Tampa Bay Lightning (NHL), and Florida Panthers (NHL). Impaired driving messages were promoted through TV game announcements, commercial breaks, and streaming delivery. Total estimated impressions for the campaign were 14,634,279.

**Expenditures: \$216,000**

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Pedestrian and Bicycle Safety Public Education Program – Billboard and Transit Advertising
<b>Project Number:</b>	FHPE-2022-00117
<b>Funding Source:</b>	405(h)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The Institute of Police Technology and Management (IPTM) will purchase billboard and transit advertising to increase awareness of traffic laws pertaining to pedestrians and bicyclists. This program will focus on areas with the highest representation of serious and fatal crashes in an effort to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
<b>Budget:</b>	<del>\$2,200,000</del> <del>\$400,000</del> <b>\$1,200,000</b>
<b>Project Activities:</b>	Subcontracts were approved between University of North Florida Institute of Police Technology and Management (IPTM) and Outfront Media, Inc. for the placement of transit and billboard advertisements in selected Florida counties for 27 weeks. Billboard ads were placed in 8 counties and transit ads were utilized within the top 3 counties. The counties selected are ones with the highest numbers of pedestrian and bicyclist serious and fatal injury crashes. In all there were 76 billboard locations, utilizing 64 static and 10 digital bulletins along with 2 digital posters. A total of 6 Trolleys were utilized to show advertising. Total impressions for advertising were 234,472,945
<b>Expenditures:</b>	<b>\$1,155,996</b>

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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Impaired Motorcyclist Media Campaign
<b>Project Number:</b>	M5PEM-2022-00318
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple markets to promote the <i>Drink + Ride = Lose</i> 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.
<b>Budget:</b>	<b>\$500,000</b>
<b>Project Activities:</b>	<p>The University of South Florida, Center for Urban Transportation Research (CUTR) purchased advertisements to promote the <i>Drink + Ride = Lose</i> campaign.</p> <p>During the subgrant period several short media campaigns were executed. An email campaign was conducted during April and May 2022 that went to audience of 1,200,000 individuals and resulted in over 220,000 views, and over 26,000 individuals clicking on the link to take them to the Ride Smart webpage. A banner ad campaign was also run during the same timeframe that resulted in over 1,359,000 impressions. A video pre-roll campaign was also run in March and April that resulted in over 1,791,000 impressions.</p> <p>A Gas Station TV campaign had a total of 441,479 impressions, which included 84,336 more impressions than estimated. And an indoor advertising campaign was also conducted with approximately 82.2 million impressions.</p> <p>Facebook ads were also run at a reach of 16,576 views and 32,075 impressions. There were 150 post reactions, 17 comments, 48 post</p>

shares, and 550 link clicks which took users to the Ride Smart Florida website.

CUTR also executed a contract with Mesmerize to display posters, coasters and digital screens discouraging impaired riding at bars. Locations were selected based on impaired riding crash data between collected between 2017-2021. A total of 497 locations were selected from nine counties (Brevard, Duval, Flagler, Hillsborough, Lee, Orange, Pasco, Pinellas, and Volusia) resulting in 11,475,000 impressions.

**Expenditures: \$376,154**

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

**Project Name:** Stop Speeding Safety Campaign

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

**Funding Source:** 402

**Local Benefit:** N/A

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

**Budget: \$750,000**

**Project Activities:** The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support speeding prevention. This stop speeding awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 34-year-olds that was seen and heard via radio, digital radio (Pandora, Soundcloud, and Spotify), outdoor digital displays (billboards), digital video (YouTube), and social (Facebook, Instagram, and Snapchat). Total estimated impressions for the campaign were 31,996,719.

**Expenditures: \$729,618**

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

**Project Name:** Motorcycle Safety Media Campaign

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

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** **\$440,000**

**Project Activities:** During the subgrant period an email marketing, banner ad, and video pre-roll campaign was conducted from March 2022 - August 2022. Email marketing consisted of multiple campaigns generating 1,200,00 total impressions. Of these impressions, there were 179,008 views and 27,439 clicks. Banner ads run during these periods generated 886,163 impressions and 856 clicks. Video pre-roll targeted motorcyclists between 18-49 years from March 2022 through August 2022. The number of impressions resulting from the video pre-roll campaign totaled 1,950,432 with 603 clicks during the six-month period. Indoor Advertising was also utilized in 8 counties at 497 locations for a total of 11,475,000 impressions. Facebook ads were also run the entire subgrant period that reached resulted in 4,346,492 impressions. The ads had 7,072 reactions, 782 comments, 206 saves, 1,244 shares, and 21,390 link clicks which took users to the Ride Smart Florida website.

**Expenditures:** **\$379,051**

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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	<i>Share the Road</i> Media Campaign
<b>Project Number:</b>	M11MA-2022-00317
<b>Funding Source:</b>	405(f)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the <i>Share the Road</i> 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.
<b>Budget:</b>	<b>\$252,000</b>
<b>Project Activities:</b>	<p>During the subgrant period an email marketing, banner ad, and video pre-roll campaign was conducted from March 2022 - August 2022. Email marketing consisted of multiple campaigns generating 1,200,00 total impressions. Of these impressions, there were 179,008 views and 27,439 clicks. Banner ads run during these periods generated 886,163 impressions and 856 clicks. Video pre-roll targeted motorcyclists between 18-49 years from March 2022 through August 2022. The number of impressions resulting from the video pre-roll campaign totaled 1,950,432 with 603 clicks during the six-month period.</p> <p>Facebook ads were also run with a scooter/motorcycle safety message. The reach was 2,226,448 and there were 4,346,492 impressions. The ads had 7,072 reactions, 782 comments, 206 saves, 1,244 shares, and 21,390 link clicks which took users to the Ride Smart Florida website.</p>
<b>Expenditures:</b>	<b>\$201,659</b>

# PEDESTRIAN AND BICYCLE SAFETY

## DESCRIPTION OF THE PROBLEM

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

Approximately fifty percent of traffic crashes resulting in pedestrian and bicyclist fatalities occur during dark or dusk hours. Another major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. Other contributing factors include driver speed, impairment, and distractions. Pedestrians often cross outside of crosswalks or fail to obey the pedestrian signal. Bicyclists sometimes ride against traffic or fail to use proper protective gear when riding. In fact, more than 40 percent of bicyclist fatalities are related to traumatic brain injury involving a cyclist who was not wearing a helmet, or who wore a helmet improperly.

## COUNTERMEASURE STRATEGIES FROM SHSP

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



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

## EFFECTIVENESS OF PROGRAM

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

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

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

## LINKAGE BETWEEN PROGRAM AREAS

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

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

**Project Name:** Pedestrian and Bicycle Safety Outreach and Support

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

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of Florida Transportation Technology Transfer (T2) Center, will identify, obtain, purchase, and deliver pedestrian and bicycle safety materials specific to Florida's at-risk populations, as directed by the State Bicycle/Pedestrian Safety Program Manager. The Center will work to address recommendations outlined in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. that calls on the state to significantly expand programs and materials available for identified at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability, by using focus groups, developing material specifically for those populations and testing for receptivity and results.

**Budget:** ~~\$42,000~~ \$553,850

**Project Activities:** The University of Florida Transportation Technology Transfer Center (T2) team participated in a total of 38 outreach events throughout the subgrant period. Due to lingering COVID-19 travel restrictions outreach events were restricted.

T2 provided 1,709 reminders for helmet fitters to review the annual online refresher course. The refresher course was reviewed 381 times. Four new regional trainers were added, and 8 trainers were lost during this project period. A total of 30 helmet fitter trainers are available. Bicycle helmets were also purchased and distributed throughout the subgrant period.

**Expenditures:** \$459,259

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida's Comprehensive Pedestrian and Bicycle Safety Program
<b>Project Number:</b>	PS-2022-00141
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. This project is data driven with clear goals to support the reduction of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists on Florida's roadways. Funding under this project provides the Institute of Police Technology and Management personnel and resources to manage Florida's Pedestrian and Bicycle Focused Initiative High Visibility Enforcement (HVE) Program and the contracts awarded to law enforcement agencies in the designated priority counties across Florida. These HVE contracts are paid using FHWA's Highway Safety Improvement Program (HSIP) funding to reimburse overtime for officers to conduct details directed towards reducing traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists.
<b>Budget:</b>	<del>\$705,000</del> \$587,850
<b>Project Activities:</b>	The University of North Florida's Institute of Police Technology and Management coordinated activities of Florida's Pedestrian and Bicycle Safety Coalition to provide four in person coalition meetings and four Bicycle and Pedestrian Focused Initiative Leadership Meeting conference calls. IPTM contracted with Day Communications to create educational and outreach items for pedestrian and bicycle safety. Personnel services funded through this period provided for

multiple staff members to conduct and oversee activities in support of the Alert Today, Alive Tomorrow Campaign, Florida's Pedestrian and Bicycle Safety Focused Initiative, and the Pedestrian and Bicycle Safety Coalition.

A total of 35 4-hour classroom-based trainings for law enforcement were held during the subgrant period training a total of 497 Florida law enforcement officers and 458 completed the 2-hour online training. A total of 65 law enforcement agencies in priority areas were awarded HVE contracts during the subgrant period.

**Expenditures:                    \$384,442**



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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program
<b>Project Number:</b>	PS-2022-00085
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of North Florida Institute of Police Technology and Management will contract with law enforcement agencies to implement High Visibility Enforcement details in the twenty-five counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. The efforts are based on the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. The project will be data-driven, with clear goals for education-based enforcement operations geared towards overall injury and fatality reduction through increased awareness and compliance with traffic laws. This project identifies specific priorities and is focused on implementing proven countermeasures and best practices.
<b>Budget:</b>	<b>\$100,000</b>
<b>Project Activities:</b>	The University of North Florida Institute of Police Technology and Management contracted with a former police chief and past president of the Florida Police Chiefs Association (FPCA), to recruit non-participating agencies to apply for HVE funding, provide increased engagement among agencies that are receiving HVE funding, present HVE program information at law enforcement conferences and meetings, and support the Pedestrian and Bicycle Focused Coalition. Chief Railey successfully facilitated five in-person law enforcement functions during the subgrant period and conducted 14 roundtable meetings held around the State. A total of 65 law enforcement agencies in priority counties were contracted with to participate in pedestrian/bicycle high visibility enforcement efforts.
<b>Expenditures:</b>	<b>\$66,847</b>

<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Pedestrian and Bicycle Program Evaluation and Data Collection
<b>Project Number:</b>	PS-2022-00122
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The Institute of Police Technology and Management (IPTM) will conduct formative, process, outcome, and impact evaluations of the state's Comprehensive Pedestrian/Bicycle program. The formative and process evaluations will be an ongoing evaluation process to determine if revisions need to be made to increase the effectiveness of the program.
<b>Budget:</b>	<b>\$330,000</b>
<b>Project Activities:</b>	The Institute of Police Technology and Management (IPTM) contracted with Engineered Success Consulting to conduct Phase 4 development of iPASS, the program's Integrated Program Activity Submission System. Phase 4 of the cloud-based system had six project objectives which were all accomplished during the project period. A contract with ASHA Planning Consultancy was also awarded to conduct data analysis, mapping, and reporting activity for the program.
<b>Expenditures:</b>	<b>\$164,977</b>





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<b>Agency:</b>	Okeechobee County Sheriff's Office
<b>Project Name:</b>	Enhanced Pedestrian and Bicycle Safety Enforcement
<b>Project Number:</b>	FHLE-2022-00244
<b>Funding Source:</b>	405(h)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	Okeechobee County Sheriff's Office will receive funding to conduct Pedestrian and Bicycle enforcement and education initiatives consisting of overtime salaries and benefits. The goal of this project is to reduce fatalities and injuries of pedestrians and bicyclists in the county by 5% based on data driven approaches.
<b>Budget:</b>	<b>\$20,000</b>
<b>Project Activities:</b>	Okeechobee County Sheriff's Office conducted a total of 56 Enforcement operations. Enforcement operations resulted in 635 contacts (553 of those being traffic stops). There was a total of 42 citations and 427 warnings issued during the subgrant period. Pedestrian and bicycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.
<b>Expenditures:</b>	<b>\$15,210</b>

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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program
<b>Project Number:</b>	PS-2022-00106
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$56,000
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will develop an educational program that includes peer to peer educational training and distribute to students at a minimum of four (4) state universities, in identified priority counties, to increase the knowledge of safe behavior when walking and biking and support greater compliance with traffic laws put into place to protect the safety of pedestrians and bicyclists.
<b>Budget:</b>	<b>\$56,000</b>
<b>Project Activities:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) coordinated with three other Florida universities (Florida State University, University of Central Florida, and Florida International University) on the Peer-to-Peer program. A total of 237 business sweeps were conducted, 12 student peer educators were trained, 17 peer-to-peer educational sessions were conducted at participating universities and a cumulative total of 1,610 students were reached throughout the project period. A social media communications plan was also developed to encourage social media posts throughout each campus.
<b>Expenditures:</b>	<b>\$45,338</b>



# PLANNING AND ADMINISTRATION

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES

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

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

## RATIONALE FOR SELECTION

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

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

## SAFETY IMPACTS

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

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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Operation of the Highway Traffic Safety Grant Section
<b>Project Number:</b>	PA-2022-00337
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>FDOT will receive reimbursement for 50 percent of salary and benefit costs for up to nine full time state employees. The staff includes a Traffic Safety Administrator, one Operations Coordinator, five Traffic Safety Program Managers, and two Traffic Safety Financial Analysts. The FDOT State Safety Office – Highway Traffic Safety Grant Section staff is responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs. The goal of the project is to develop and implement an effective Highway Safety Plan that provides the best formula for investing in making a difference in reaching our target of zero fatalities and serious injuries. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.</p>
<b>Budget:</b>	<b>\$350,000</b>
<b>Project Activities:</b>	<p>The FDOT State Safety Office received a subgrant for 50% of the salary and benefit costs for up to nine full-time employees. The FDOT State Safety Office experienced turnover in three of the positions during the FY2022 subgrant cycle. The Highway Safety Plan for FY2022 was fully implemented and amended twice, and the FY2021 Annual Report was completed as required.</p>
<b>Expenditures:</b>	<b>\$329,169</b>



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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Highway Safety Travel and Training
<b>Project Number:</b>	PA-2022-00338
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>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.</p>
<b>Budget:</b>	<b>\$20,000</b>
<b>Project Activities:</b>	<p>The FDOT State Safety Office was awarded a subgrant for the travel expenses of the FDOT State Safety Office staff to conduct required on-site monitoring and attend professional development programs, workshops, training, and highway safety-related meetings. During the FY2022 subgrant cycle, COVID-19 concerns restricted some travel, but the FDOT State Safety Office staff was still able to attend coalition meetings, along with a few workshops and highway safety-related meetings.</p>
<b>Expenditures:</b>	<b>\$10,356</b>

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<b>Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Name:</b>	Traffic Safety Support
<b>Project Number:</b>	PA-2022-00196
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	Tallahassee Community College will support up to three Traffic Safety Program Managers and one Traffic Safety Fiscal Assistant position that will work in the FDOT State Safety Office to help supplement the state staff. The positions will be responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs, communications management, and document management for invoice processing. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.
<b>Budget:</b>	<del>\$200,000</del> \$320,000
<b>Project Activities:</b>	<p>Tallahassee Community College supported the Traffic Safety Fiscal Assistant and advertisement for multiple Traffic Safety Program Manager positions during the FY2022 subgrant cycle.</p> <p>The Traffic Safety Financial Assistant logged and monitored subrecipient reimbursement requests received throughout the subgrant cycle, and then tracked them from receipt to vouchering with NHTSA for reimbursement. Additional special tasks assigned to and completed by the Traffic Safety Financial Assistant included: Collection of information from Program Managers and Performance Reports to compile quarterly reports sent to NHTSA, compilation and upkeep of monitoring needs for the FDOT State Safety Office and monthly email reminders of the status of those monitoring's, creation of maps depicting the locations of subrecipients throughout the state by program area, inputting subaward information into the NHTSA Grant Tracking System, the Federal Funding Accountability and Transparency Act (FFATA) Subaward Reporting System (FSRS), and the FDOT State Safety Office Intelligrants System.</p>
<b>Expenditures:</b>	\$20,270

# POLICE TRAFFIC SERVICES - LEL

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

- 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.

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

The goal of the LEL program is to reduce traffic-related fatalities and serious injuries by working with law enforcement agencies across the state to increase safety belt use, reduce impaired driving, and encourage the implementation of other traffic safety initiatives.

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

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

## LINKAGE BETWEEN PROGRAM AREAS

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

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida Law Enforcement Liaison Program
<b>Project Number:</b>	PT-2022-00065
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to support the Law Enforcement Liaison (LEL) Program, which promotes statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, will partner with law enforcement agencies to promote and increase participation in the 3 NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts. Funding will reimburse salaries and benefits of personnel assigned to the LEL program, their travel, vehicles and maintenance, storage, and office supplies. The program has set a goal of maintaining a minimum of 85 percent participation by Florida law enforcement agencies reporting on highway traffic safety initiatives. The LEL initiative will support the goal of encouraging statewide enforcement of traffic safety laws to reduce traffic fatalities.</p>
<b>Budget:</b>	<b>\$975,000</b>
<b>Project Activities:</b>	<p>Florida's Law Enforcement Liaison (LEL) program assisted the Florida Department of Transportation (FDOT) State Safety Office with increasing law enforcement participation in statewide traffic safety efforts. The LEL Program improves the connection and cooperation between law enforcement agencies, FDOT, and the National Highway Traffic Safety Administration (NHTSA). The LELs function as both a line of connection between these groups as well as marketers of FDOT's and NHTSA's campaigns and initiatives.</p> <p>The Law Enforcement Liaison (LEL) Program promoted statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons,</p>

partnered with law enforcement agencies to promote and increase participation in the three NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts.

The LELs provided coordination and education to law enforcement agencies within their respective geographical regions. Within each LEL region, local area networks (LANs) were established and maintained in an effort to ensure that information was disseminated effectively and efficiently. Region-specific information on the number and severity of traffic crashes and other highway safety related issues were provided to law enforcement. Additionally, the LELs provided information regarding FDOT's programs and initiatives such as *Drive Sober or Get Pulled Over*, *Click It or Ticket*, *Hands Across the Border*, *Operation Southern Slow Down*, and subgrant funded law enforcement training opportunities available through the Florida Public Safety Institute (FPSI) and the Institute of Police Technology Management (IPTM). The LELs conducted a total of 50 LAN meetings during the year and provided 220 traffic safety related trainings. The LEL team also participated in an additional 230 Community Traffic Safety Team meetings around the state and all of the Traffic Safety Coalition meetings. In addition, the team had over 27,2110 individual communications with law enforcement agencies around Florida and conducted many onsite agency visits with law enforcement agencies.

The Florida LEL Program continues to be an effective marketing arm for the FDOT State Safety Office. The effectiveness of this promotion and marketing is evidenced in the level of participation in the national waves, law enforcement challenge, and training events.

**Expenditures: \$923,770**



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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida Law Enforcement Liaison Impaired Driving Awareness Program
<b>Project Number:</b>	M5X-2022-00079
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from impaired driving. Combining the <i>Drive Sober or Get Pulled Over</i> message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing impaired driving in their respective communities and participate in the two NHTSA national enforcement waves.
<b>Budget:</b>	<b>\$75,000</b>
<b>Project Activities:</b>	<p>The Florida LEL Impaired Driving Awareness Program enabled the LELs to support law enforcement agencies with educational and enforcement efforts in relation to impaired driving. This subgrant award was designed to assist the LELs in promoting NHTSA's national campaign "<i>Drive Sober or Get Pulled Over</i>". Funding was used to purchase display materials, yard signs, USB drives, implied consent cards, officer pocket note cards, miranda cards, distribution boxes, and SFST reference guides to distribute to Florida law enforcement agencies.</p> <p>During the 2021 holiday campaign, a total of 215 agencies reported participating in the national <i>Drive Sober or Get Pulled Over</i> campaign, out of the 351 agencies in the state that could perform traffic enforcement. The agencies participating reported a total of 32,590 hours on DUI enforcement, 42 checkpoint operations conducted, and 1,731 DUI arrests made.</p>
<b>Expenditures:</b>	<b>\$52,201</b>

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida Law Enforcement Liaison Occupant Protection Awareness Program
<b>Project Number:</b>	OP-2022-00080
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$75,000
<b>Project Description:</b>	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from lack of safety belt usage. Combining the <i>Click it or Ticket</i> message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing safety belt use in their respective communities and participate in the yearly NHTSA national enforcement wave.
<b>Budget:</b>	<b>\$75,000</b>
<b>Project Activities:</b>	The LEL team used the Florida Law Enforcement Liaison Occupant Protection Awareness Program to facilitate law enforcement participation in the national <i>Click It or Ticket</i> campaign. Funding was used to purchase yard signs, officer reference cars, USB drives, distribution boxes, safety belt education books, and display materials to distribute to Florida law enforcement agencies. A total of 234 law enforcement agencies participated in this year's campaign out of the 351 agencies in the state that could perform traffic enforcement. During the Click It or Ticket Enforcement Campaign the participating agencies reported a total of 19,440 safety belt and 2,856 child safety seat citations and warnings were issued.
<b>Expenditures:</b>	<b>\$9,920</b>

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

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

**Project Number:** PT-2022-00078

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$150,000

**Project Activities:** The LEL team used the Florida Law Enforcement Liaison Traffic Safety Challenge to facilitate law enforcement participation in the national traffic safety waves and maintain consistent high visibility enforcement of Florida's traffic laws. A total of 257 law enforcement agencies participated in this year's challenge out of the approximately 351 agencies in the state that could perform traffic enforcement, for a 70% statewide participation rate.

The Florida Law Enforcement Traffic Safety Challenge and Training event was held on July 14th and 15th, 2022 in Orlando FL. Over 185 law enforcement officers participated in the eight-hour training session on Marijuana Impaired Driving Detection for Law



Enforcement (MIDDLE). Over 200 traffic safety professionals were in attendance for the awards ceremony, coming together to recognize the agencies for their outstanding traffic safety efforts.

**Expenditures: \$123,338**

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

**Project Name:** Region IV and Law Enforcement Liaison Conference

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

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to plan, coordinate, and host the 2022 NHTSA Region 4 LEL conference in Destin, Florida. The conference will be three days of education and information sharing involving State Highway Safety Office personnel, LELs, Traffic Safety Resource Prosecutors, and law enforcement officials from the five-state NHTSA Region of Alabama, Florida, Georgia, South Carolina, and Tennessee. The goal of the conference is for the traffic safety partners to share best practices and build better, more effective programs in their own states to help drive down fatalities on our roadways.

**Budget: \$45,000**

**Project Activities:** The University of North Florida, Institute of Police Technology and Management was awarded a subgrant to facilitate and host the Region IV Law Enforcement Liaison Conference, which was attended by LELs and other safety professionals within NHTSA Region IV. Held in San Destin, Florida, 147 individuals representing all five states were in attendance. The conference covered multiple topics of interest to participants, ranging from re-investing in traffic safety using data driven approaches to multiple LEL roundtables on what each state is doing in their respective areas. Attendees who completed the post-conference survey gave the event high marks.

**Expenditures: \$33,054**

# PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

## LINKAGE BETWEEN PROGRAM AREAS

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

**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** (see below)

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

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

**Budget:** ~~\$2,798,500~~ \$2,728,500

Agency	Project Name	Project Number	Funding Source	Local Benefit	Budget
Florida Department of Highway Safety and Motor Vehicles	Legal Training for Driving Under the Influence (DUI) Administrative Hearings	M5TR-2022-00039	405(d)	N/A	\$35,500
<b>Project Activities:</b>	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a subgrant to enhance the knowledge and improve the effectiveness of Legal Hearing Officers. Hearing Officers are charged with conducting hearings and issuing final orders for persons whose licenses have been suspended, revoked, or disqualified, usually due to driving under the influence (DUI) or refusing to submit to DUI testing. Hearing Officers are tasked with interpreting and applying laws and case law with sometimes limited training. Additionally, each year new laws are enacted that affect the way Hearing Officers conduct their business. FLHSMV, with funding from this subgrant, has implemented and facilitated training specific to the needs of Hearing Officers. Training was also provided to law enforcement officers participating in hearings to offer assistance and expert knowledge of the administrative and DUI processes related to administrative suspension. The training style changed to combat the spread of COVID-19. Webcams were purchased to conduct video conferencing training,				

	<p>which yield more training sessions than the prior year. A total of 6 hearing officer and 20 law enforcement training sessions were facilitated during the subgrant cycle. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Legal Training for Hearing Officers</td> <td>67</td> </tr> <tr> <td>Law Enforcement Training</td> <td>226</td> </tr> </tbody> </table>					Training	Students Trained	Legal Training for Hearing Officers	67	Law Enforcement Training	226
Training	Students Trained										
Legal Training for Hearing Officers	67										
Law Enforcement Training	226										
<b>Expenditures:</b>	<b>\$7,176</b>										
Florida Department of Law Enforcement	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	M5CS-2022-00011	405(d)	N/A	\$50,000						
<b>Project Activities:</b>	<p>During the FY2022 subgrant year, the Florida Department of Law Enforcement's Alcohol Testing Program (FDLE ATP) was able to accomplish several key items to ultimately improve prosecution and adjudication of impaired driving cases by providing more comprehensive testing reports.</p> <p>Three (3) ATP members attended the Indiana University, Robert F. Borkenstein Course on Alcohol and Highway Safety. This course provides invaluable training with regards to the pharmacology and toxicology of alcohol and its impact on traffic safety. Seven (7) ATP members attended the International Association for Chemical Testing, Inc. annual conference in Tucson, Arizona. This training opportunity allowed ATP members to meet continuing education goals. Two (2) new ATP members attended in depth training on the Intoxilyzer 8000 at CMI, Inc., in Owensboro, KY. These courses provide the new members with key foundational information needed to achieve expert status in breath alcohol testing and related subject matter. This training course also fulfills requirements for certification as Department Inspectors with the Alcohol Testing Program, and six (6) ATP members attended the CMI, User's Group annual conference in Savannah, GA. This training allows members to complete continuing education requirements as well as stay up to date on current findings from members of the breath alcohol community also utilizing the Intoxilyzer 8000.</p> <p>In all, this subgrant has assisted the Alcohol Testing Program with additional capacity and capabilities and will ultimately assist with faster testing turn-around times that will help in the accurate and timely prosecution of impaired drivers.</p>										
<b>Expenditures:</b>	<b>\$30,356</b>										

The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	PT-2022-00193	402	\$70,000	\$70,000				
Project Activities:	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Advanced Traffic Homicide Investigation Training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Advanced Traffic Homicide Investigation Training classes conducted in Quincy, Havana, and Clearwater Florida. The training course had an overall satisfaction rating of 97.2% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Advanced Traffic Homicide Investigation Training</td> <td>42</td> </tr> </tbody> </table>					Training	Students Trained	Advanced Traffic Homicide Investigation Training	42
Training	Students Trained								
Advanced Traffic Homicide Investigation Training	42								
Expenditures:	\$37,643								
The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	PT-2022-00194	402	\$75,000	\$75,000				
Project Activities:	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Basic Traffic Homicide Investigation Training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Basic Traffic Homicide Investigation Training classes conducted throughout the State of Florida: Orlando, Panama City, and Tarpon Springs. The training course had an overall satisfaction rating of 96% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Basic Traffic Homicide Investigation Training</td> <td>62</td> </tr> </tbody> </table>					Training	Students Trained	Basic Traffic Homicide Investigation Training	62
Training	Students Trained								
Basic Traffic Homicide Investigation Training	62								
Expenditures:	\$32,550								

The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	PT-2022-00195	402	\$35,000	\$35,000				
Project Activities:	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Crash Scene Mapping with Speed Lasers Training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Crime Scene Mapping with Speed Lasers Training classes conducted throughout the State of Florida: St. Petersburg, Palm Beach, and Havana. The training course had an overall satisfaction rating of 98% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Crash Scene Mapping with Speed Lasers Training</td> <td>36</td> </tr> </tbody> </table>					Training	Students Trained	Crash Scene Mapping with Speed Lasers Training	36
Training	Students Trained								
Crash Scene Mapping with Speed Lasers Training	36								
Expenditures:	\$14,280								
The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	PT-2022-00029	402	\$30,000	\$30,000				
Project Activities:	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Speed Measurement Instructor Training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 1 Speed Measurement Instructor Training class conducted in Dunedin. The training course had an overall satisfaction rating of 98.18% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Speed Measurement Instructor Training</td> <td>11</td> </tr> </tbody> </table>					Training	Students Trained	Speed Measurement Instructor Training	11
Training	Students Trained								
Speed Measurement Instructor Training	11								
Expenditures:	\$1,733								



The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	PT-2022-00058	402	\$45,000	\$45,000				
Project Activities:	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Speed Measurement Training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 6 Speed Measurement Training classes conducted throughout the State of Florida: two in Havana, one in Tavares, one in Palm Beach and another in North Palm Beach. The training course had an overall satisfaction rating of 97% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Speed Measurement Training</td> <td>123</td> </tr> </tbody> </table>					Training	Students Trained	Speed Measurement Training	123
Training	Students Trained								
Speed Measurement Training	123								
Expenditures:	\$19,688								
The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	PT-2022-00187	402	\$65,000	\$65,000				
Project Activities:	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Traffic Crash Reconstruction Training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 1 Traffic Crash Reconstruction Training classes conducted throughout the State of Florida: Havana. The training course had an overall satisfaction rating of 98% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Traffic Crash Reconstruction Training</td> <td>25</td> </tr> </tbody> </table>					Training	Students Trained	Traffic Crash Reconstruction Training	25
Training	Students Trained								
Traffic Crash Reconstruction Training	25								
Expenditures:	\$28,718								

University of North Florida - Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	M5TR-2022-00156	405(d)	N/A	\$45,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Advanced Marijuana Impaired Driving Detection for Law Enforcement training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 13 Advanced Marijuana Impaired Driving Detection for Law Enforcement training classes conducted throughout the State of Florida: Davie, Altamonte Springs, North Palm Beach, Macclenny, Ocala, Panama City, Orlando, Groveland, Titusville, Naples, Ft. Myers, Ft. Pierce, and Panama City Beach. The training course had an overall satisfaction rating of 4.89 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 850 1429 997"> <tr> <td></td> <td></td> </tr> <tr> <td>Advanced Marijuana Impaired Driving Detection for Law Enforcement</td> <td>131</td> </tr> </table>							Advanced Marijuana Impaired Driving Detection for Law Enforcement	131
Advanced Marijuana Impaired Driving Detection for Law Enforcement	131								
Expenditures:	\$29,475								



University of North Florida - Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	M5TR-2022-00132	405(d)	N/A	\$150,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 24 Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes conducted throughout the State of Florida; Davie, Altamonte Springs, North Palm Beach, Chipley, Orlando, St. Myers, Macclenny, Clearwater, Miami Beach, Panama City, Avon Park, Ocala, Groveland, Ft. Lauderdale, Naples, Titusville, St. Petersburg, Orlando, Palm Beach Gardens, Ft. Pierce, Perry, Marathon, and Panama City Beach. The training course had an overall satisfaction rating of 4.95 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="537 869 1425 1014"> <thead> <tr> <th data-bbox="537 869 1187 940">Training</th> <th data-bbox="1187 869 1425 940">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="537 940 1187 1014">Advanced Roadside Impaired Driving Enforcement (ARIDE)</td> <td data-bbox="1187 940 1425 1014">326</td> </tr> </tbody> </table>					Training	Students Trained	Advanced Roadside Impaired Driving Enforcement (ARIDE)	326
Training	Students Trained								
Advanced Roadside Impaired Driving Enforcement (ARIDE)	326								
Expenditures:	\$128,770								
University of North Florida - Institute of Police Technology and Management	Crash Data Retrieval (CDR) Tool Technician	PT-2022-00145	402	\$40,000	\$40,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Crash Data Retrieval (CDR) Tool Technician training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 1 Crash Data Retrieval (CDR) Tool Technician training classes conducted throughout the State of Florida online. The training course had an overall satisfaction rating of 4.79 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="537 1644 1425 1751"> <thead> <tr> <th data-bbox="537 1644 1187 1715">Training</th> <th data-bbox="1187 1644 1425 1715">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="537 1715 1187 1751">Crash Data Retrieval (CDR) Tool Technician</td> <td data-bbox="1187 1715 1425 1751">63</td> </tr> </tbody> </table>					Training	Students Trained	Crash Data Retrieval (CDR) Tool Technician	63
Training	Students Trained								
Crash Data Retrieval (CDR) Tool Technician	63								
Expenditures:	\$31,185								

University of North Florida - Institute of Police Technology and Management	Digital Photography for Traffic Crash Investigators	PT-2022-00149	402	\$35,000	\$35,000				
<b>Project Activities:</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Digital Photography for Traffic Crash Investigators training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Digital Photography for Traffic Crash Investigators classes conducted throughout the State of Florida: Jacksonville, Clearwater, and Doral. The training course had an overall satisfaction rating of 4.80 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="534 793 1399 905"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Digital Photography for Traffic Crash Investigators</td> <td>27</td> </tr> </tbody> </table>					Training	Students Trained	Digital Photography for Traffic Crash Investigators	27
Training	Students Trained								
Digital Photography for Traffic Crash Investigators	27								
<b>Expenditures:</b>	\$21,465								



University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	M5TR-2022-00158	405(d)	N/A	\$225,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 24 Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing training classes conducted throughout the State of Florida; Davie, Altamonte Springs, Palmetto, North Palm Beach, Chipley, Homestead, Orlando, Ft. Myers, Macclenny, Clearwater, Panama City, Avon Park, Ocala, Groveland, Ft. Lauderdale, Titusville, Naples, St. Petersburg, Palm Beach Gardens, Ft. Pierce, Perry, Marathon, and Panama City Beach. The training course had an overall satisfaction rating of 4.94 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="534 898 1421 1041"> <tr> <td data-bbox="534 898 1185 968"></td> <td data-bbox="1185 898 1421 968"></td> </tr> <tr> <td data-bbox="534 968 1185 1041">Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing</td> <td data-bbox="1185 968 1421 1041">360</td> </tr> </table>							Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	360
Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	360								
Expenditures:	\$214,200								



University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	M5TR-2022-00144	405(d)	N/A	\$35,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development training classes conducted throughout the State of Florida in Ft. Myers, Largo, and Jacksonville. The training course had an overall satisfaction rating of 4.95 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 869 1425 1050"> <thead> <tr> <th data-bbox="532 869 1190 940">Training</th> <th data-bbox="1190 869 1425 940">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="532 940 1190 1050">Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development</td> <td data-bbox="1190 940 1425 1050">48</td> </tr> </tbody> </table>					Training	Students Trained	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	48
Training	Students Trained								
Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	48								
Expenditures:	\$34,980								
University of North Florida - Institute of Police Technology and Management	Drug Evaluation and Classification Program	M5TR-2022-00159	405(d)	N/A	\$652,000				
Project Activities:	<p>The University of Florida – Institute of Police Technology and Management (IPTM) was awarded a subgrant to facilitate the Drug Recognition Expert (DRE) Program. The subgrant included DRE new certification training and required bi-annual re-certifications.</p> <p>During the subgrant period, statewide, 8 courses were conducted. There were a total of 127 students (11 new DRE, 81 DRE re-certifications, and 11 DRE instructor students). 63 were municipal officers, 42 were county officers, and 22 were state officers.</p> <p>The number of certified DREs in Florida on September 30, 2022, was 380 as compared to 376 on September 20, 2021. This represents an increase of 4 DREs over the course of the project. Their objective of 458 DREs was not met in part due to the continuing COVID-19 pandemic. During the subgrant period,</p>								

	<p>Florida lost 43 DREs. This was due to numerous causes including: promotion, leaving law enforcement, retirement, interstate transfer, and one due to a line of duty death about one month after becoming certified.</p> <p>During this project, 34 new DREs attended DRE courses. 32 of these were certified and two failed to sit for the Certification Knowledge Exam. Though much outreach has been conducted during this project to encourage officers to attend a DRE course, with some success, there are still hurdles that undermine these efforts, such as a fear of difficulty of the course, length of time away from work/family, and a perceived generally apathy toward impaired driving enforcement overall.</p> <p>To overcome these hurdles, several steps were taken to get the message to officers. These include: Identifying "shining stars" from SFST and ARIDE courses and making contact with those student's agency head to encourage attendance, active recruitment through those attending the DRE Preparatory course, active encouragement of current DREs to "sell" the program at every opportunity, to include use of a recent IACP DRE program video, active contact with agency heads of non-DRE agencies to explain program, benefits, and opportunity for reimbursement of costs incurred by the agency through the FDOT funding for overtime DRE call-outs, marketing through use of email, flyers, mailings, and an updated Fact Sheet provided to every non-DRE impaired driving course offered, as well as active liaison with the Florida Highway Patrol, the state's primary and largest traffic enforcement agency.</p> <p>A total of 81 DREs were trained during recertification sessions. 21 of these were in on-site classroom training sessions. 60 DREs were trained via online training. Due to many causes, the online version of the DRE recertification training seems to be growing in popularity among currently certified DREs.</p> <p>11 current DREs were trained as DRE Instructors during two courses, both held in Jacksonville, Florida. A final course was scheduled for late September 2022, with seven (7) DREs expressing interest. Two (2) ultimately did not have the prerequisite courses to attend, and three failed (3) to submit an application. Due to low interest and availability, the course was cancelled and the DREs approved to attend were directed to the next available course in the new subgrant cycle, pending FDOT funding.</p> <p>Lastly, during the subgrant period, IPTM continued to work toward implementing the call-out system funded under this objective. It was discovered that many agencies use their own internal systems, several of which would prohibit officers from adjoining jurisdictions from being called or permitted to conduct the evaluations. Generally, buy-in to a statewide call-out system was well received by the individual DREs, but support for this system was not as well received when brought to the command staff level.</p>
<b>Expenditures:</b>	<b>\$279,490</b>

University of North Florida - Institute of Police Technology and Management	Drug Recognition Expert (DRE) Preparatory Class	M5TR-2022-00162	405(d)	N/A	\$25,000
Project Activities:	The University of Florida – Institute of Police Technology and Management (IPTM) was awarded a subgrant to facilitate the Drug Recognition Expert (DRE) Preparatory Class. During the subgrant, 7 total courses were conducted in Jacksonville, Florida.				
	Training			Students Trained	
	Drug Recognition Expert (DRE) Preparatory Class			35	
Expenditures:	\$7,875				
University of North Florida—Institute of Police Technology and Management	DUI: Roadside to Courtroom	M5TR-2022-00172	405(d)	N/A	\$70,000
University of North Florida - Institute of Police Technology and Management	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	PT-2022-00150	402	\$36,000	\$36,000
Project Activities:	The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Energy Methods and Damage Analysis in Traffic Crash Reconstruction training to law enforcement personnel in Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Energy Methods and Damage Analysis in Traffic Crash Reconstruction training classes conducted throughout the State of Florida: in Miami Beach, Jacksonville, St. Petersburg. The training course had an overall satisfaction rating of 4.80 out of 5 and the total number of students trained during the subgrant period is provided below.				
	Training			Students Trained	
	Energy Methods and Damage Analysis in Traffic Crash Reconstruction			19	
Expenditures:	\$17,005				



University of North Florida - Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level I	PT-2022-00151	402	\$40,000	\$40,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Event Data Recorder Use in Traffic Crash Reconstruction – Level 1 training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 2 Event Data Recorder Use in Traffic Crash Reconstruction – Level 1 training classes conducted in Jacksonville Florida, with an overall average course rating of 4.90 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 793 1422 936"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Event Data Recorder Use in Traffic Crash Reconstruction – Level 1</td> <td>9</td> </tr> </tbody> </table>					Training	Students Trained	Event Data Recorder Use in Traffic Crash Reconstruction – Level 1	9
Training	Students Trained								
Event Data Recorder Use in Traffic Crash Reconstruction – Level 1	9								
Expenditures:	\$7,155								
University of North Florida - Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level II	PT-2022-00152	402	\$40,000	\$40,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Event Data Recorder Use in Traffic Crash Reconstruction – Level 2 training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 2 Event Data Recorder Use in Traffic Crash Reconstruction – Level 2 training classes conducted in Jacksonville Florida, with an overall average course rating of 4.87 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 1625 1422 1768"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Event Data Recorder Use in Traffic Crash Reconstruction – Level 2</td> <td>25</td> </tr> </tbody> </table>					Training	Students Trained	Event Data Recorder Use in Traffic Crash Reconstruction – Level 2	25
Training	Students Trained								
Event Data Recorder Use in Traffic Crash Reconstruction – Level 2	25								
Expenditures:	\$22,375								

University of North Florida - Institute of Police Technology and Management	Forensic Evidence from Crash Fatalities	PT-2022-00153	402	\$25,000	\$25,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Forensic Evidence from Crash Fatalities training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Forensic Evidence from Crash Fatalities training classes conducted throughout the State of Florida in Clearwater, North Pam Beach, and Plant City, with an overall average course rating of 4.82 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Forensic Evidence from Crash Fatalities</td> <td>34</td> </tr> </tbody> </table>					Training	Students Trained	Forensic Evidence from Crash Fatalities	34
Training	Students Trained								
Forensic Evidence from Crash Fatalities	34								
Expenditures:	\$20,230								
University of North Florida - Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	PT-2022-00160	402	\$40,000	\$40,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Human Factors in Traffic Crash Reconstruction training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Human Factors in Traffic Crash Reconstruction training classes conducted throughout the State of Florida in Jacksonville, Ft. Myers, and Miami, with an overall average course rating of 4.59 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Human Factors in Traffic Crash Reconstruction</td> <td>25</td> </tr> </tbody> </table>					Training	Students Trained	Human Factors in Traffic Crash Reconstruction	25
Training	Students Trained								
Human Factors in Traffic Crash Reconstruction	25								
Expenditures:	\$22,375								

University of North Florida - Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level I	PT-2022-00161	402	\$80,000	\$80,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Investigation of Motorcycle Crashes – Level 1 training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 1 Investigation of Motorcycle Crashes – Level 1 training classes conducted in Largo Florida, with an overall average course rating of 4.81 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="534 764 1422 873"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Investigation of Motorcycle Crashes – Level 1</td> <td>13</td> </tr> </tbody> </table>					Training	Students Trained	Investigation of Motorcycle Crashes – Level 1	13
Training	Students Trained								
Investigation of Motorcycle Crashes – Level 1	13								
Expenditures:	\$10,335								
University of North Florida - Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level II	PT-2022-00163	402	\$40,000	\$40,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Investigation of Motorcycle Crashes – Level 2 training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 2 Investigation of Motorcycle Crashes – Level 2 training classes conducted throughout the State of Florida in Largo and Coral Springs, with an overall average course rating of 4.29 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="534 1562 1422 1671"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Investigation of Motorcycle Crashes – Level 2</td> <td>16</td> </tr> </tbody> </table>					Training	Students Trained	Investigation of Motorcycle Crashes – Level 2	16
Training	Students Trained								
Investigation of Motorcycle Crashes – Level 2	16								
Expenditures:	\$14,320								

University of North Florida - Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	M5TR-2022-00154	405(d)	N/A	\$75,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE) training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 14 Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE) training classes conducted throughout the State of Florida in Davie, Altamonte Springs, North Palm Beach, Macclenny, Ocala, Panama City, Orlando, Groveland, Titusville, Naples, Ft. Myers, Ft. Pierce, and Panama City Beach, with an overall average course rating of 4.98 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 806 1430 951"> <thead> <tr> <th data-bbox="532 806 1190 877">Training</th> <th data-bbox="1190 806 1430 877">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="532 877 1190 951">Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)</td> <td data-bbox="1190 877 1430 951">284</td> </tr> </tbody> </table>					Training	Students Trained	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	284
Training	Students Trained								
Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	284								
Expenditures:	\$63,900								
University of North Florida - Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	M5TR-2022-00155	405(d)	N/A	\$45,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Medical Foundations of Visual Systems Testing training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Medical Foundations of Visual Systems Testing training classes conducted throughout the State of Florida in Orlando, Largo, and Jacksonville, with an overall average course rating of 4.96 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 1640 1414 1749"> <thead> <tr> <th data-bbox="532 1640 1179 1711">Training</th> <th data-bbox="1179 1640 1414 1711">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="532 1711 1179 1749">Medical Foundations of Visual Systems Testing</td> <td data-bbox="1179 1711 1414 1749">44</td> </tr> </tbody> </table>					Training	Students Trained	Medical Foundations of Visual Systems Testing	44
Training	Students Trained								
Medical Foundations of Visual Systems Testing	44								
Expenditures:	\$26,180								

University of North Florida - Institute of Police Technology and Management	Occupant Kinematics for the Traffic Crash Reconstructionist	PT-2022-00164	402	\$30,000	\$30,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Occupant Kinematics for the Traffic Crash Reconstructionist training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of courses. There was a total of 1 Occupant Kinematics for the Traffic Crash Reconstructionist classes conducted in Tampa Florida, with an overall average course rating of 5 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 762 1414 905"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Occupant Kinematics for the Traffic Crash Reconstructionist</td> <td>12</td> </tr> </tbody> </table>					Training	Students Trained	Occupant Kinematics for the Traffic Crash Reconstructionist	12
Training	Students Trained								
Occupant Kinematics for the Traffic Crash Reconstructionist	12								
Expenditures:	\$10,740								
University of North Florida - Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level I	PT-2022-00165	402	\$80,000	\$80,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Pedestrian/Bicycle Crash Investigation – Level 1 training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 4 Pedestrian/Bicycle Crash Investigation – Level 1 training classes conducted throughout the State of Florida in Dunedin, Ft. Lauderdale, and two in Jacksonville, with an overall average course rating of 4.87 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 1593 1438 1671"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Pedestrian/Bicycle Crash Investigation – Level 1</td> <td>40</td> </tr> </tbody> </table>					Training	Students Trained	Pedestrian/Bicycle Crash Investigation – Level 1	40
Training	Students Trained								
Pedestrian/Bicycle Crash Investigation – Level 1	40								
Expenditures:	\$31,800								

University of North Florida - Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level II	PT-2022-00166	402	\$40,000	\$40,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Pedestrian/Bicycle Crash Investigation – Level 2 training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 3 Pedestrian/Bicycle Crash Investigation – Level 2 training classes conducted throughout the State of Florida: Dunedin, Miami Beach, and Jacksonville. With an overall average course rating of 4.82 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 716 1442 793"> <thead> <tr> <th data-bbox="532 716 1198 751">Training</th> <th data-bbox="1198 716 1442 751">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="532 751 1198 793">Pedestrian/Bicycle Crash Investigation – Level 2</td> <td data-bbox="1198 751 1442 793">35</td> </tr> </tbody> </table>					Training	Students Trained	Pedestrian/Bicycle Crash Investigation – Level 2	35
Training	Students Trained								
Pedestrian/Bicycle Crash Investigation – Level 2	35								
Expenditures:	\$31,325								
University of North Florida - Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	FHTR-2022-00114	405(h)	N/A	\$400,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 35 Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices training classes conducted throughout the State of Florida, with an overall average course rating of 4.89 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 1493 1409 1633"> <thead> <tr> <th data-bbox="532 1493 1179 1562">Training</th> <th data-bbox="1179 1493 1409 1562">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="532 1562 1179 1633">Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices</td> <td data-bbox="1179 1562 1409 1633">497</td> </tr> </tbody> </table>					Training	Students Trained	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	497
Training	Students Trained								
Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	497								
Expenditures:	\$178,911								

University of North Florida - Institute of Police Technology and Management	Police Motorcycle Instructor	PT-2022-00167	402	\$75,000	\$75,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Police Motorcycle Instructor training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 2 Police Motorcycle Instructor training classes conducted in DeLand Florida, with an overall average course rating of 4.80 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="537 684 1409 793"> <thead> <tr> <th data-bbox="537 684 1179 753">Training</th> <th data-bbox="1179 684 1409 753">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="537 753 1179 793">Police Motorcycle Instructor</td> <td data-bbox="1179 753 1409 793">25</td> </tr> </tbody> </table>					Training	Students Trained	Police Motorcycle Instructor	25
Training	Students Trained								
Police Motorcycle Instructor	25								
Expenditures:	\$37,500								
University of North Florida - Institute of Police Technology and Management	Sobriety Checkpoint Operations	M5TR-2022-00157	405(d)	N/A	\$30,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Sobriety Checkpoint Operations training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of courses. There was a total of 0 Sobriety Checkpoint Operations training classes conducted throughout the State of Florida. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="537 1423 1409 1533"> <thead> <tr> <th data-bbox="537 1423 1192 1493">Training</th> <th data-bbox="1192 1423 1409 1493">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="537 1493 1192 1533">Sobriety Checkpoint Operations</td> <td data-bbox="1192 1493 1409 1533">0</td> </tr> </tbody> </table>					Training	Students Trained	Sobriety Checkpoint Operations	0
Training	Students Trained								
Sobriety Checkpoint Operations	0								
Expenditures:	\$0								

University of North Florida - Institute of Police Technology and Management	Traffic Crash Reconstruction- Level II	PT-2022-00169	402	\$40,000	\$40,000
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Traffic Crash reconstruction – Level 2 training to law enforcement personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of 2 Traffic Crash reconstruction – Level 2 training classes conducted throughout the State of Florida in Largo and Jacksonville, with an overall average course rating of 4.81 out of 5. The total number of students trained during the subgrant period is provided below.</p>				
Expenditures:	\$12,530				

Training	Students Trained
Traffic Crash reconstruction – Level 2	14





# SPEEDING AND AGGRESSIVE DRIVING

## DESCRIPTION OF THE PROBLEM

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

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

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

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

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

## LINKAGE BETWEEN PROGRAM AREAS

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

# MAP OF SPEEDING AND AGGRESSIVE DRIVING PROJECT LOCATIONS

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



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

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

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

**Budget:** ~~\$2,669,500~~ \$3,439,000

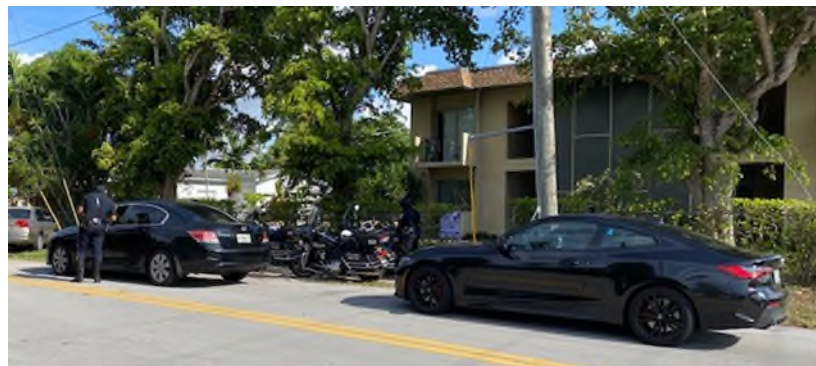
Agency	Project Name	Project Number	Local Benefit	Budget
Alachua County Sheriff's Office	Alachua County Sheriff's Office Interstate Project	SC-2022-00349	\$65,000	\$65,000
<b>Project Activities:</b>	The Alachua County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Alachua County Sheriff's Office strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 29% in crashes and 15% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of over 534 overtime hours were performed and 1,264 contacts were made, along with 6 safety belt citations and 1,050 speeding citations issued. The Alachua County Sheriff's Office also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	\$53,062			

<b>Apopka Police Department</b>	<b>Heavy Enforcement of Aggressive Traffic</b>	<b>SC-2022-00031</b>	<b>\$49,000</b>	<b>\$49,000</b>
<b>Project Activities:</b>	The Apopka Police Department (APD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. APD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a reduction of 17% in crashes and 50% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,077 overtime hours were performed and 2,428 contacts were made, along with 17 safety belt citations, 3 impaired driving arrest, and 1,081 speeding citations issued. Message boards were utilized to educate the public on enforcement waves, while social media posts were utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$48,956</b>			
<b>Bay County Sheriff's Office</b>	<b>Speed and Aggressive Driving Subgrant</b>	<b>SC-2022-00021</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities:</b>	The Bay County Sheriff's Office (BCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. BCSO strived to reduce crashes and fatalities by 5% and ended with an increase of 40.5% in fatalities and a decrease of 9% in injuries relating to speeding and aggressive driving from the previous year. BCSO issued 12 safety belt citations, 4 impaired driving arrests, and 167 speeding citations. Message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the subgrant period. The agency participated in local Community Traffic Safety Team meetings, Law Enforcement Liaison meetings, and in many traffic safety campaigns. Deputies facilitated presentations at local high schools and community events, relaying the importance of driving safely and the dangers of speeding.			
<b>Expenditures:</b>	<b>\$40,518</b>			
<b>Boynton Beach Police Department</b>	<b>Boynton Beach Speed and Aggressive Driving</b>	<b>SC-2022-00222</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities:</b>	The Boynton Beach Police Department (BBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. BBPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 63.42% in total crashes, 50.48% in injury-related crashes, and 177.78% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 567.5 overtime hours were used to conduct 59 enforcement operations with 1,347 contacts made, 17 safety belt citations issued, 802 speeding citations issued, and 3,167 FDOT speeding materials shared. Social media was utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$49,035</b>			

<b>Bradenton Police Department</b>	<b>Lets Not Meet By Speed</b>	<b>SC-2022-00291</b>	<b>\$35,000</b>	<b>\$35,000</b>
<b>Brevard County Sheriff's Office</b>	<b>Brevard County Sheriff's Office Interstate Speed Project</b>	<b>SC-2022-00352</b>	<b>\$73,000</b>	<b>\$73,000</b>
<b>Project Activities:</b>	The Brevard County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 490 overtime hours were performed to conduct 50 enforcement operations with 220 contacts made, 21 safety belt citations issued, 492 speeding citations issued, and over 50 FDOT speeding materials shared. The Brevard County Sheriff's Office also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	<b>\$70,414</b>			
<b>Broward Sheriff's Office</b>	<b>Broward Aggressive Driving and Speeding Enforcement (BASE) Program</b>	<b>SC-2022-00038</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>Project Activities:</b>	The Broward Sheriff's Office (BSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. Over the subgrant period, a total of 86 enforcement operations were conducted with 5,775 contacts made, 333 safety belt citations, 2,182 speeding citations, and 2,500 speeding materials shared. Social media was also utilized to spread awareness throughout the project period. A total of 5 posts were created and published on all social media platforms to educate the public on the enforcement and dangers of speeding.			
<b>Expenditures:</b>	<b>\$198,945</b>			



Cape Coral Police Department	Cape Coral Speed and Aggressive Driving Enforcement	SC-2022-00008	\$86,500	\$86,500
<b>Project Activities:</b>	The Cape Coral Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. Cape Coral Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 33% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 818.82 overtime hours were performed to conduct 19 enforcement operations with 1,232 contacts made, 8 safety belt citations issued, 27 impaired arrests, and 178 speeding citations issued. Press releases were utilized to spread awareness throughout the subgrant period. A total of 90 press releases and/or Ping4Alerts were created and published along with social media posts on all platforms to educate the public on enforcement and dangers of speeding. Message boards were utilized to educate the public on enforcement waves, while social media posts were utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	\$86,500			
Charlotte County Sheriff's Office	Charlotte County Sheriff's Office Interstate Speed Project	SC-2022-00344	\$100,000	\$100,000
<b>Project Activities:</b>	The Charlotte County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 1,004.50 overtime hours were performed to conduct 27 enforcement operations with 7 safety belt citations issued, 2 impaired driving arrests, 1,438 speeding citations issued, and over 200 FDOT speeding materials shared. There were also several drug arrests made for possession of synthetic cannabinoids, cocaine, methylenedioxy-methamphetamine (MDMA), as well as numerous traffic arrests for other miscellaneous law violations. The Charlotte County Sheriff's Office also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	\$63,554			





Citrus County Sheriff's Office	Just Drive Citrus	SC-2022-00019	\$120,000	\$120,000
Project Activities:	The Citrus County Sheriff's Office (CCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. CCSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 40% in fatalities and 25% in serious injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 1,098 overtime hours were performed with 1,965 contacts made and FDOT speeding materials shared, along with 74 safety belt citations, 2 impaired driving arrests, and 1,235 speeding citations being issued. Message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the subgrant period.			
Expenditures:	\$119,942			
City of Daytona Beach Police Department	Obey the Sign or Pay the Fine- Addressing Speed and Aggressive Driving	SC-2022-00017	\$50,000	\$50,000
City of Miami Police Department	Speed and Aggressive Driving Enforcement Saturation Patrol Project	SC-2022-00236	\$270,000	\$270,000
Project Activities:	The City of Miami Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The City of Miami Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 29.84% in crashes and 19.16% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 267 enforcement operations conducted with 6,947 contacts made, 366 safety belt citations, 1 impaired driving arrest, and 2,137 speeding citations issued. Social media was utilized to educate the public on enforcement and the dangers of speeding.			
Expenditures:	\$267,393			
Collier County Sheriff's Office	Collier County SO Interstate Speed Project	SC-2022-00343	\$100,000	\$100,000
Project Activities:	The Collier County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 566.20 overtime hours were performed to conduct 69 enforcement operations with 1,658 contacts made, 66 safety belt citations issued, 1,438 speeding citations issued, and 224 FDOT speeding materials shared. The Collier County Sheriff's Office also participated in the Southern Slow Down campaign.			
Expenditures:	\$45,924			

<b>Delray Beach Police Department</b>	<b>Delray Beach Police Speed and Aggressive Driving Enforcement Program</b>	<b>SC-2022-00188</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities:</b>	The Delray Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Delray Beach Police Department strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 100% in fatalities, 88% in injuries, but an increase of 111% in total crashes. Over the subgrant period, a total of 317 enforcement operations conducted with 2,649 contacts made, 175 safety belt citations, 6 impaired driving arrest, and 356 speeding citations issued. Message board(s) were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$50,000</b>			
<b>DeSoto County Sheriff's Office</b>	<b>Speed and Aggressive Driving Subgrant</b>	<b>SC-2022-00308</b>	<b>\$37,000</b>	<b>\$37,000</b>
<b>Project Activities:</b>	The DeSoto County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. DeSoto County Sheriff's Office strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 6% in crashes, and 100% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 123.5 overtime hours were performed to conduct 18 enforcement operations with 110 contacts made, 65 speeding citations issued, and 78 FDOT speeding materials shared. A total of 5 social media posts were published on the agency's social media platforms.			
<b>Expenditures:</b>	<b>\$3,209</b>			
<b>Florida Department of Agriculture and Consumer Services</b>	<b>FDACS Agricultural Law Enforcement Interstate Speed Enforcement Project</b>	<b>SC-2022-00348</b>	<b>\$85,000</b>	<b>\$85,000</b>
<b>Project Activities:</b>	The Florida Department of Agriculture and Consumer Services was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 58.5 overtime hours were performed to conduct 37 enforcement operations with 147 contacts made and 147 speeding citations issued. The Florida Department of Agriculture and Consumer Services also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	<b>\$37,933</b>			

<b>Hillsborough County Sheriff's Office</b>	<b>Speed: Know Your Limits</b>	<b>SC-2022-00028</b>	<b>\$125,000</b>	<b>\$125,000</b>
<b>Project Activities:</b>	The Hillsborough County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Hillsborough County Sheriff's Office strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with an increase of 1.6% in crashes and 77% in fatalities. Over the subgrant period, a total of 64 enforcement operations were conducted with 3,120 contacts made, 40 safety belt citations, 331 speeding citations issued, and 16 FDOT speeding materials shared. Message board(s) were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$122,087</b>			
<b>Holly Hill Police Department</b>	<b>Speed and Aggressive Driving</b>	<b>SC-2022-00040</b>	<b>\$40,000</b>	<b>\$40,000</b>
<b>Project Activities:</b>	The Holly Hill Police Department (HHPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. HHPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 21% in crashes and 100% in injuries, but an increase of 200% in fatalities relating to speeding and aggressive driving. HHPD issued 178 speeding citations during the subgrant period and social media was utilized to help spread awareness. The agency also participated in local Neighborhood Watch Meetings to educate the public on speeding related issues.			
<b>Expenditures:</b>	<b>\$16,504</b>			
<b>Hollywood Police Department</b>	<b>Speed and Aggressive Driving Enforcement</b>	<b>SC-2022-00279</b>	<b>\$60,000</b>	<b>\$60,000</b>
<b>Project Activities:</b>	The Hollywood Police Department (HPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. HPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 13% in injuries, but an increase of 10% in crashes and 9% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 156 enforcement operations were conducted with 874 contacts made, 5 safety belt citations, and 470 speeding citations issued. Message board(s) were utilized to educate the public on enforcement waves. The agency also participated in local Community Association Meetings to educate the public on speeding related issues.			
<b>Expenditures:</b>	<b>\$58,756</b>			

Lake City Police Department	Strategic Traffic Enforcement Program for Speed and Aggressive Driving	SC-2022-00189	\$40,000	\$40,000
Project Activities:	The Lake City Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Lake City Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 29% in crashes, but an increase of 50% in fatalities and 33% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 96 enforcement operations conducted with 825 contacts made, 8 safety belt citations, 6 impaired driving arrests, and 65 speeding citations issued. Social media was utilized to spread awareness throughout the subgrant period.			
Expenditures:	\$27,703			
Lauderhill Police Department	Addressing Aggressive Driving Through Community Engagement and Enforcement	SC-2022-00247	\$104,000	\$104,000
Project Activities:	The Lauderhill Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. Lauderhill Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 42% in crashes relating to speeding and aggressive driving. Over the subgrant period, a total of 470.50 overtime hours were performed to conduct 26 enforcement operations with 752 contacts made, and 326 FDOT speeding materials shared, along with 75 safety belt citations, and 731 speeding citations. Message board(s) were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the subgrant period.			
Expenditures:	\$57,755			
Live Oak Police Department	Speed and Aggressive Driving	SC-2022-00111	\$20,000	\$20,000
Project Activities:	The Live Oak Police Department (LOPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. LOPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 33% in crashes related to speeding and aggressive driving. Over the subgrant period, a total of 245 overtime hours were performed to conduct 53 enforcement operations with 539 contacts made and 539 FDOT speeding materials shared, along with 7 safety belt citations, one impaired driving arrest, and 82 speeding citations. Message board(s) were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the subgrant period.			
Expenditures:	\$3,443			

<b>Madison County Sheriff's Office</b>	<b>Madison County Sheriff's Office Interstate Speed Project</b>	<b>SC-2022-00354</b>	<b>\$45,000</b>	<b>\$45,000</b>
<b>Project Activities:</b>	The Madison County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 719 overtime hours were performed to conduct an average of 12 enforcement operations per month with 46 safety belt citations and 147 speeding citations issued. Madison County Sheriff's Office also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	<b>\$44,075</b>			
<b>Marion County Sheriff's Office</b>	<b>Marion County Sheriff's Office Interstate Speed Project</b>	<b>SC-2022-00355</b>	<b>\$55,000</b>	<b>\$55,000</b>
<b>Project Activities:</b>	The Marion County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 12 enforcement operations with 148 contacts made, 8 safety belt citations issued, and 85 speeding citations issued. Marion County Sheriff's Office also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	<b>\$32,680</b>			
<b>Miami Beach Police Department</b>	<b>Speed and Aggressive Driving Initiative</b>	<b>SC-2022-00124</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities:</b>	The Miami Beach Police Department (MBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. MBPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with an increase of 37% in crashes, while fatalities remained unchanged from previous years relating to speeding and aggressive driving. Over the subgrant period, a total of 46 enforcement operations were conducted with 1,549 contacts made, 23 safety belt citations, 495 speeding citations issued, and 998 speed-related written warnings issued. Message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$73,226</b>			

<b>Monroe County Sheriff's Office-City of Marathon</b>	<b>Speed and Aggressive Driving</b>	<b>SC-2022-00043</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities:</b>	The Monroe County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details within the City of Marathon. The Monroe County Sheriff's Office-City of Marathon strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 17% in crashes, but fatalities and injuries remained unchanged relating to speeding and aggressive driving. Over the subgrant period, a total of 1,532 overtime hours were performed to conduct 67 enforcement operations, with 2,486 contacts made, 93 safety belt citations, 16 impaired driving arrest, and 1,555 speeding citations issued. Message boards and social media was utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$100,000</b>			
<b>North Port Police Department</b>	<b>North Port PD Interstate Speed Project</b>	<b>SC-2022-00342</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities:</b>	The North Port Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 14 enforcement operations with 1,282 contacts made, 11 safety belt citations, 1 impaired arrest, and 872 speeding citations issued. North Port Police Department also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	<b>\$77,772</b>			
<b>Ocala Police Department</b>	<b>Speed and Aggressive Driving Program</b>	<b>SC-2022-00181</b>	<b>\$21,000</b>	<b>\$21,000</b>
<b>Project Activities:</b>	The Ocala Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Ocala Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 15% in crashes and 59% in injuries, but an increase of 25% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 15.25 overtime hours were performed to conduct 5 enforcement operations with 30 contacts made and 1 speeding citation issued. Social media was utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$8,531</b>			

<b>Orlando Police Department</b>	<b>Orlando PD Interstate Speed Project</b>	<b>SC-2022-00345</b>	<b>\$60,000</b>	<b>\$60,000</b>
<b>Project Activities:</b>	The Orlando Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 270 overtime hours were performed to conduct 50 enforcement operations with 523 contacts made, 1 safety belt citation, 147 speeding citations issued and 444 FDOT speeding materials shared. Orlando Police Department also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	<b>\$29,161</b>			
<b>Palm Bay Police Department</b>	<b>"Know Your Limits" Aggressive Driving and Speed Initiative</b>	<b>SC-2022-00113</b>	<b>\$44,000</b>	<b>\$44,000</b>
<b>Project Activities:</b>	The Palm Bay Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Palm Bay Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with an increase of 6% in crashes and 24% in injuries, with fatalities remaining unchanged relating to speeding and aggressive driving. Over the subgrant period, a total of 704 overtime hours were performed to conduct 42 enforcement operations with 830 contacts made, 6 safety belt citations, 7 impaired driving arrests, and 355 speeding citations issued. Social media and in-person school seminars were utilized to spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$32,828</b>			
<b>Palm Beach County Sheriff's Office</b>	<b>Palm Beach County Speed and Aggressive Driving Strategy</b>	<b>SC-2022-00227</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities:</b>	The Palm Beach County Sheriff's Office (PBCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The PBCSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 12% in injuries, but an increase of 3% in crashes and 22% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 16 enforcement operations were conducted with 1,786 contacts made, 60 safety belt citations, and 1,090 speeding citations issued. Press release(s) and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$74,712</b>			

Palm Beach Gardens Police Department	Palm Beach Gardens Police Department Speed and Aggressive Driving Initiative	SC-2022-00268	\$35,000	\$35,000
Project Activities:	The Palm Beach Gardens Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Palm Beach Gardens Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 100% in fatalities and 18% in injuries, but an increase of 28% in crashes relating to speeding and aggressive driving. Over the subgrant period, a total of 104.5 overtime hours were performed to conduct 18 enforcement operations with 736 contacts made, 24 safety belt citations, 8 impaired driving arrests, and 179 speeding citations issued. Speed Measurement/Message Board Combo Trailers and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
Expenditures:	\$34,814			
Panama City Beach Police Department	Targeted Enforcement Against Speed and Aggressive Driving	SC-2022-00240	\$25,000	\$25,000
Project Activities:	The Panama City Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Panama City Beach Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with an increase of 44% in crashes, 50% in fatalities, and 118% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 39 enforcement operations were conducted, with 327 contacts made, 12 safety belt citations, 2 impaired driving arrests, and 123 speeding citations issued. Message boards were utilized to educate the public on enforcement waves and dangers of speeding.			
Expenditures:	\$9,201			





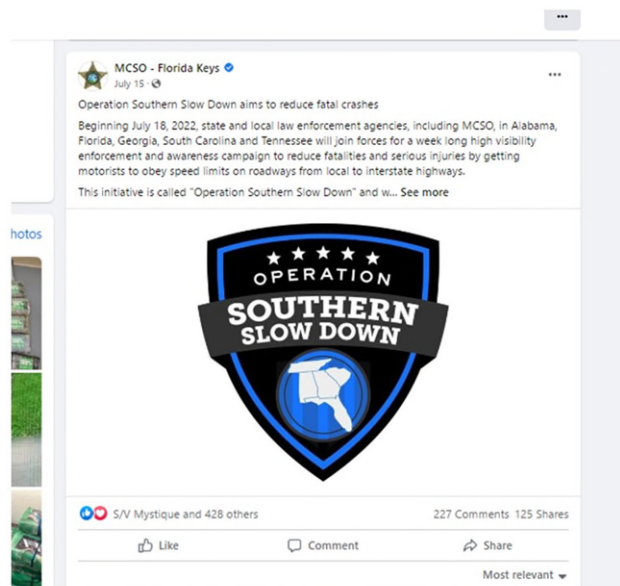
<b>Panama City Police Department</b>	<b>Speed and Aggressive Driving Reduction</b>	<b>SC-2022-00310</b>	<b>\$48,500</b>	<b>\$48,500</b>
<b>Project Activities:</b>	The Panama City Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Panama City Police Department strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 12% in crashes and 33% in injuries, but an increase of 500% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 809 overtime hours were performed to conduct 39 enforcement operations, with 1,564 contacts made, 10 safety belt citations, and 493 speeding citations issued. A subgrant-funded Speed Measurement and Message Boards Combo Trailer was utilized to educate the public on enforcement waves and 3 outreach events were conducted.			
<b>Expenditures:</b>	<b>\$46,851</b>			
<b>Pinellas County Sheriff's Office</b>	<b>Strategic Policing through Education and Enforcement for Drivers (SPEED)</b>	<b>SC-2022-00045</b>	<b>\$125,000</b>	<b>\$125,000</b>
<b>Project Activities:</b>	The Pinellas County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Pinellas County Sheriff's Office strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 2.7% in crashes, but an increase of 19.7% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,546.2 overtime hours were performed to conduct 123 enforcement operations, with 2,540 contacts made, 15 safety belt citations, 4 impaired driving arrests, and 826 speeding citations issued. Press release(s) and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$108,764</b>			
<b>Pinellas Park Police Department</b>	<b>Speed Enforcement Program</b>	<b>SC-2022-00112</b>	<b>\$69,500</b> <b>\$81,000</b>	<b>\$69,500</b> <b>\$81,000</b>
<b>Project Activities:</b>	The Pinellas Park Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Pinellas Park Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 25% in fatalities, but an increase of 6% in crashes and 50% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 541 enforcement operations were conducted, with 1,949 contacts made, 32 safety belt citations, 2 impaired driving arrests, and 592 speeding citations issued. A subgrant-funded message board was utilized to educate the public on enforcement waves and the dangers of speeding.			
<b>Expenditures:</b>	<b>\$79,096</b>			

<b>Santa Rosa Sheriff's Office</b>	<b>Law Enforcement Speeding Solution (LESS) Program</b>	<b>SC-2022-00002</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities:</b>	The Santa Rosa Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Santa Rosa Sheriff's Office strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 2.7% in crashes, but an increase of 19.7% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,546.2 overtime hours were performed to conduct 123 enforcement operations, with 2,540 contacts made, 15 safety belt citations, 4 impaired driving arrests, and 826 speeding citations issued. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$49,966</b>			
<b>Sarasota County Sheriff's Office</b>	<b>Slow Down Sarasota 2022</b>	<b>SC-2022-00340</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities:</b>	The Sarasota County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Sarasota County Sheriff's Office strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with an increase of 28% in crashes, 4% in fatalities, and 53% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 51 enforcement operations were conducted, with 998 contacts made, 47 safety belt citations, 1 impaired driving arrest, and 651 speeding citations issued. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$50,931</b>			
<b>Seminole County Sheriff's Office</b>	<b>Seminole SO Interstate Speed Project</b>	<b>SC-2022-00350</b>	<b>\$60,000</b>	<b>\$60,000</b>
<b>Project Activities:</b>	The Seminole County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 60 enforcement operations were conducted, with 483 contacts made, 100 safety belt citations, 12 impaired driving arrests, and 352 speeding citations issued. The Seminole County Sheriff's Office also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	<b>\$46,713</b>			

<b>Sarasota Police Department</b>	<b>Speed and Aggressive Driving Subgrant</b>	<b>SC-2022-00183</b>	<b>\$83,000</b>	<b>\$83,000</b>
<b>Project Activities:</b>	The Sarasota Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Sarasota Police Department strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 2.7% in crashes, but an increase of 19.7% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,546 overtime hours were performed to conduct 123 enforcement operations, with 2,540 contacts made, 15 safety belt citations, 4 impaired driving arrests, and 826 speeding citations issued. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$58,857</b>			
<b>Sebring Police Department</b>	<b>Speed and Aggressive Driving Subgrant</b>	<b>SC-2022-00272</b>	<b>\$21,000</b>	<b>\$21,000</b>
<b>Project Activities:</b>	The Sebring Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Sebring Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 25% in crashes and 100% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 10 enforcement operations were conducted, with 176 contacts made, 4 safety belt citations, 77 speeding citations issued, and 177 FDOT safety materials shared. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$12,265</b>			
<b>Sunrise Police Department</b>	<b>Speed and Aggressive Driving Initiative</b>	<b>SC-2022-00127</b>	<b>\$40,000</b>	<b>\$40,000</b>
<b>Project Activities:</b>	The Sunrise Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Sunrise Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 39% in crashes, 70% in fatalities, and 9% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 35 enforcement operations were conducted, with 936 contacts made, 12 safety belt citations, 757 speeding citations issued, and 179 FDOT safety materials shared. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$40,000</b>			

<b>Tampa International Airport Police Department</b>	<b>Speed and Aggressive Driving Subgrant</b>	<b>SC-2022-00170</b>	<b>\$35,000</b>	<b>\$35,000</b>
<b>Project Activities:</b>	The Tampa International Airport Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Tampa International Airport Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 54% in crashes and 100% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 68 enforcement operations were conducted, with 967 contacts made, 1 safety belt citation, 331 speeding citations issued, and 499 FDOT safety materials shared. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$34,310</b>			
<b>Tampa Police Department</b>	<b>Operation Safe Travels</b>	<b>SC-2022-00179</b>	<b>\$190,000</b>	<b>\$190,000</b>
<b>Project Activities:</b>	The Tampa Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Tampa Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 10% crashes, 36% in injuries, but an increase of 7% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 2,420 overtime hours were performed to conduct 149 enforcement operations, with 4,329 contacts made, 20 safety belt citations, 1 impaired driving arrest, 1,996 speeding citations issued, and 3,434 FDOT safety materials shared. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$185,165</b>			
<b>Titusville Police Department</b>	<b>Titusville PD Interstate Speed Project</b>	<b>SC-2022-00347</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities:</b>	The Titusville Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 9 enforcement operations were conducted with 160 contacts made and 11 speeding citations issued. Titusville Police Department also participated in the Southern Slow Down campaign.			
<b>Expenditures:</b>	<b>\$8,330</b>			

<b>West Miami Police Department</b>	<b>Speed and Aggressive Driving Subgrant</b>	<b>SC-2022-00263</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities:</b>	The West Miami Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The West Miami Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 71% in crashes with no injuries or fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 92.5 overtime hours were performed to conduct 14 enforcement operations, with 81 safety belt citations and 168 speeding citations issued. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$14,042</b>			
<b>West Palm Beach Police Department</b>	<b>Speed and Aggressive Driving</b>	<b>SC-2022-00053</b>	<b>\$116,000</b>	<b>\$116,000</b>
<b>Project Activities:</b>	The West Palm Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The West Miami Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 37% in fatalities and 6.9% relating to speeding and aggressive driving. Over the subgrant period, a total of 37 enforcement operations were conducted, with 1,886 contacts made, 25 safety belt citations, 1 impaired driving arrest, and 842 speeding citations issued. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$94,558</b>			



# TEEN DRIVER SAFETY

## DESCRIPTION OF THE PROBLEM

As any parent knows, handing the car keys to a new driver is a proud yet terrifying experience. Florida has over 800,000 registered teen drivers, age 15 to 19. Teen drivers are involved in approximately 85,000 crashes resulting in over 200 fatalities and 2,000 serious injuries each year. Nationally, drivers aged 16 and 17 have the highest crash rates of any age group.

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

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

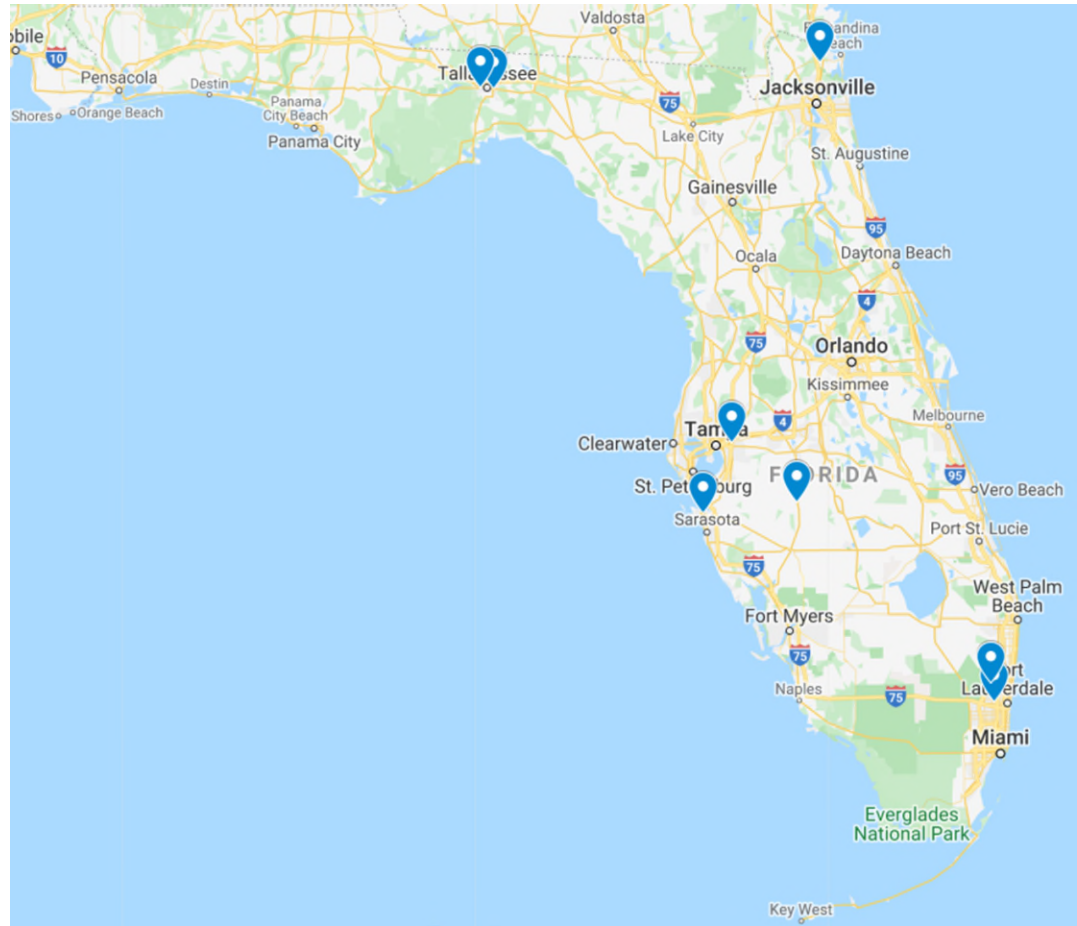
## LINKAGE BETWEEN PROGRAM AREAS

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



# MAP OF TEEN DRIVER SAFETY PROJECT LOCATIONS

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



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

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

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

**Budget:** ~~\$210,500~~ \$203,000

Agency	Project Name	Project Number	Local Benefit	Budget
<del>Apopka Police Department</del>	<del>Apopka Reinforces Teen Safety</del>	<del>TSP-2022-00033</del>	<del>\$7,500</del>	<del>\$7,500</del>
City of Plantation Police Department	Teen Driver Safety	TSP-2022-00245	\$33,000	\$33,000
<b>Project Activities:</b>	The City of Plantation Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. The City of Plantation Police Department strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 3% in crashes, 12% in fatalities, and 12% in injuries relating to teen driving. Over the subgrant period, a total of 33 enforcement operations were conducted, with 890 contacts made, 15 safety belt citations, 137 speeding citations issued, and 970 FDOT safety materials shared. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$32,994</b>			

<b>Coral Springs Police Department</b>	<b>Teen Driver Safety</b>	<b>TSP-2022-00252</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities:</b>	The Coral Springs Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. The Coral Springs Police Department strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 1% in crashes, but an increase of 67% in injuries relating to teen driving. Over the subgrant period, a total of 383.50 overtime hours were performed to conduct 78 enforcement operations, with 933 contacts made, 46 safety belt citations, 622 speeding citations issued, and 933 FDOT safety materials shared. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures:</b>	<b>\$25,000</b>			
<b>Hillsborough County Sheriff's Office</b>	<b>Teen Driver Education and Enforcement Operation</b>	<b>TSP-2022-00026</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities:</b>	The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. HCSO strived to reduce crashes and fatalities by 3% during the subgrant period and ended with a reduction of .44% in crashes, but an increase of 13.2% in fatalities relating to teen driving. Over the subgrant period, an average of 5.75 enforcement operations were conducted. There were 2,871 contacts made, 2,388 verbal warnings, 128 safety belt citations, and 207 speeding citations issued. Message boards and social media posts focused on program presentations and new laws were utilized to educate and inform teen drivers about safety. Deputies participated in outreach at local high schools relaying the importance of driving safely.			
<b>Expenditures:</b>	<b>\$94,342</b>			

<b>Nassau County Sheriff's Office</b>	<b>Teens Avoiding Disaster</b>	<b>TSP-2022-00100</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Project Activities:</b>	The Nassau County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. The Nassau County Sheriff's Office strived to reduce crashes and fatalities by 3% during the subgrant period and ended with a reduction of 4% in crashes, 57% in fatalities, and 71% in injuries relating to teen driving. Over the subgrant period, a total of 14 enforcement operations were conducted. There were 855 contacts made, 549 written warnings, 25 safety belt citations, 4 impaired driving, and 189 speeding citations issued. Social media posts focused on program presentations and new laws were utilized to educate and inform teen drivers about safety. Deputies participated in outreach at local high schools relaying the importance of driving safely.			
<b>Expenditures:</b>	<b>\$16,230</b>			
<b>Wauchula Police Department</b>	<b>Teen Driver Safety</b>	<b>TSP-2022-00228</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Project Activities:</b>	The Wauchula Police Department (WPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. Over the subgrant period, a total of 329.5 overtime hours were performed to conduct 45 enforcement operations. There were 302 contacts made, 276 warnings 7 speeding citations, and 850 educational materials shared at traffic stops. There was a total of 18 social media posts utilized to educate and inform teen drivers about safety and promote the Agency's 3 Teen Driver Courses.			
<b>Expenditures:</b>	<b>\$13,936</b>			

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<b>Agency:</b>	Florida Department of Highway Safety and Motor Vehicles
<b>Project Name:</b>	Teen Driver Safety - Drive with CARE
<b>Project Number:</b>	TSP-2022-00084
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	<del>\$32,000</del> -\$55,000
<b>Project Description:</b>	<p>The Florida Department of Highway Safety and Motor Vehicles will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, GDL restrictions, violation penalties, courteous vs. aggressive driving, alert vs. distracted driving, impaired driving, and safety belt usage. The goal of the program is to reach teens during the graduated licensing stage to impart an understanding of safe driving skills and behaviors as well as the consequences of making risky, unsafe driving decisions. This will be accomplished by providing printed guides, posters, parent/teen logs, teen/parent driving agreements, various educational materials, digitally creative files to partnered organizations, presentations, and outreach events.</p>
<b>Budget:</b>	<del>\$32,000</del> -\$55,000
<b>Project Activities:</b>	<p>FLHSMV was awarded a subgrant to continue the facilitation of the Teen Driver Safety program. This multicultural, interactive teen outreach program was designed to explain teen driving laws and GDL requirements and restrictions, which addresses the importance of developing positive driving skills and behaviors. The program also educates parents about their responsibility to coach and monitor their novice drivers and emphasizes the importance of remaining actively involved during and after the completion of Florida's GDL requirements.</p> <p>Two-hundred and thirty-two (232) outreach events were held during which time 7,274 older teens participated in various hands-on activities. Outreach was conducted at a total of 40 schools in 21 counties, including six priority counties. Over 7,695 teen safe driving materials were distributed through outreach activities. Surveys were conducted using materials purchased through the subgrant to assess the effectiveness of the presentations, so that modifications can be made, if necessary, to ensure a rating of 3.5 or higher on a</p>

scale of 1-4. The survey results showed an overall average of 3.9, thus exceeding this goal.

Expenditures: \$25,366

The image displays a promotional graphic for the DRIVEwithCARE program. At the top, a dark blue banner contains the text "DRIVEwithCARE" in white. Below this is a red and white horizontal bar. The central part of the graphic features the FLHSMV logo, which includes a stylized road icon and the text "FLHSMV" and "FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES". To the left of the logo is a cartoon illustration of a woman with orange hair saying "Hi.". To the right is the FDOT logo with the text "Funded by FDOT". On the far right, a vertical grey bar contains the acronym "CARE" with each letter in a separate box: "C" for Courtesy, "A" for Attention, "R" for Responsibility, and "E" for Experience. Below the "E" is the text "DRIVE WITH CARE" and the website "WWW.FLHSMV.GOV/TEENS".

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

**Project Name:** Florida Teen Traffic Safety

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

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** ~~\$325,000~~ ~~\$432,676~~ \$496,000

**Project Activities:** The District Board of Trustees of Tallahassee Community College were awarded a subgrant for the statewide teen traffic safety activities of The Florida Teen Safe Driving Coalition (FTSDC). FTSDC is made up of public and private groups working together on teen traffic safety, including Graduation Driver Licensing (GDL) awareness education. The coalition focuses on increasing traffic safety awareness amongst teens and adults through the creation and dissemination of peer-focused educational materials.

During the subgrant year, FTSDC held 4 quarterly in-person coalition meetings. During these meetings, strategic plan objectives, performance, and evaluations were discussed and updated. The

total number of coalition members averaged 32 official members. The coalition created unique pieces of teen traffic safety educational materials on different traffic-related topics. The FTSDC website was utilized to provide up-to-date teen driver traffic-related resources. During the project period, there was a 131.52% increase in unique visitors and a 109.72% increase in unique page views from the prior year. Social media was utilized to conduct outreach with results of a gain of 217 new followers, a reach of 108,874 people, 177 posts, 1,976 likes, 45 comments, and 281 shares across platforms. Materials purchased throughout the subgrant period helped to expand on the impact of the coalition throughout the State.

There was a total of 59 presentations given across 6 weeks during the Scheduled Weeks of Awareness and as a result, a total student reach of 15,875. These presentations were focused on locations that were listed in the Top 25% of the FDOT Highway Safety Matrix for Teen Drivers.

Expenditures: \$415,781

## Is Your Parent an Unsafe Driver?

HELP THEM MAKE SAFER CHOICES

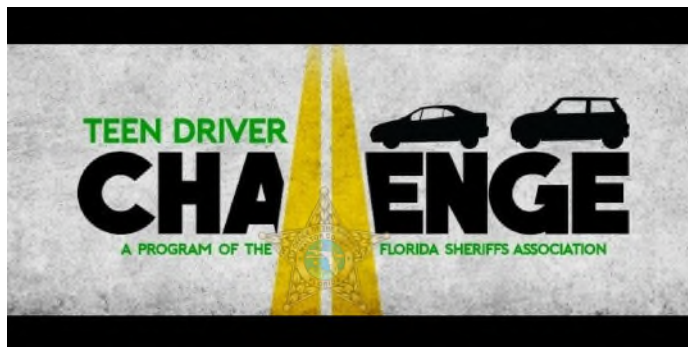
Order the FREE kit!





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<b>Agency:</b>	Manatee County Sheriff's Office
<b>Project Name:</b>	Teen Driver Education and Enforcement Operation
<b>Project Number:</b>	TSP-2022-00320
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$15,000
<b>Project Description:</b>	The Manatee County Sheriff's Office will educate and train teen/young drivers through the Teen Driver Challenge (TDC) program created by the Florida Sheriff's Association in 2007. Licensed teens ages 16-19 in Manatee County will have the opportunity to take a post-licensure or second-tier driver education program, free of charge. Funding will be used to pay law enforcement overtime to meet the goal of the program, which is to educate the teens of Manatee County and help reduce the rate of fatalities, crashes, and injuries amongst teen drivers in the area.
<b>Budget:</b>	<b>\$15,000</b>
<b>Project Activities:</b>	The Manatee County Sheriff's Office (MCSO) was awarded a subgrant to conduct the Teen Driver Challenge (TDC) program created by the Florida Sheriff's Association within their jurisdiction. There was a total of three out of the required four TDC courses scheduled, advertised, and conducted in completion to licensed teen/young drivers in Manatee County. Over the subgrant period, a total of 60 teen/young drivers were trained by MCSO law enforcement instructors.
<b>Expenditures:</b>	<b>\$3,025</b>



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<b>Agency:</b>	Children and Parent Resource Group, Inc.
<b>Project Name:</b>	Life Changing Experience Community Education Project
<b>Project Number:</b>	TSP-2022-00323
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$52,000
<b>Project Description:</b>	The Children and Parent Resource Group, Inc. will continue its pilot project in three Northwest Florida counties; Bay, Okaloosa, and Santa Rosa. The program offers a sophisticated 3D interactive program, transforming school auditoriums into interactive cinemas, during which time students are actively engaged in a multi-sensory education experience that has been proven to effect change by improving teens' understanding of impairment, along with the dire consequences of speeding, drinking and driving, driving while texting, driving without a seatbelt, and other destructive decisions. The participating students will also receive the ability to download a free a phone app called Revolving Door, which continues to provide insight and education for long-lasting influence.
<b>Budget:</b>	<b>\$52,000</b>
<b>Project Activities:</b>	FDOT State Safety Office and Children and Parent Resource Group elected not to award this subgrant due to COVID-19 related scheduling issues.
<b>Expenditures:</b>	<b>\$0</b>



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<b>Agency:</b>	TjohnE Productions, Inc.
<b>Project Name:</b>	ThinkFast Interactive Teen Driver Safety Program
<b>Project Number:</b>	TSP-2022-00023
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$56,000
<b>Project Description:</b>	<p>The TjohnE Productions, Inc. will begin its pilot project focusing on teen driver-related at-risk county high schools in Florida. The program offers teens an interactive platform that is geared toward educating on the issues they face as newly licensed driver. The program uses state rules, regulations, fines, goals, and performance measures to guide teens through the driving experience. Countermeasures such as reinforcing GDL laws, effects of alcohol-impaired driving, the use of seat belts and child restraints, the dangers of speeding and/or aggressive driving, and the risks behind distracted and drowsy driving are all used to educate teens on the risky factors behind driving.</p>
<b>Budget:</b>	<b>\$56,000</b>
<b>Project Activities:</b>	<p>The TjohnE Productions, Inc. was awarded a subgrant to conduct their ThinkFast Interactive (TFI) program in three counties that were listed in the top 25% of the FDOT Highway Safety Matrix in the area of Teen Drivers; Baker, Columbia, and Duval. Since this was a new pilot program for the State of Florida, the TFI program managers were required to work with stakeholders to develop a teen driver interactive program that focused on teen driver-related laws and education. Pre- and post- program surveys were developed and conducted to assess the effectiveness of the presentations and knowledge of teen drivers in these high-ranked areas. A total of 16 programs were scheduled, however due to school closures caused by Hurricane Ian, only 14 schools were able to receive the program. The program was presented to approximately 3,621 students. There was a 29.49% improvement of student knowledge between the pre-to-post program survey.</p>
<b>Expenditures:</b>	<b>\$51,450</b>

# TRAFFIC RECORDS

## DESCRIPTION OF THE PROBLEM

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

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



## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

## LINKAGE BETWEEN PROGRAM AREAS

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



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

their transition to NEMSIS Version 3 and begin the planning for the transition to the recently released Version 3.5.

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

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

**Budget:** **\$408,835**

**Project Activities:** The Health Information and Policy Analysis Section of the Florida Department of Health administered the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Subgrant funding supported a Project Manager, Technical Business Analyst, Data Modeler/Data Migration Specialist, and a Business Intelligence Analyst as contracted personnel.

EMSTARS program staff attended three EMS Advisory Council Data Committee meetings throughout the subgrant period. These meetings facilitated the review of EMSTARS performance and plans for transition to the latest NEMSIS version V3.5, Data Dictionary review and revisions, report progress, and system integration with the Florida Health Information Exchange (HIE). The final publication of the Florida Data Dictionary and business rules for NEMSIS V3.5 was approved by the full Florida Emergency Management Advisory Councils in June 2022.

In addition to Advisory Council meetings, program staff participated in regular conference calls and virtual meetings with EMS data vendors and EMS Data Managers to continue improvements for compliance with NEMSIS version 3 prehospital data collection and reporting. At the end of the subgrant period EMSTARS staff successfully increased the percentage of EMS agencies submitting to the state incident level repository from 74% to 80%, with 98% of EMS runs submitted to the



state repository. All EMS agencies in Florida successfully achieved 100% compliance with NEMSIS V3 with 84% of those runs being received within 10 hours of the run.

**Expenditures:** \$365,856



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<b>Agency:</b>	Florida Department of Highway Safety and Motor Vehicles
<b>Project Name:</b>	Crash and Uniform Traffic Citation (UTC) Data Improvement
<b>Project Number:</b>	M3DA-2022-00050
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	The FLHSMV serves as the official custodian of Florida’s driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. NHTSA has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida’s roadways. Improving the data quality attributes of the crash and UTC datasets support the FLHSMV’s Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the State’s data-driven approach in developing traffic safety initiatives and law enforcement countermeasures. This project directly affects Florida’s Citation/Adjudication and Crash traffic data systems, by using the established performance measures to implement actionable

strategies to improve the accuracy, completeness, and uniformity of these two key parts of the Traffic Records Information System.

The Crash and UTC staff at FLHSMV will be tasked with improving Florida's crash and UTC data to provide the ability for the FLHSMV and traffic safety stakeholders to make more informed and accurate decisions and countermeasures. Using the recommendations provided by the NHTSA 2020 Traffic Records Assessment, FLHSMV will improve the crash data quality program by developing a sample-based audit to create the ability to compare the electronic crash report data submitted by Law Enforcement Agencies (LEAs) and the FLHSMV crash database. The sample-based audit results will expose various discrepancies such as software and/or technical issues, identify updates needed to validation rules and prompting form revisions, generate new training content, and provide feedback to improve the crash manual. The ability to synchronize local and State crash data will also reduce the labor and time required for fatal crash report reconciliation that is necessary for the annual Crash Facts report.

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

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

**Budget:** **\$121,100**

**Project Activities:**

Florida Department of Highway Safety and Motor Vehicles, Division of Motorist Services used subgrant funding to hire a Management Analyst and Project Coordinator to execute the goal of defining a process to provide crash location accuracy reports to law enforcement agencies and describe efforts toward identifying and developing a method to conduct sample-based audits to improve the FLHSMV crash system data quality program. The subgrant team coordinated with the FLHSMV Unified Traffic Citation (UTC) team to identify and contact citation and adjudication stakeholders to administer a stakeholder survey for the purpose of determining accessibility needs and establishing performance metrics to improve the accessibility of citation and adjudication data.

The subgrant team reviewed all active crash vendor reports with a focus on crashes involving fatalities and/or serious bodily injuries. A total of 114 law enforcement agencies from 65 counties were identified for a sample-base audit of 300 crash reports to develop a method to conduct sample-based audits for electronically submitted crash reports. A method was developed, and the first audit was implemented during the last quarter of the subgrant period. The audit was composed of report samples from Police Departments, Sheriff's Office, and the Florida Highway Patrol covering all regions and successfully reviewed crash reports as 8 sections and 47,146 individual fields. Using the information gathered from these audits for accuracy improvements, the baseline accuracy of crash reports was increased from 51.31% to 52.58%.

FLHSMV and the subgrant team continued to collaborate with FDOT and the University of Florida Signal Four Analytics program to identify issues with crash location data. An integration of FDOT crash mapping within the Signal Four database went live July 2022. FLHSMV will continue to coordinate with FDOT to analyze the back-end data and create a rating criterion for crash location data then, devise a plan to incorporate these ratings into law enforcement agency quarterly reports.

A UTC accessibility survey was emailed to 1,928 stakeholders/point of contacts with a request to forward to relevant parties within their agency, which yielded a survey response rate of over 30%. Using the information provided in the survey responses, a UTC accessibility performance measure and baseline were established and will be reviewed with future accessibility survey responses.

**Expenditures:****\$120,000**

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

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

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

**Funding Source:** 402

**Local Benefit:** \$0

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

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

**Project Description:** As the third most populated state in the nation and 87,550,346 records in the FLHSMV driver and vehicle records systems, the FLHSMV team will be tasked with improving its data quality control program and performance monitoring efforts for their driver and vehicle datasets. In 2020, FLHSMV offices, third-party vendors, and

county tax collectors' offices conducted 34,922,952 transactions to pull data from external sources and add data to the FLHSMV records systems. Reliance of this data is evident as there were 1,093 Memorandums of Understanding for data sharing with other entities and 54,000 public records requests for driver and vehicle data received by the Bureau of Records Public Records Unit in 2020.

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

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

**Budget:** **\$150,000**

**Project Activities:** The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) advertised and hired a Project Analyst monitor and improve data quality and management of the Florida driver and vehicle system.

The initial focus for improvement for this subgrant cycle was data accuracy, specifically the identification and resolution of duplicate social security numbers (SSNs) in the driver records system. This improvement also supported the imminent State-to-State (S2S) Verification Service implementation scheduled for January 2023, when Florida driver records will be shared amongst other participating states. A Tableau dashboard was created to monitor the duplicate SSNs and identified three separate categories: Pseudo SSNs: SSNs with all the same number (e.g. "999-99-9999") or

sequential number (123-45-6789); Same customer name, same SSN: more than one record with the same customer name and SSN (duplicate customer records).; Different customer name, same SSN: More than one record with the same SSN, but different customer names. FLHSMV used the duplicate data information to reconcile the duplicate SSN records and achieved a 99.59% accuracy target during the third quarter of the subgrant.

The second focus improvement was the accuracy of VINs records in the vehicle records system. Accurate VINs were defined as conforming to federal code 49 CFR 565 (VIN Requirements), for vehicle type "AU" (excludes large trucks, busses, motorcycles, etc.) with a make year after 1981 (when 49 CFR Part 565 went into effect), new and used title issuances only, and excluding body codes for golf carts, small electric vehicles, and other small vehicles. A baseline accuracy rate of 99.737% was created from May 2019 through April 2022 data with a target improvement rate of 99.75%. The next subgrant year will expand the availability of the duplicate SSN data reports for law enforcement and VIN accuracy report for FLHSMV data managers.

**Expenditures: \$61,354**

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<b>Agency:</b>	Florida State University
<b>Project Name:</b>	Electronic License and Vehicle Information System (ELVIS)
<b>Project Number:</b>	TR-2022-00219
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$500,000
<b>Project Description:</b>	The Florida State University's ELVIS Team will continue to maintain and upgrade a data tool that provides access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data. This web-based service tool is provided without charge and currently being utilized by 21,000 users and 212 various agencies such as Florida Law Enforcement Agencies, Clerk of Courts, and other approved Florida Department of Law Enforcement entities.
	The proposed ELVIS System will provide all Florida law enforcement agencies the ability to run queries and import driver license and vehicle tag information onto multiple traffic data forms that are

submitted to the state repositories. Not only will the quality of traffic records data be improved but the ELVIS system will reduce the redundancy and labor costs associated with manual entry.

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

**Budget:** \$500,000

**Project Activities:** The Electronic License and Vehicle Information System (ELVIS) exceeded performance goals for advanced authentications, queries, and record exports while maintaining parsing algorithms for DMV data for all 50 states, the District of Columbia, Puerto Rico, and 6 Canadian provinces. Over 10 million driver and vehicle records were successfully exported from the ELVIS system application programming interface (API) to outside systems. The ELVIS project staff and equipment, maintained compliance with all FBI and FDLE security policies, including the Criminal Justice Information Services (CJIS) Security Policy and Florida-specific addendums by updating contractual language with agencies Memoranda of Understanding (MOU), network infrastructure, and software algorithms.

**Expenditures:** \$426,891

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**Agency:** Florida State University

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

**Project Number:** M3DA-2022-00086

**Funding Source:** 405(c)

**Local Benefit:** N/A

**Problem ID:** Across the State of Florida, many agencies collect, store, and submit traffic and criminal data using a wide variety of software tools, but there are agencies still completing paper forms by hand despite corresponding issues with accuracy and timeliness. The data collected assists in identifying traffic safety problem areas to plan accordingly in reducing crashes, serious injuries, and fatalities. To accomplish data collection and storage, each law enforcement agency (LEA) must endure costs associated with hardware, software, virtual private network costs and staff to manage, maintain, and support the infrastructure.

The Traffic and Criminal Software (TraCS) offers a cost-effective, field-based collection solution, providing an alternative for agencies that would otherwise continue filling out traffic reports on paper. The TraCS project will improve traffic records data by means of accessibility, accuracy, completeness, timeliness, uniformity, and integration for Florida's Crash, Citation/Adjudication, Roadway, Vehicle and Driver data systems.

**Project Description:** The Florida State University's TraCS Team will continue development and enhancements to the TraCS National Model software to include updates to meet state and federal guidelines. Currently TraCS Florida has approximately 23,000 users across 190 LEAs and is responsible for about 33% of statewide electronic crash report submittals. The TraCS staff will support current users and future officers and IT staff at user agencies with technical support and training. Efforts will focus on rewriting external interfaces for case and form management, Florida Crime Information Center, and National Crime Information Center imports through various vendors and Signal Four (S4) Analytics' geo-location tool to work on both physical and web-based platforms. At this time, 167 LEAs (82% of TraCS users) are required to use the S4 geo-location tool for crash reporting and 21 LEAs to submit citations.



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

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

**Budget:** **\$996,253**

**Project Activities:** The Traffic and Criminal Software (TraCS) continued to implement the citation/adjudication, crash, driver, roadway, and vehicle Traffic Records Information Systems making improvements and impacts in accessibility, accuracy, completeness, integration, timeliness, and uniformity performance.

Accessibility was improved and maintained with TraCS Florida website where software installation packages were made available for independent downloads by agencies. In addition, the maintenance of a cloud-based data hosting site for agencies without technology resources to host themselves that contractually guarantees outage resolution within four (4) seconds or less, significantly reduced system outages statewide. The cloud-based

hosting solution and physical backup host at Panama City Police Department both maintained all required software and applicable hardware updates to ensure continuous system access.

Accuracy and completeness were maintained with a 99.99% error free rate for TraCS reports submitted electronically into the state database and 98% completeness rate. Integration efforts continue to improve with the mandatory implementation of the Signal Four Geolocation tool for TraCS users which increased this integration for an additional 183 agencies (975 users) integrated with this external resource which also improved data accuracy and completion for location data.

The average length of time for electronically reporting crashes to the state database via TraCS was 5.5 days, which fell well below the 10-day requirement mandated by state statute and is an improvement from an average of 6.1 days from the previous subgrant year. Uniformity was maintained through uniform software package releases to all TraCS users.

Administration and systematic duties associated with the project were conducted throughout the subgrant year. Two (2) additional part-time staff were hired. Support efforts included the TraCS team handling over, work orders in an online website/issue tracker, along with answering numerous phone calls and emails. Development efforts included redesigning the existing software package to meet the needs of various law enforcement agencies including to streamline operations for the hosted software solution. Forms, logic, reports, and more were created using the TraCS baseline Software Development Kit (SDK). These files were packaged up into a uniform statewide release to be used by all agencies. Staff continually worked to correct software bugs in the TraCS software package and made improvements to the integration with the Signal Four Geolocation tool. A new interface was created to integrate with the Signal Four Diagram tool. Staff also worked throughout the year to correct software bugs affecting the integration of TraCS with the ELVIS tool and other FCIC/NCIC vendors.

Training efforts were conducted using various mediums. Existing and new training materials were updated and created. Training materials included online Wiki articles, the TraCS Florida YouTube channel, and PowerPoints. Four webinars were held using Zoom.

**Expenditures:                    \$803,989**

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<b>Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Name:</b>	Traffic Records Coordinating Committee Support
<b>Project Number:</b>	TR-2022-00197
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	Tallahassee Community College will contract with a consultant to provide technical advice and support to the TRCC Executive Board and its subcommittees. The consultant will assist with the facilitation of meetings, preparation of meeting summary reports, host and maintain the Florida TRCC website, and provide additional meeting assistance and support for special projects.
<b>Budget:</b>	<b>\$67,000</b>
<b>Project Activities:</b>	Tallahassee Community College contracted with Cambridge Systematic to provide administrative support for the Florida Traffic Records Coordinating Committee (TRCC) in executing four quarterly executive committee meetings, one subcommittee meeting, and updates for the TRCC strategic plan, action plan, and website maintenance and updates.
<b>Expenditures:</b>	<b>\$39,107</b>



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

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

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

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

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

**Budget:** **\$140,000**

**Project Activities:** The University of Florida coordinated with the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) Information Technology staff to test and implement the web service that would allow Signal Four systems to directly access to the cash report database. As of August 2022, the web service was in full production and under continuous monitoring for the available bulk download of 100 reports at a time, with a possible extension to up to 300 reports at a time.

The team structured a light synchronization process between FLHSMV crash data base and the Signal Four crash database via an automated daily comparison table and continues to monitor and address any discrepancies to ensure the accuracy of data received through via the extract, transform, and load (ETL) process. Discussions and development with FLHSMV will continue throughout the next subgrant year to establish a more rigid synchronization of consistent data definitions with more than 30 distinct variables.

The electronic transmission of aerial photo based crashed diagrams had been prohibited in the past; however, Signal Four and FLHSMV were able to resolve the issue this year with the update to allow only the use of PDF formats for aerial photography for crash diagrams.

**Expenditures:** **\$128,451**

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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
<b>Project Number:</b>	M3DA-2022-00294
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	The TRCC’s vision is to provide users access to quality traffic records data when, where, and in the form needed. The TRCC has invested considerable resources in the development of Signal Four (S4) Analytics, a statewide crash and citations analytical system that allows local, regional, and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform, and timely fashion. S4 Analytics has been a success that has greatly contributed to improving traffic records data accessibility, accuracy, completeness, timeliness, uniformity, and integration of three of Florida’s traffic data systems: Crash, Citation/Adjudication, and Roadway data systems. Although S4 has been successful in linking the three data systems, the ultimate TRCC goal is to integrate and link all six traffic data systems to maximize the efficiency and effectiveness of traffic records data resources, collection, analysis, and reporting. This project will continue its efforts to accomplish the TRCC’s mission.
<b>Project Description:</b>	<p>The University of Florida’s S4 Analytics team will continue to provide a statewide crash and citation analytical system to approximately 4,100 users across 840 agencies and vendors. S4 Analytics allows users at local, regional, and state agencies the ability to analyze and create maps and statistical reports of crash and citation data in a consistent, uniform, and timely fashion.</p> <p>This fiscal year will focus on updating the S4 database to include all historical crash and citations data and continue to build on the public viewable crash dashboard that was developed in FY2021. The dashboard will be improved and expanded with additional attributes, comparison statistics, mapping, and the ability to work on a mobile platform. To keep up with increasing user needs, the S4 team will begin developing a similar dashboard for citation data and continue to determine relevant Emergency Medical Services (EMS)</p>

data elements that can be integrated within S4 in coordination with FDOH. The latter will require creating an extract, transform, load (ETL) process to obtain the data as well as developing the necessary dashboard and analytical functions to analyze the data.

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

**Budget:** **\$466,624**

**Project Activities:** Signal Four Analytics (S4) maintained the daily upload of citations received from the Florida Court Clerks and Comptrollers (FCCC) in addition to geolocation information received from agencies using the S4 Geolocation tool to map citation data. The S4 database is no longer supporting Silverlight, all data and applications have been migrated to a new server. Staff continues to work toward migrating historic data and citation points to the FLARIS base map.

Servers and storage were continually monitored and upgraded with the latest updates. A webpage was developed to share the availability of upcoming service availability to provide user access to up-to-date information regarding S4 availability. Six (6) webinars were provided, with approximately 1,000 users in attendance, to introduce users to new and updated features with the S4 system. The webinars were recorded and made available to users who were unable to attend, and several ad hoc webinars were hosted upon request.

S4 has successfully migrated to the next-gen web platform, except for the PBCAT portion. S4 staff successfully optimized queries and displays for large query results and have expanded download options to include ten (10) additional tables and, are working toward new features and the addition of PBCAT 3.0 data migration in the new year.

**Expenditures:** **\$409,201**

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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Geo-location-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality
<b>Project Number:</b>	TR-2022-00287
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>FDOT’s current crash location system has several limitations that is preventing FDOT staff to map crashes in a timely fashion. The system is antiquated, requires extensive training, and can only handle on-system crashes, (i.e., crashes only on state-maintained roads). The FDOT uses a second system to locate off-road system crashes which operates differently from the on-system and as such requires different training and different data management practices. Due to these challenges and the sheer number of crashes in the state (over 700,000 annually) FDOT experiences delays in providing timely geolocated crashes to Florida traffic improvement stakeholders.</p>

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

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



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

**Budget:** ~~\$425,000~~ \$487,000

**Project Activities:** The creation of the geolocation consolidation tool to unify the geolocation process between FDOT, Signal Four Analytics, and law enforcement agencies to achieve a consistent statewide geolocation process. Advancement in the development process were accomplished throughout the year allowed for the release of the first operational version of the tool July 5, 2022. At the close of the subgrant cycle FDOT continues to test the tool as bugs are fixed and development of editor role differentiation is established.

The geolocation-based diagramming tool helped to ensure accuracy between crash location data and crash diagram with relevant data elements. Previous development efforts were expounded on to include edit capabilities which allow users to reset, redo, undo, save, close, and reposition the diagram. Using the data gathered from historic crash report, frequently used annotation icons such as light poles, power lines, animals, trailers, and parking spaces were developed to expedite diagram creation. Other improvements were added to connect vehicles with lines and allow zoom in and export functions. Rockledge Police Department tested and validated the new tool features and was successful in submitting the diagrammed electronic crash report to the state database. The tested version of the tool is currently operational and additional testing and roll-out to the remaining TraCS agencies will continue throughout the next subgrant year.

**Expenditures:** \$395,211

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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Unified and Sustainable Solution to Improve Geo-location Accuracy and Timeliness of Crashes and Citations
<b>Project Number:</b>	M3DA-2022-00297
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	<p>Crash location fields exhibit the highest error rate of all crash data elements when it comes to mapping crashes. Citations present an even more severe problem. These shortcomings are frequently not addressed in our crash and citations data systems leading to several issues such as, post-report geocoding of crashes by stakeholders leading to recurring costs and duplication of efforts, lack of timeliness of useful crash data for analysis, and lack of accuracy and consistency across the various geo-location efforts which creates major concerns about the integrity of the data and therefore raises questions about the validity of any crash analysis that depends upon it.</p> <p>The University of Florida's (UF) Signal Four (S4) Analytics' geo-location tool resolves the issues stated above by allowing crashes and citations to be geolocated at the time of report completion. The geolocated data will be immediately available after the report is submitted to the state repository and also increase location accuracy. This solution will improve traffic records data by means of accessibility, accuracy, completeness, integration, timeliness and uniformity for Florida's Crash, Citation/Adjudication, EMS/Injury Surveillance and Roadway traffic data systems.</p>
<b>Project Description:</b>	<p>The UF's S4 team will address the error rate in location data by providing a solution to automatically geo-locate crashes and citations. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the state. The project will create a unified geo-location and validation service that can be accessed via the internet by any electronic crash and citation data collection system of any vendor in Florida. This web service solution accomplishes the geo-location and validation of the location by using the Florida Department of Transportation's Unified Roadway Basemap.</p>

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

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

**Budget:** **\$168,372**

**Project Activities:** The Signal Four Geolocation project has continued provide 24-hour geolocation service, seven days a week. Geolocation support was extended to a total of 203 TraCS agencies, which represent 92% of users and 98% of agencies who are required to use the geolocation service for crash mapping ad 3% of users and 8% of agencies who are required to use the geolocation service for citations. Additional implementation efforts with SmartCop resulted in the successful implementation of the geolocation tool for the Jacksonville Sheriff's Office.

Several improvements to the geolocation tool were implemented during this subgrant period to include the provisions to support multiform cases, such as when multiple citations are issued for the same crash report. A new feature was also implemented to allow for saving locations that citations are frequently issued for increased timelines and accuracy of reporting.

The overall performance of the geolocation tool for the subgrant cycle indicate 203 agencies using the tool, which resulted in 200,684 crash reports and 70,042 citations successfully geolocated.

**Expenditures:** **\$155,250**

# WORK ZONE SAFETY

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

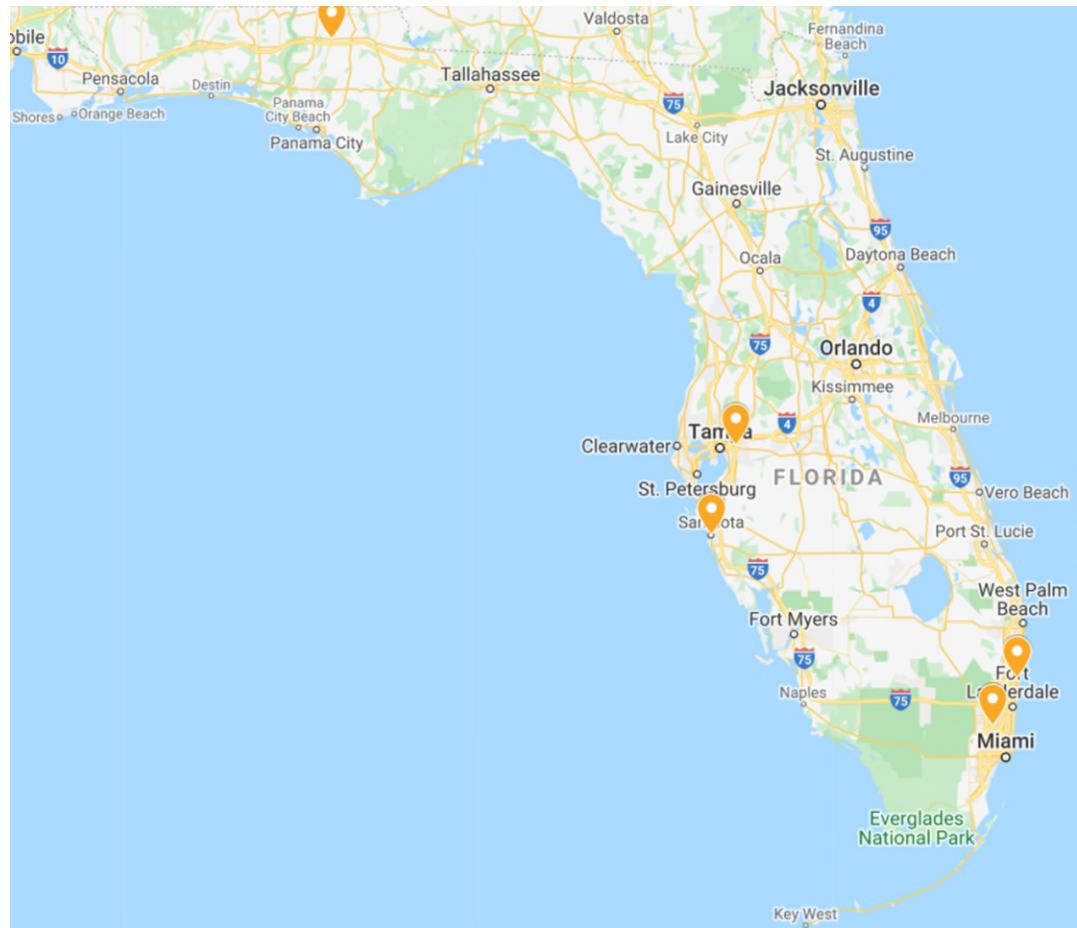
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

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

## MAP OF WORK ZONE SAFETY PROJECT LOCATIONS

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



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

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

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

**Budget:** \$585,000

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Work Zone Safety Enforcement Program	RS-2022-00077	\$125,000	\$125,000
<b>Project Activities:</b>	Broward County Sheriff's office conducted a total of 47 enforcement operations in active work zones. Enforcement operations resulted in 5,444 traffic stops. A total of 2,734 citations were issued during the subgrant period. Work Zone Safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures:</b>	\$125,000			
City of Miramar	Work Zone Safety Initiatives	RS-2022-00087	\$63,000	\$63,000
<b>Project Activities:</b>	Miramar Police Department conducted a total of 55 enforcement operations in active work zones. Enforcement operations resulted in 1,153 traffic stops. A total of 761 citations and 808 warnings were issued during the subgrant period. Work Zone Safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures:</b>	\$57,365			

Clewiston Police Department	Work Zone Safety Program	RS-2022-00332	\$16,000	\$16,000
Hillsborough County Sheriff's Office	Work Zone Education and Enforcement Operation	RS-2022-00024	\$230,000	\$230,000
Project Activities:	Hillsborough County Sheriff's office conducted a total of 145 enforcement operations in active work zones. Enforcement operations resulted in 5,903 traffic stops with a total of 1,238 citations and 5,067 warnings being issued. Work Zone Safety educational material was distributed during the enforcement operations and social media was used to educate the public. Deputies also participated in 18 educational/outreach events educating the public about Work Zone Safety measures.			
Expenditures:	\$226,920			
Sarasota Police Department	Work Zone Safety	RS-2022-00185	\$71,000	\$71,000
Project Activities:	Sarasota Police Department conducted a total of 133 enforcement operations in active work zones. Enforcement operations resulted in 630 traffic stops with a total of 551 citations and 230 warnings being issued. Work Zone Safety educational material was distributed during the enforcement operations and message boards along with social media was used to educate the public.			
Expenditures:	\$44,441			
Washington County Sheriff's Office	Increasing Safety and Reducing Work Zone Crashes	RS-2022-00275	\$80,000	\$80,000
Project Activities:	Washington County Sheriff's office conducted a total of 140 enforcement operations in active work zones. Enforcement operations resulted in 972 traffic stops with a total of 64 citations and 897 warnings being issued during the subgrant period. Work Zone Safety educational material was distributed during the enforcement operations and message boards along with social media was used to educate the public.			
Expenditures:	\$40,280			



# PROJECT LIST

Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount	Expenditures	% Expended
402 (Grants)	Impaired Driving	The Center for Urban Transportation Research	AL-2022-00316	Florida Impaired Driving Coalition	\$ -	\$ 225,000	\$ 161,244	72%
402 (Grants)	Impaired Driving	Transportation Research	AL-2022-00341	Florida's Impaired Driving Assessment	\$ -	\$ 60,000	\$ 45,889	76%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District Six	CP-2022-00001	Public Information and Education Program - District 6	\$ 30,000	\$ 30,000	\$ 26,778	89%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation District Four	CP-2022-00009	Public Information and Education Program - District 4	\$ 30,000	\$ 30,000	\$ 29,254	98%
402 (Grants)	Community Traffic Safety Outreach	Center for Urban Transportation Research	CP-2022-00018	Community Traffic Safety Support	\$ -	\$ 740,000	\$ 222,960	30%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation	CP-2022-00093	Public Information and Education Program - District 7	\$ 30,000	\$ 30,000	\$ 21,413	71%
402 (Grants)	Outreach	Transportation - District One	CP-2022-00120	Program - District 1	\$ 35,000	\$ 35,000	\$ 34,850	100%
402 (Grants)	Outreach	Transportation - District 2	CP-2022-00136	Program - District 2	\$ 30,000	\$ 30,000	\$ 29,995	100%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation	CP-2022-00215	Public Information and Education Program - District 5	\$ 30,000	\$ 30,000	\$ 28,787	96%
402 (Grants)	Community Traffic Safety Outreach	FLORIDA DEPARTMENT OF TRANSPORTATION	CP-2022-00220	Public Information and Education Program - District 3	\$ 40,000	\$ 40,000	\$ 39,775	99%
402 (Grants)	Community Traffic Safety Outreach	University of Florida	CP-2022-00270	Florida Traffic Safety Resource Center	\$ 407,000	\$ 407,000	\$ 368,738	91%
402 (Grants)	Aging Road Users	Pepper Institute on Aging and Public Policy	CP-2022-00290	Safe Mobility for Life Coalition	\$ -	\$ 318,000	\$ 233,816	74%
402 (Grants)	Aging Road Users	University of Florida	CP-2022-00307	Aging Road User Information Systems	\$ 205,000	\$ 205,000	\$ 186,159	91%
402 (Grants)	Aging Road Users	Leesburg Police Department	CP-2022-00353	Aging Road User Program	\$ 15,000	\$ 15,000	\$ 1,709	11%
402 (Grants)	Distracted Driving	Apopka Police Department	DD-2022-00032	Apopka Distracted Driving Program	\$ 25,000	\$ 25,000	\$ 21,580	86%
402 (Grants)	Distracted Driving	Calhoun County Sheriff's Office	DD-2022-00082	Calhoun County Distracted Driving Program	\$ 50,000	\$ 50,000	\$ 50,000	100%
402 (Grants)	Distracted Driving	Miami-Dade Police Department	DD-2022-00091	Miami-Dade Distracted Driving Program	\$ 150,000	\$ 150,000	\$ 146,642	98%
402 (Grants)	Distracted Driving	Coral Springs Police Department	DD-2022-00257	Distracted Driving	\$ 16,000	\$ 16,000	\$ 15,000	94%
402 (Grants)	Distracted Driving	North Palm Beach PD	DD-2022-00264	Distracted Driving	\$ 50,000	\$ 50,000	\$ -	0%
402 (Grants)	Distracted Driving	Gainesville Police Department	DD-2022-00292	City of Gainesville Distracted Driving Program	\$ 30,000	\$ 30,000	\$ 3,365	11%
405h (Non-Motorized Safety)	Pedestrian and Bicycle Safety	Okeechobee County Sheriff's Office	FHLE-2022-00244	Enhanced Pedestrian and Bicycle Safety Enforcement	\$ -	\$ 20,000	\$ 15,210	76%
405h (Non-Motorized Safety)	Paid Media - Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	FHPE-2022-00117	Pedestrian and Bicycle Safety Public Education Program - Billboard and Transit Advertising	\$ -	\$ 2,200,000 <del>\$ 2,200,000</del> \$ 400,000 <del>\$ 1,200,000</del>	\$ 1,155,996	96%
405h (Non-Motorized Safety)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	FHTR-2022-00114	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	\$ -	\$ 400,000	\$ 178,911	45%
405f (Motorcyclist Safety)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	M11MA-2022-00317	Share the Road Media Campaign	\$ -	\$ 252,000	\$ 201,659	80%
405b (Occupant Protection)	Paid Media - Occupant Protection	FDOT State Safety Office	M3PEM M1PEM-2022-00333	Florida Click It or Ticket Media Campaign	\$ -	\$ 2,000,000	\$ 1,982,345	99%
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	Institute of Police Technology and Management (IPTM)	M2X-M1X-2022-00070	Statewide Safety Belt and Child Passenger Safety Surveys	\$ -	\$ 356,000	\$ 342,837	96%
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	University of Florida	M2X M1X-2022-00266	Occupant Protection Resources	\$ -	\$ 220,000	\$ 204,803	93%
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	University of Florida	M2X M1X-2022-00295	Child Passenger Safety Seat Fitting Station Database and Mapping	\$ -	\$ 70,000	\$ 68,050	97%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Division of Motorist Services, Bureau of Records	M3DA-2022-00050	Crash and Uniform Traffic Citation (UTC) Data Improvement	\$ -	\$ 121,100	\$ 120,000	99%

405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida Department of Health, Division of Emergency Preparedness and Community Support	M3DA-2022-00056	Field Data Collection for National EMS Information System (NEMIS)	\$ -	\$ 408,835	\$ 365,856	89%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida State University (FSU)	M3DA-2022-00086	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	\$ -	\$ 996,253	\$ 803,989	81%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	University of Florida	M3DA-2022-00294	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$ -	\$ 466,624	\$ 409,201	88%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	University of Florida	M3DA-2022-00297	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	\$ -	\$ 168,372	\$ 155,250	92%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Florida Dept. of Law Enforcement	M5CS-2022-00011	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	\$ -	\$ 50,000	\$ 30,356	61%
405d (Impaired Driving)	Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5CS-2022-00198	Traffic Safety Resource Prosecutor Program (TSRP)	\$ -	\$ 465,000	\$ 296,884	64%
405d (Impaired Driving)	Impaired Driving	Bay County Sheriff's Office	M5HVE-2022-00022	Enhanced Impaired Driving Enforcement	\$ -	\$ 30,000	\$ 6,121	20%
405d (Impaired Driving)	Impaired Driving	Hillsborough County Sheriff's Office	M5HVE-2022-00027	Operation Trident: Outreach, Education, and Enforcement	\$ -	\$ 350,000	\$ 338,110	97%
405d (Impaired Driving)	Impaired Driving	Apopka Police Department	M5HVE-2022-00030	Arresting Impaired Motorists	\$ -	\$ 15,000	\$ 10,788	72%
405d (Impaired Driving)	Impaired Driving	Baker County Sheriff's Office	M5HVE-2022-00036	Impaired Driving Program	\$ -	\$ 25,000	\$ 25,000	100%
405d (Impaired Driving)	Impaired Driving	City of Orlando	M5HVE-2022-00041	Orlando Police Department Impaired Driving Enforcement Team	\$ -	\$ 106,000	\$ 73,899	70%
405d (Impaired Driving)	Impaired Driving	Pinellas County Sheriff's Office	M5HVE-2022-00047	Driving Under the Influence (DUI) Enhancement Project	\$ -	\$ 50,000	\$ 44,284	89%
405d (Impaired Driving)	Impaired Driving	Miami-Dade Police Department	M5HVE-2022-00090	Miami-Dade Impaired Driving	\$ -	\$ 225,000	\$ 194,229	86%
405d (Impaired Driving)	Impaired Driving	Tampa Police Department	M5HVE-2022-00097	Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"	\$ -	\$ 410,000	\$ 410,000	100%
405d (Impaired Driving)	Impaired Driving	Cape Coral Police Department	M5HVE-2022-00110	Cape Coral Impaired Driving Enforcement and Education	\$ -	\$ 67,000	\$ 67,000	100%
405d (Impaired Driving)	Impaired Driving	Miami Beach Police Department	M5HVE-2022-00121	Impaired Driving Initiative	\$ -	\$ 80,000	\$ 59,540	74%
405d (Impaired Driving)	Impaired Driving	Punta Gorda Police Department	M5HVE-2022-00133	Think Before You Drink Campaign	\$0	\$15,000	\$ -	0%
405d (Impaired Driving)	Impaired Driving	Ocala Police Department	M5HVE-2022-00177	Impaired Driving Subgrant	\$ -	\$ 12,000	\$ 613	5%
405d (Impaired Driving)	Impaired Driving	Lake City Police Department	M5HVE-2022-00201	Strategic Traffic Enforcement Program for Impaired Driving	\$ -	\$ 30,000	\$ 2,699	9%
405d (Impaired Driving)	Impaired Driving	City of Homestead, FL	M5HVE-2022-00216	Homestead Impaired Driving Safety Program	\$ -	\$ 84,000	\$ 63,890	76%
405d (Impaired Driving)	Impaired Driving	Wauchula Police Department	M5HVE-2022-00217	Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety Program	\$ -	\$ 20,000	\$ 13,520	68%
405d (Impaired Driving)	Impaired Driving	Boynton Beach Police Department	M5HVE-2022-00221	Boynton Beach Impaired Driving Enforcement	\$ -	\$ 41,000	\$ 15,986	39%
405d (Impaired Driving)	Impaired Driving	Port Richey Police Department	M5HVE-2022-00225	Impaired Driving Subgrant	\$ -	\$ 19,000	\$ 8,160	43%
405d (Impaired Driving)	Impaired Driving	Bradford County Sheriff's Office	M5HVE-2022-00226	Bradford County Impaired Driving Enforcement	\$ -	\$ 50,000	\$ 29,536	59%
405d (Impaired Driving)	Impaired Driving	City of Miami Police Department	M5HVE-2022-00229	Miami Impaired Driving Enforcement Project	\$ -	\$ 90,000	\$ 87,657	97%
405d (Impaired Driving)	Impaired Driving	Okeechobee County Sheriff's Office	M5HVE-2022-00246	Enhanced Impaired Driving Enforcement	\$ -	\$ 60,000	\$ 29,023	48%
405d (Impaired Driving)	Impaired Driving	Fort Myers Police Department	M5HVE-2022-00259	Fort Myers Police Department Impaired Driving Enforcement	\$ -	\$ 56,000	\$ 23,907	43%
405d (Impaired Driving)	Impaired Driving	Gainesville Police Department	M5HVE-2022-00293	City of Gainesville Safe Gator Program	\$ -	\$ 70,500	\$ -	0%
405d (Impaired Driving)	Impaired Driving	Palm Beach County Sheriff's Office	M5HVE-2022-00301	Village of Wellington Impaired Driving Strategy	\$ -	\$ 75,000	\$ 74,430	99%
405d (Impaired Driving)	Impaired Driving	Pasco County Sheriff's Office	M5PEM-2022-00048	Impaired Driving Operations	\$ -	\$ 20,000	\$ -	0%
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00190	Impaired Driving Major College Sports Marketing	\$ -	\$ 459,000	\$ 443,387	97%
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00191	Impaired Driving Sports Media Campaign	\$ -	\$ 216,000	\$ 216,000	100%
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00192	Impaired Driving Professional Sports Marketing	\$ -	\$ 2,000,000	\$ 1,947,431	97%
405d (Impaired Driving)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	M5PEM-2022-00318	Impaired Motorcyclist Media Campaign	\$ -	\$ 500,000	\$ 376,154	75%
405d (Impaired Driving)	Impaired Driving	Clewiston Police Department	M5PEM-2022-00331	Impairment Detection and Enforcement Project	\$0	\$10,000	\$ -	0%
405d (Impaired Driving)	Paid Media - Impaired Driving	FDOT State Safety Office	M5PEM-2022-00336	Impaired Driving Statewide Media Campaign	\$ -	\$ 2,000,000	\$ 1,983,784	99%
405d (Impaired Driving)	Impaired Driving	Palm Beach County Sheriff's Office	M5CS-2022-00351	Expanded Scope & Capacity of Toxicology Testing for Impaired Driving Investigations	\$0	\$331,025	\$323,891.78	98%



405d (Impaired Driving)	Public Traffic Safety Professionals Training	Office of the Executive Director	MSTR-2022-00039	Legal Training for Driving Under the Influence (DUI) Administrative Hearings	\$ -	\$ 35,500	\$ 7,176	20%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00132	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$ -	\$ 150,000	\$ 128,770	86%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00144	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	\$ -	\$ 35,000	\$ 34,980	100%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00154	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$ -	\$ 75,000	\$ 63,900	85%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00155	Medical Foundations of Visual Systems Testing	\$ -	\$ 45,000	\$ 26,180	58%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00156	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$ -	\$ 45,000	\$ 29,475	66%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00157	Sobriety Checkpoint Operations	\$ -	\$ 30,000	\$ -	0%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00158	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	\$ -	\$ 225,000	\$ 214,200	95%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00159	Drug Evaluation and Classification Program	\$ -	\$ 652,000	\$ 279,490	43%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00162	Drug Recognition Expert (DRE) Preparatory Class	\$ -	\$ 25,000	\$ 7,875	32%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2022-00172	DUI: Roadside-to-Courtroom	\$0	\$70,000	\$ -	0%
405d (Impaired Driving)	Impaired Driving	Institute of Police Technology and Management (IPTM)	MSX-2022-00072	Impaired Driving Media Awareness Survey	\$ -	\$ 71,000	\$ 70,400	99%
405d (Impaired Driving)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	MSX-2022-00079	Florida Law Enforcement Liaison Impaired Driving Awareness Program	\$ -	\$ 75,000	\$ 52,201	70%
405d (Impaired Driving)	Impaired Driving	Mothers Against Drunk Driving (MADD)	MSX-2022-00126	Mothers Against Drunk Driving (MADD) Florida Safe and Aware	\$ -	\$ 295,000	\$ 280,289	95%
405d (Impaired Driving)	Impaired Driving	Institute of Police Technology and Management (IPTM)	MSX-2022-00130	Drug Recognition Expert (DRE) Call-Out	\$ -	\$ 55,000	\$ 7,315	13%
402 (Grants)	Motorcycle Safety	Jacksonville Sheriff's Office	MC-2022-00012	Safe Motorcycle and Rider Techniques (SMART)	\$ 25,000	\$ 25,000	\$ 22,856	91%
402 (Grants)	Motorcycle Safety	City of Daytona Beach Police Department	MC-2022-00014	Increasing the Safety of Motorcyclists Through Enforcement and Education	\$55,000	\$55,000	\$ -	0%
402 (Grants)	Motorcycle Safety	Citrus County Sheriff's Office	MC-2022-00020	Motorcycle Safety and Education	\$ 30,000	\$ 30,000	\$ 28,246	94%
402 (Grants)	Motorcycle Safety	Hillsborough County Sheriff's Office	MC-2022-00025	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$ 195,000	\$ 195,000	\$ 179,411	92%
402 (Grants)	Motorcycle Safety	Broward Sheriff's Office	MC-2022-00037	Broward Motorcycle Safety and Enforcement Program	\$ 125,000	\$ 125,000	\$ 124,177	99%
402 (Grants)	Motorcycle Safety	Key West Police	MC-2022-00042	Motorcycle and Scooter Enforcement Project	\$ 75,000	\$ 75,000	\$ 13,972	19%
402 (Grants)	Motorcycle Safety	Monroe County Sheriff's Office	MC-2022-00044	Motorcycle Safety	\$ 61,000	\$ 61,000	\$ 61,000	100%
402 (Grants)	Motorcycle Safety	University of Miami	MC-2022-00069	Motorcycle Education and Injury Prevention Program in Trauma Center	\$ 260,000	\$ 260,000	\$ 179,873	69%
402 (Grants)	Motorcycle Safety	Institute of Police Technology and Management (IPTM)	MC-2022-00076	Motorcycle Awareness Survey	\$ -	\$ 71,000	\$ 70,400	99%
402 (Grants)	Motorcycle Safety	Collier County Sheriff's Office	MC-2022-00089	Citizen Motorcycle Class	\$ 51,000	\$ 51,000	\$ 50,566	99%
402 (Grants)	Motorcycle Safety	Florida State University Police Department	MC-2022-00098	Preventing Street Racing Through Legal Alternatives	\$ 106,000	\$ 106,000	\$ 51,827	49%
402 (Grants)	Motorcycle Safety	Miami Beach Police Department	MC-2022-00123	Motorcycle Safety Campaign	\$ 75,000	\$ 75,000	\$ 34,175	46%
402 (Grants)	Motorcycle Safety	Ocala Police Department	MC-2022-00178	Motorcycle Safety Program	\$ 20,000	\$ 20,000	\$ 6,884	34%
402 (Grants)	Motorcycle Safety	Tampa Police Department	MC-2022-00180	Tampa SMART Safe Motorcycle and Rider Techniques (SMART)	\$194,000	\$194,000	\$ 147,329	66%
402 (Grants)	Motorcycle Safety	City of Miami Police Department	MC-2022-00237	Motorcycle Safety Initiative Overtime Patrol Project	\$80,000	\$80,000	\$ -	0%
402 (Grants)	Motorcycle Safety	Sunrise Police Department	MC-2022-00260	Motorcyclist Safety and Education Initiative	\$ 50,000	\$ 50,000	\$ 50,000	100%
402 (Grants)	Motorcycle Safety	Gainesville Police Department	MC-2022-00273	City of Gainesville Motorcycle and Scooter Safety Education Program	\$ 65,000	\$ 65,000	\$ 7,501	12%
402 (Grants)	Motorcycle Safety	Boynton Beach Police Department	MC-2022-00280	Boynton Beach Motorcycle Safety Initiative	\$ 40,000	\$ 40,000	\$ 25,202	63%
402 (Grants)	Motorcycle Safety	Osceola County Sheriff's Office	MC-2022-00284	Safe Motorcycle and Rider Techniques	\$ 73,000	\$ 73,000	\$ 55,701	76%
402 (Grants)	Motorcycle Safety	SOUTH DAYTONA POLICE DEPARTMENT	MC-2022-00296	Motorcycle Safety Program	\$ 18,000	\$ 18,000	\$ 14,947	83%
402 (Grants)	Motorcycle Safety	Fort Lauderdale Police Department	MC-2022-00309	Fort Lauderdale Police Motorcycle Safety Campaign	\$ 30,000	\$ 30,000	\$ 20,746	69%
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00311	Florida's Comprehensive Motorcycle Safety Program	\$ -	\$ 515,000	\$ 439,659	85%
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00314	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	\$ -	\$ 100,000	\$ 73,172	73%
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00315	Motorcycle Program Evaluation and Data Collection	\$ -	\$ 130,000	\$ 90,405	70%



402 (Grants)	Occupant Protection and Child Passenger Safety	Tallahassee Police Department	OP-2022-00015	Occupant Protection Enforcement	\$ 50,000	\$ 50,000	\$ 50,000	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	Apopka Police Department	OP-2022-00024	Seat Belts Save Lives	\$10,000	\$10,000	\$ -	0%
402 (Grants)	Occupant Protection and Child Passenger Safety	West Palm Beach Police Department	OP-2022-00055	Occupant Protection	\$ 108,000	\$ 108,000	\$ 86,724	80%
402 (Grants)	Occupant Protection and Child Passenger Safety	Miami-Dade Police Department	OP-2022-00061	Miami-Dade Occupant Protection and Child Passenger Safety Program	\$ 200,000	\$ 200,000	\$ 187,469	94%
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	OP-2022-00080	Florida Law Enforcement Liaison Occupant Protection Awareness Program	\$ 75,000	\$ 75,000	\$ 9,920	13%
402 (Grants)	Occupant Protection and Child Passenger Safety	Lake City Police Department	OP-2022-00101	Strategic Traffic Enforcement Program for Occupant Protection	\$ 25,000	\$ 25,000	\$ 8,024	32%
402 (Grants)	Occupant Protection and Child Passenger Safety	Miami Beach Police Department	OP-2022-00125	Occupant Protection and Child Passenger Safety	\$ 75,000	\$ 75,000	\$ 74,758	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	Live Oak Police Department	OP-2022-00176	Occupant Protection	\$ 20,000	\$ 20,000	\$ 1,918	10%
402 (Grants)	Occupant Protection and Child Passenger Safety	DeFuniak Springs Police Department	OP-2022-00207	Occupant Protection and Child Passenger Safety Subgrant	\$ 15,000	\$ 15,000	\$ 8,655	58%
402 (Grants)	Occupant Protection and Child Passenger Safety	Delray Beach Police Department	OP-2022-00209	Delray Beach Police Occupant Protection and Child Passenger Safety	\$ 60,000	\$ 60,000	\$ 60,000	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	Boynton Beach Police Department	OP-2022-00223	Boynton Beach Occupant Protection and Child Passenger Safety Program	\$ 35,000	\$ 35,000	\$ 34,969	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	Wauchula Police Department	OP-2022-00250	Wauchula Police Department Occupant Protection and Child Safety Program	\$ 20,000	\$ 20,000	\$ 17,538	88%
402 (Grants)	Occupant Protection and Child Passenger Safety	Homestead Police Department	OP-2022-00267	South Miami Dade County Occupant Protection Program	\$ 55,000	\$ 55,000	\$ 35,572	65%
402 (Grants)	Occupant Protection and Child Passenger Safety	Palm Beach Gardens Police Department	OP-2022-00269	Palm Beach Gardens Police Department Occupant Protection Initiative	\$ 30,000	\$ 30,000	\$ 30,000	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	University of Florida	OP-2022-00281	Florida Occupant Protection Coalition	\$ -	\$ 115,000	\$ 101,837	89%
402 (Grants)	Occupant Protection and Child Passenger Safety	Tampa Police Department	OP-2022-00283	Sit Tight and Belt Right	\$ 175,000	\$ 175,000	\$ 171,695	98%
402 (Grants)	Occupant Protection and Child Passenger Safety	Palm Beach County Sheriff's Office	OP-2022-00299	Palm Beach County Occupant Protection Strategy	\$ 150,000	\$ 150,000	\$ 81,223	54%
402 (Grants)	Occupant Protection and Child Passenger Safety	Gainesville Police Department	OP-2022-00329	City of Gainesville Occupant Protection Program	\$ 30,000	\$ 30,000	\$ 3,261	11%
402 (Grants)	Occupant Protection and Child Passenger Safety	Glewiston Police Department	OP-2022-00330	Occupant Protection Project	\$5,000	\$5,000	\$ -	0%
402 (Grants)	Planning and Administration	The District Board of Trustees of Tallahassee Community College	PA-2022-00196	Traffic Safety Support	\$ -	\$200,000 \$320,000	\$ 20,270	6%
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2022-00337	Operation of the Highway Traffic Safety Grant Section	\$ -	\$ 350,000	\$ 329,169	94%
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2022-00338	Highway Safety Travel and Training	\$ -	\$ 20,000	\$ 10,356	52%
402 (Grants)	Paid Media - Work Zone Safety	Center for Urban Transportation Research	PM-2022-00108	Work Zone Safety Media Campaign	\$ -	\$ 750,000	\$ 749,261	100%
402 (Grants)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	PM-2022-00319	Motorcycle Safety Media Campaign	\$ -	\$ 440,000	\$ 379,051	86%
402 (Grants)	Paid Media - Distracted Driving	FDOT State Safety Office	PM-2022-00334	Distracted Driving Media Campaign	\$ -	\$ 750,000	\$ 740,050	99%
402 (Grants)	Paid Media - Railroad Safety	FDOT State Safety Office	PM-2022-00335	Railroad Crossing Safety Media Campaign	\$ -	\$ 750,000	\$ 749,558	100%
402 (Grants)	Paid Media - Speeding and Aggressive Driving	FDOT State Safety Office	PM-2022-00339	Stop Speeding Safety Campaign	\$ -	\$ 750,000	\$ 729,618	97%
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00085	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	\$ -	\$ 100,000	\$ 66,847	67%
402 (Grants)	Pedestrian and Bicycle Safety	Center for Urban Transportation Research	PS-2022-00106	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program	\$ -	\$ 56,000	\$ 45,338	81%
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00122	Pedestrian and Bicycle Program Evaluation and Data Collection	\$ -	\$ 330,000	\$ 164,977	50%
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00141	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$ -	\$705,000 \$587,850	\$ 384,442	65%
402 (Grants)	Pedestrian and Bicycle Safety	University of Florida Board of Trustees	PS-2022-00276	Pedestrian and Bicycle Safety Outreach and Support	\$ -	\$43,000 \$553,850	\$ 459,259	83%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00029	Speed Measurement Instructor Training	\$ 30,000	\$ 30,000	\$ 1,733	6%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00058	Speed Measurement Training	\$ 45,000	\$ 45,000	\$ 19,688	44%
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00065	Florida Law Enforcement Liaison Program	\$ -	\$ 975,000	\$ 923,770	95%
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00078	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	\$ -	\$ 150,000	\$ 123,338	82%
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00081	Region IV Law Enforcement Liaison Conference	\$ -	\$ 45,000	\$ 33,054	73%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00145	Crash Data Retrieval (CDR) Tool Technician	\$ 40,000	\$ 40,000	\$ 31,185	78%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00149	Digital Photography for Traffic Crash Investigators	\$ 35,000	\$ 35,000	\$ 21,465	61%



402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00150	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	\$ 36,000	\$ 36,000	\$ 17,005	47%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00151	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	\$ 40,000	\$ 40,000	\$ 7,155	18%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00152	Event Data Recorder Use in Traffic Crash Reconstruction - Level II	\$ 40,000	\$ 40,000	\$ 22,375	56%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00153	Forensic Evidence from Crash Fatalities	\$ 25,000	\$ 25,000	\$ 20,230	81%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00160	Human Factors in Traffic Crash Reconstruction	\$ 40,000	\$ 40,000	\$ 22,375	56%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00161	Investigation of Motorcycle Crashes - Level I	\$ 80,000	\$ 80,000	\$ 10,335	13%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00163	Investigation of Motorcycle Crashes - Level II	\$ 40,000	\$ 40,000	\$ 14,320	36%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00164	Occupant Kinematics for the Traffic Crash Reconstructionist	\$ 30,000	\$ 30,000	\$ 10,740	36%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00165	Pedestrian/Bicycle Crash Investigation - Level I	\$ 80,000	\$ 80,000	\$ 31,800	40%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00166	Pedestrian/Bicycle Crash Investigation - Level II	\$ 40,000	\$ 40,000	\$ 31,325	78%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00167	Police Motorcycle Instructor	\$ 75,000	\$ 75,000	\$ 37,500	50%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00169	Traffic Crash Reconstruction - Level II	\$ 40,000	\$ 40,000	\$ 12,530	31%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00187	Traffic Crash Reconstruction Training	\$ 65,000	\$ 65,000	\$ 28,718	44%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00193	Advanced Traffic Homicide Investigation Training	\$ 70,000	\$ 70,000	\$ 37,643	54%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00194	Basic Traffic Homicide Investigation Training	\$ 75,000	\$ 75,000	\$ 32,550	43%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00195	Crash Scene Mapping with Speed Lasers Training	\$ 35,000	\$ 35,000	\$ 14,280	41%
402 (Grants)	Work Zone Safety	Hillsborough County Sheriff's Office	RS-2022-00024	Work Zone Education and Enforcement Operation	\$ 230,000	\$ 230,000	\$ 226,920	99%
402 (Grants)	Work Zone Safety	Broward Sheriff's Office	RS-2022-00077	Broward Work Zone Safety Enforcement Program	\$ 125,000	\$ 125,000	\$ 125,000	100%
402 (Grants)	Work Zone Safety	City of Miramar	RS-2022-00087	Work Zone Safety Initiatives	\$ 63,000	\$ 63,000	\$ 57,365	91%
402 (Grants)	Work Zone Safety	Sarasota Police Department	RS-2022-00185	Work Zone Safety	\$ 71,000	\$ 71,000	\$ 44,441	63%
402 (Grants)	Work Zone Safety	Washington County Sheriff's Office	RS-2022-00275	Increasing Safety and Reducing Work Zone Crashes	\$ 80,000	\$ 80,000	\$ 40,280	50%
402 (Grants)	Work Zone Safety	Clewiston Police Department	RS-2022-00332	Work Zone Safety Program	\$ 14,000	\$ 14,000	\$ -	0%
402 (Grants)	Speeding and Aggressive Driving	Santa Rosa Sheriff's Office	SC-2022-00002	Law Enforcement Speeding Solution (LESS) Program	\$ 50,000	\$ 50,000	\$ 49,966	100%
402 (Grants)	Speeding and Aggressive Driving	Cape Coral Police Department	SC-2022-00008	Cape Coral Speed and Aggressive Driving Enforcement	\$ 86,500	\$ 86,500	\$ 86,500	100%
402 (Grants)	Speeding and Aggressive Driving	City of Daytona Beach Police Department	SC-2022-00017	Obey the Sign or Pay the Fine—Addressing Speed and Aggressive Driving	\$ 550,000	\$ 550,000	\$ -	0%
402 (Grants)	Speeding and Aggressive Driving	Citrus County Sheriff's Office	SC-2022-00019	Just Drive Citrus	\$ 120,000	\$ 120,000	\$ 119,942	100%
402 (Grants)	Speeding and Aggressive Driving	Bay County Sheriff's Office	SC-2022-00021	Speed and Aggressive Driving Subgrant	\$ 50,000	\$ 50,000	\$ 40,518	81%
402 (Grants)	Speeding and Aggressive Driving	Hillsborough County Sheriff's Office	SC-2022-00028	Speed: Know Your Limits	\$ 125,000	\$ 125,000	\$ 122,087	98%
402 (Grants)	Speeding and Aggressive Driving	Apopka Police Department	SC-2022-00031	Heavy Enforcement of Aggressive Traffic	\$ 49,000	\$ 49,000	\$ 48,956	100%
402 (Grants)	Speeding and Aggressive Driving	Broward Sheriff's Office	SC-2022-00038	Broward Aggressive Driving and Speed Enforcement (BASE) Program	\$ 200,000	\$ 200,000	\$ 198,945	99%
402 (Grants)	Speeding and Aggressive Driving	Holly Hill Police Department	SC-2022-00040	Speed and Aggressive Driving	\$ 40,000	\$ 40,000	\$ 16,504	41%
402 (Grants)	Speeding and Aggressive Driving	Monroe County Sheriff's Office	SC-2022-00043	Speed and Aggressive Driving	\$ 100,000	\$ 100,000	\$ 100,000	100%
402 (Grants)	Speeding and Aggressive Driving	Pinellas County Sheriff's Office	SC-2022-00045	Strategic Policing through Education and Enforcement for Drivers (SPEED)	\$ 125,000	\$ 125,000	\$ 108,764	87%
402 (Grants)	Speeding and Aggressive Driving	West Palm Beach Police Department	SC-2022-00053	Speed and Aggressive Driving	\$ 116,000	\$ 116,000	\$ 94,558	82%
402 (Grants)	Speeding and Aggressive Driving	Live Oak Police Department	SC-2022-00111	Speed and Aggressive Driving	\$ 20,000	\$ 20,000	\$ 3,443	17%
402 (Grants)	Speeding and Aggressive Driving	Pinellas Park Police Department	SC-2022-00112	Speed Enforcement Program	\$ 69,599	\$ 69,598	\$ 79,096	98%
402 (Grants)	Speeding and Aggressive Driving	Palm Bay Police Department	SC-2022-00113	"Know Your Limits" Aggressive Driving and Speed Initiative	\$ 44,000	\$ 44,000	\$ 32,828	75%
402 (Grants)	Speeding and Aggressive Driving	Miami Beach Police Department	SC-2022-00124	Speed and Aggressive Driving Initiative	\$ 75,000	\$ 75,000	\$ 73,266	98%
402 (Grants)	Speeding and Aggressive Driving	Sunrise Police Department	SC-2022-00127	Speed and Aggressive Driving Initiative	\$ 40,000	\$ 40,000	\$ 40,000	100%
402 (Grants)	Speeding and Aggressive Driving	Tampa International Airport Police Department	SC-2022-00170	Speed and Aggressive Driving Subgrant	\$ 35,000	\$ 35,000	\$ 34,310	98%
402 (Grants)	Speeding and Aggressive Driving	Tampa Police Department	SC-2022-00179	Operation Safe Travels	\$ 190,000	\$ 190,000	\$ 185,165	97%
402 (Grants)	Speeding and Aggressive Driving	Ocala Police Department	SC-2022-00181	Speed and Aggressive Driving Program	\$ 21,000	\$ 21,000	\$ 8,531	41%
402 (Grants)	Speeding and Aggressive Driving	Sarasota Police Department	SC-2022-00183	Speed and Aggressive Driving Subgrant	\$ 83,000	\$ 83,000	\$ 58,857	71%



402 (Grants)	Speeding and Aggressive Driving	Delray Beach Police Department	SC-2022-00188	Delray Beach Police Speed and Aggressive Driving Enforcement Program	\$ 50,000	\$ 50,000	\$ 50,000	100%
402 (Grants)	Speeding and Aggressive Driving	Lake City Police Department	SC-2022-00189	Strategic Traffic Enforcement Program for Speed and Aggressive Driving	\$ 40,000	\$ 40,000	\$ 27,703	69%
402 (Grants)	Speeding and Aggressive Driving	Boynton Beach Police Department	SC-2022-00222	Boynton Beach Speed and Aggressive Driving	\$ 50,000	\$ 50,000	\$ 49,035	98%
402 (Grants)	Speeding and Aggressive Driving	Palm Beach County Sheriff's Office	SC-2022-00227	Palm Beach County Speed and Aggressive Driving Strategy	\$ 75,000	\$ 75,000	\$ 74,712	100%
402 (Grants)	Speeding and Aggressive Driving	City of Miami Police Department	SC-2022-00236	Speed and Aggressive Driving Enforcement Saturation Patrol Project	\$ 270,000	\$ 270,000	\$ 267,393	99%
402 (Grants)	Speeding and Aggressive Driving	Panama City Beach Police Department	SC-2022-00240	Targeted Enforcement Against Speed and Aggressive Driving	\$ 25,000	\$ 25,000	\$ 9,201	37%
402 (Grants)	Speeding and Aggressive Driving	Lauderhill Police Department	SC-2022-00247	Addressing Aggressive Driving Through Community Engagement and Enforcement	\$ 104,000	\$ 104,000	\$ 57,755	56%
402 (Grants)	Speeding and Aggressive Driving	West Miami Police Department	SC-2022-00263	Speed and Aggressive Driving Subgrant	\$ 30,000	\$ 30,000	\$ 14,042	47%
402 (Grants)	Speeding and Aggressive Driving	Palm Beach Gardens Police Department	SC-2022-00268	Palm Beach Gardens Police Department Speed and Aggressive Driving Initiative	\$ 35,000	\$ 35,000	\$ 34,814	99%
402 (Grants)	Speeding and Aggressive Driving	Sebring Police Department	SC-2022-00272	Speed and Aggressive Driving Subgrant	\$ 21,000	\$ 21,000	\$ 12,265	58%
402 (Grants)	Speeding and Aggressive Driving	Hollywood Police Department	SC-2022-00279	Speed and Aggressive Driving Enforcement	\$ 60,000	\$ 60,000	\$ 58,756	98%
402 (Grants)	Speeding and Aggressive Driving	Bradenton Police Department	SC-2022-00291	Let's Not Meet By Speed	\$35,000	\$35,000	-	0%
402 (Grants)	Speeding and Aggressive Driving	North Port Police Department	SC-2022-00342	North Port Police Department Interstate Speed Project	\$100,000	\$100,000	\$77,771.77	78%
402 (Grants)	Speeding and Aggressive Driving	Collier County Sheriff's Office	SC-2022-00343	Collier County Sheriff's Office Interstate Speed Project	\$100,000	\$100,000	\$45,924.10	46%
402 (Grants)	Speeding and Aggressive Driving	Charlotte County Sheriff's Office	SC-2022-00344	Charlotte County Sheriff's Office Interstate Speed Project	\$100,000	\$100,000	\$65,553.82	66%
402 (Grants)	Speeding and Aggressive Driving	Orlando Police Department	SC-2022-00345	Orlando Police Department Interstate Speed Project	\$60,000	\$60,000	\$29,161.22	49%
402 (Grants)	Speeding and Aggressive Driving	Titusville Police Department	SC-2022-00347	Titusville Police Department Interstate Speed Project	\$100,000	\$100,000	\$8,329.97	8%
402 (Grants)	Speeding and Aggressive Driving	Florida Dept of Agriculture and Consumer Services	SC-2022-00348	Interstate Speed Project	\$85,000	\$85,000	\$37,932.73	45%
402 (Grants)	Speeding and Aggressive Driving	Alachua County Sheriff's Office	SC-2022-00349	Alachua County Sheriff's Office Interstate Speed Project	\$65,000	\$65,000	\$53,061.98	82%
402 (Grants)	Speeding and Aggressive Driving	Seminole County Sheriff's Office	SC-2022-00350	Seminole County Sheriff's Office Interstate Speed Project	\$60,000	\$60,000	\$46,713.46	78%
402 (Grants)	Speeding and Aggressive Driving	Brevard County Sheriff's Office	SC-2022-00352	Brevard County Sheriff's Office Interstate Speed Project	\$73,000	\$73,000	\$70,413.54	96%
402 (Grants)	Speeding and Aggressive Driving	Madison County Sheriff's Office	SC-2022-00354	Madison County Sheriff's Office Interstate Speed Project	\$45,000	\$45,000	\$44,075.21	98%
402 (Grants)	Speeding and Aggressive Driving	Marion County Sheriff's Office	SC-2022-00355	Marion County Sheriff's Office Interstate Speed Project	\$55,000	\$55,000	\$32,680.19	59%
402 (Grants)	Speeding and Aggressive Driving	DeSoto County Sheriff's Office	SC-2022-00308	Speed and Aggressive Driving Subgrant	\$ 37,000	\$ 37,000	\$ 3,209	9%
402 (Grants)	Speeding and Aggressive Driving	Panama City Police Department	SC-2022-00310	Speed and Aggressive Driving Reduction	\$ 48,500	\$ 48,500	\$ 46,851	97%
402 (Grants)	Speeding and Aggressive Driving	Sarasota County Sheriff's Office	SC-2022-00340	Slow Down Sarasota 2022	\$ 100,000	\$ 100,000	\$ 50,931	51%
402 (Grants)	Speeding and Aggressive Driving	North Port Police Department	SC-2022-00342	North Port Police Department Interstate Speed Project	\$ 100,000	\$ 100,000	\$ 77,772	78%
402 (Grants)	Speeding and Aggressive Driving	Collier County Sheriff's Office	SC-2022-00343	Collier County Sheriff's Office Interstate Speed Project	\$ 100,000	\$ 100,000	\$ 45,924	46%
402 (Grants)	Speeding and Aggressive Driving	Charlotte County Sheriff's Office	SC-2022-00344	Charlotte County Sheriff's Office Interstate Speed Project	\$ 100,000	\$ 100,000	\$ 63,554	64%
402 (Grants)	Speeding and Aggressive Driving	Orlando Police Department	SC-2022-00345	Orlando Police Department Interstate Speed Project	\$ 60,000	\$ 60,000	\$ 29,161	49%
402 (Grants)	Speeding and Aggressive Driving	Florida Department of Agriculture and Consumer Services Office of Agricultural Law Enforcement (FDACS)	SC-2022-00348	Interstate Speed Project	\$ 85,000	\$ 85,000	\$ 37,933	45%
402 (Grants)	Speeding and Aggressive Driving	Alachua County Sheriff's Office	SC-2022-00349	Alachua County Sheriff's Office Interstate Speed Project	\$ 65,000	\$ 65,000	\$ 53,062	82%
402 (Grants)	Speeding and Aggressive Driving	Seminole County Sheriff's Office	SC-2022-00350	Seminole County Sheriff's Office Interstate Speed Project	\$ 60,000	\$ 60,000	\$ 46,713	78%
402 (Grants)	Speeding and Aggressive Driving	Brevard County Sheriff's Office	SC-2022-00352	Brevard County Sheriff's Office Interstate Speed Project	\$ 73,000	\$ 73,000	\$ 70,414	96%
402 (Grants)	Speeding and Aggressive Driving	Madison County Sheriff's Office	SC-2022-00354	Madison County Sheriff's Office Interstate Speed Project	\$ 45,000	\$ 45,000	\$ 44,075	98%
402 (Grants)	Speeding and Aggressive Driving	Marion County Sheriff's Office	SC-2022-00355	Marion County Sheriff's Office Interstate Speed Project	\$ 55,000	\$ 55,000	\$ 32,680	59%
402 (Grants)	Traffic Records	Division of Motorist Services, Bureau of Records	TR-2022-00066	Driver and Vehicle Data Quality Improvement	\$ -	\$ 150,000	\$ 61,354	41%
402 (Grants)	Traffic Records	The District Board of Trustees of Tallahassee Community College	TR-2022-00197	Traffic Records Coordinating Committee Support	\$ -	\$ 67,000	\$ 39,107	58%
402 (Grants)	Traffic Records	Florida State University (FSU)	TR-2022-00219	Electronic License and Vehicle Information System (ELVIS)	\$ 500,001	\$ 500,001	\$ 426,891	85%

402 (Grants)	Traffic Records	University of Florida	TR-2022-00287	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality	\$ -	\$425,000 \$487,000	\$ 395,211	81%
402 (Grants)	Traffic Records	University of Florida	TR-2022-00289	Central Crash Data Repository and Improved Crash Data Quality	\$ -	\$ 140,000	\$ 128,451	92%
402 (Grants)	Teen Driver Safety	TjohnE Productions, Inc.	TSP-2022-00023	ThinkFast Interactive Teen Driver Safety Program	\$ 56,000	\$ 56,000	\$ 51,450	92%
402 (Grants)	Teen Driver Safety	Hillsborough County Sheriff's Office	TSP-2022-00026	Teen Driver Education and Enforcement Operation	\$ 100,000	\$ 100,000	\$ 94,342	94%
402 (Grants)	Teen Driver Safety	Apopka Police Department	TSP-2022-00033	Apopka Reinforces Teen Safety	\$7,600	\$7,600	\$ -	0%
402 (Grants)	Teen Driver Safety	Office of the Executive Director	TSP-2022-00084	Teen Driver Safety - Drive with CARE	\$32,000 \$55,000	\$32,000 \$55,000	\$ 25,366	46%
402 (Grants)	Teen Driver Safety	NASSAU COUNTY SHERIFF'S OFFICE	TSP-2022-00100	Teens Avoiding Disaster	\$ 20,000	\$ 20,000	\$ 16,230	81%
402 (Grants)	Teen Driver Safety	The District Board of Trustees of Tallahassee Community College	TSP-2022-00199	Florida Teen Traffic Safety	\$ -	\$325,000 \$432,676 \$496,000	\$ 415,781	84%
402 (Grants)	Teen Driver Safety	Wauchula Police Department	TSP-2022-00228	Teen Driver Safety	\$ 20,000	\$ 20,000	\$ 13,936	70%
402 (Grants)	Teen Driver Safety	City of Plantation Police Department	TSP-2022-00245	Teen Driver Safety	\$ 33,000	\$ 33,000	\$ 32,994	100%
402 (Grants)	Teen Driver Safety	Coral Springs Police Department	TSP-2022-00252	Teen Driver Safety	\$ 30,000	\$ 30,000	\$ 25,000	83%
402 (Grants)	Teen Driver Safety	Manatee County Sheriff's Office	TSP-2022-00320	Teen Driver Education and Enforcement Operation	\$ 15,000	\$ 15,000	\$ 3,025	20%
402 (Grants)	Teen Driver Safety	Children and Parent Resource Group, INC	TSP-2022-00323	Life Changing Experience Community Education Project	\$ 52,000	\$ 52,000	\$ -	0%

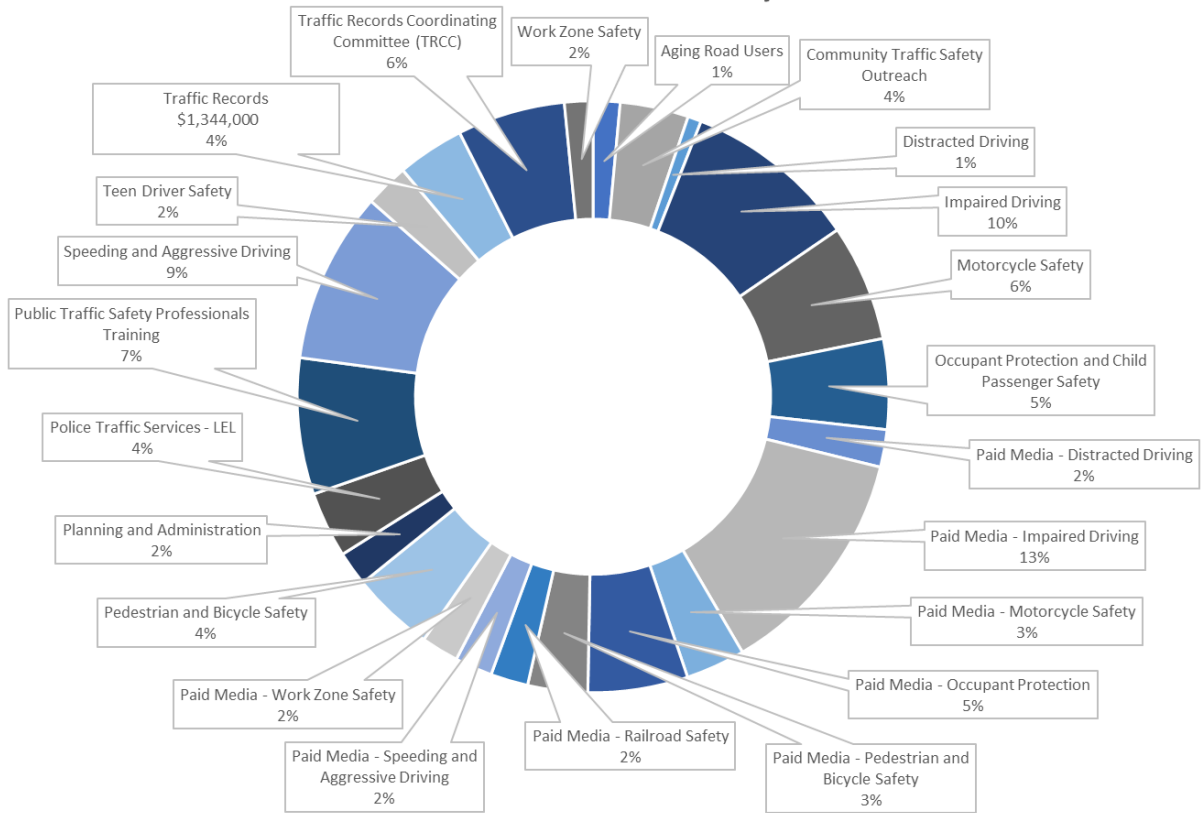
# FINANCIAL SUMMARY

## FY 2022 Highway Safety Plan Financial Summary

Sum of Final Funding Amount	Funding Source						
FDOT Program Areas	402 (Grants)	405b (Occupant Protection)	405c (Traffic Records)	405d (Impaired Driving)	405f (Motorcyclist Safety)	405h (Non-Motorized Safety)	Grand Total
Aging Road Users	\$ 538,000						\$ 538,000
Community Traffic Safety Outreach	\$ 1,372,000						\$ 1,372,000
Distracted Driving	\$ 271,000						\$ 271,000
Impaired Driving	\$ 285,000			\$ 3,202,525			\$ 3,487,525
Motorcycle Safety	\$ 2,339,000						\$ 2,339,000
Occupant Protection and Child Passenger Safety	\$ 1,163,000	\$ 646,000					\$ 1,809,000
Paid Media - Distracted Driving	\$ 750,000						\$ 750,000
Paid Media - Impaired Driving				\$ 4,675,000			\$ 4,675,000
Paid Media - Motorcycle Safety	\$ 440,000			\$ 500,000	\$ 252,000		\$ 1,192,000
Paid Media - Occupant Protection		\$ 2,000,000					\$ 2,000,000
Paid Media - Pedestrian and Bicycle Safety						\$ 1,200,000	\$ 1,200,000
Paid Media - Railroad Safety	\$ 750,000						\$ 750,000
Paid Media - Speeding and Aggressive Driving	\$ 750,000						\$ 750,000
Paid Media - Work Zone Safety	\$ 750,000						\$ 750,000
Pedestrian and Bicycle Safety	\$ 1,627,700					\$ 20,000	\$ 1,647,700
Planning and Administration	\$ 690,000						\$ 690,000
Police Traffic Services - LEL	\$ 1,245,000			\$ 75,000			\$ 1,320,000
Public Traffic Safety Professionals Training	\$ 961,000			\$ 1,367,500		\$ 400,000	\$ 2,728,500
Speeding and Aggressive Driving	\$ 3,439,000						\$ 3,439,000
Teen Driver Safety	\$ 877,000						\$ 877,000
Traffic Records	\$ 1,344,000						\$ 1,344,000
Traffic Records Coordinating Committee (TRCC)			\$ 2,161,184				\$ 2,161,184
Work Zone Safety	\$ 569,000						\$ 569,000
<b>Grand Total</b>	<b>\$ 20,160,700</b>	<b>\$ 2,646,000</b>	<b>\$ 2,161,184</b>	<b>\$ 9,820,025</b>	<b>\$ 252,000</b>	<b>\$ 1,620,000</b>	<b>\$ 36,659,909</b>



## FY 2022 Highway Safety Plan FDOT Financial Summary

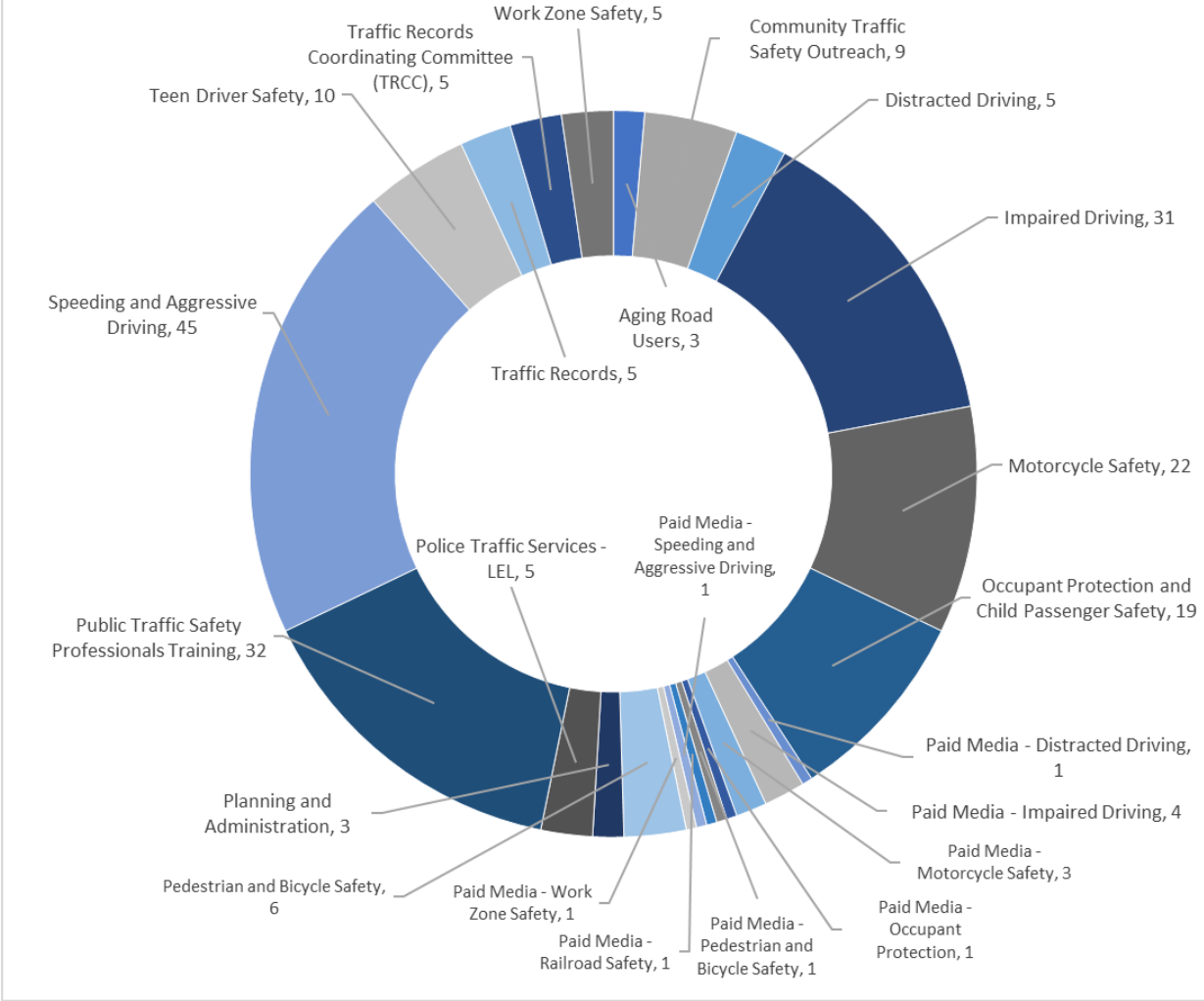


# PROJECT COUNT

## FY 2022 Highway Safety Plan Count of Projects

FDOT Program Areas	Count of Subgrant Project Number	Sum of Final Funding Amount
Aging Road Users	3 \$	538,000
Community Traffic Safety Outreach	9 \$	1,372,000
Distracted Driving	5 \$	271,000
Impaired Driving	29 \$	3,487,525
Motorcycle Safety	22 \$	2,339,000
Occupant Protection and Child Passenger Safety	19 \$	1,809,000
Paid Media - Distracted Driving	1 \$	750,000
Paid Media - Impaired Driving	4 \$	4,675,000
Paid Media - Motorcycle Safety	3 \$	1,192,000
Paid Media - Occupant Protection	1 \$	2,000,000
Paid Media - Pedestrian and Bicycle Safety	1 \$	1,200,000
Paid Media - Railroad Safety	1 \$	750,000
Paid Media - Speeding and Aggressive Driving	1 \$	750,000
Paid Media - Work Zone Safety	1 \$	750,000
Pedestrian and Bicycle Safety	6 \$	1,647,700
Planning and Administration	3 \$	690,000
Police Traffic Services - LEL	5 \$	1,320,000
Public Traffic Safety Professionals Training	32 \$	2,728,500
Speeding and Aggressive Driving	45 \$	3,439,000
Teen Driver Safety	10 \$	877,000
Traffic Records	5 \$	1,344,000
Traffic Records Coordinating Committee (TRCC)	5 \$	2,161,184
Work Zone Safety	5 \$	569,000
<b>Grand Total</b>	<b>216 \$</b>	<b>36,659,909</b>

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



# \$5,000 EQUIPMENT LIST

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

FDOT Program Area						
Implementing Agency / Project Name	Project Number	Funding Source	Item	Max Units	Max Unit Cost	Subgrant Line Item Total
<b>Aging Road Users</b>						
N/A						
<b>Community Traffic Safety Outreach</b>						
N/A						
<b>Distracted Driving</b>						
N/A						
<b>Impaired Driving</b>						
Okeechobee County Sheriff's Office / Enhanced Impaired Driving Enforcement	M5HVE-2022-00246	405 (d)	In-Car Video System	1	\$18,000	\$18,000
City of Orlando / Orlando Police Department Impaired Driving Enforcement Team	M5HVE-2022-00041	405 (d)	Fatal Vision Opioid Program Kit	1	\$6,000	\$6,000
Port Richey Police Department / Impaired Driving Subgrant	M5HVE-2022-00225	405 (d)	Intoxilyzer and Printer	1	\$9,000	\$9,000
Palm Beach County Sheriff's Office / Expanded Scope & Capacity of Toxicology Testing for Impaired Driving Investigations	M5SC-2022-00315 M5CS-2022-00351	405 (d)	Sciex 5500+ LC-MSMS Instrumentation system	1	\$328,025	\$328,025
<b>Motorcycle Safety</b>						
Tampa Police Department / Safe Motorcycle and Rider Techniques (SMART)	MC-2022-00180	402	Pickup Truck	1	\$55,000	\$55,000
			Trailer	1	\$25,000	\$25,000
Florida State University Police Department / Preventing Street Racing Through Legal Alternatives	MC-2022-00098	402	Trailer	1	\$11,000	\$11,000
<b>Occupant Protection</b>						
N/A						
<b>Paid Media</b>						
N/A						

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

Pedestrian and Bicycle Safety						
N/A						
Planning and Administration						
N/A						
Police Traffic Services – LEL						
<a href="#">Institute of Police Technology and Management (IPTM) / Florida Law Enforcement Liaison Program</a>	PT-2022-00065	402	Minivan	±	\$25,000	\$25,000
Public Traffic Safety Professionals Training						
N/A						
Speeding and Aggressive Driving						
Cape Coral Police Department / Cape Coral Speed and Aggressive Driving Enforcement	SC-2022-00008	402	Speed Measurement and Message Board Combo Trailer	1	\$21,500	\$21,500
Citrus County Sheriff's Office / Just Drive Citrus	SC-2022-00019	402	Speed Measurement and Message Board Combo Trailer	2	\$20,000	\$40,000
City of Miami Police Department / Speed and Aggressive Driving Enforcement Saturation Patrol Project	SC-2022-00236	402	Digital Radar Speed Signs	3	\$6,666	\$20,000
Panama City Police Department / Speed and Aggressive Driving Reduction	SC-2022-00310	402	Speed Measurement Trailer	1	\$8,500	\$8,500
Pinellas Park Police Department / Speed Enforcement Program	SC-2022-00112	402	Message Board	1	\$16,000	\$16,000
Sarasota Police Department / Speed and Aggressive Driving Subgrant	SC-2022-00183	402	<del>Speed Trailer</del>	<del>±</del>	<del>\$8,500</del>	<del>\$8,500</del>
			<del>Speed Measurement/ Message Board Combo Trailer</del>	<del>1</del>	<del>\$20,000</del>	<del>\$20,000</del>
			<del>Speed Measurement and Message Board Combo Trailer</del>	<del>±</del>	<del>\$20,000</del>	<del>\$20,000</del>
			<del>Message Board</del>	<del>1</del>	<del>\$16,500</del>	<del>\$16,500</del>
Teen Driver Safety						
N/A						

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

Traffic Records						
Florida State University (FSU) / Electronic License and Vehicle Information System (ELVIS)	TR-2022-00219	402	Server	1	\$10,000	\$10,000
Work Zone Safety						
City of Miramar / Work Zone Safety Initiatives	RS-2022-00087	402	Message Board	1	\$14,000	\$14,000
Sarasota Police Department / Work Zone Safety	RS-2022-00185	402	Speed Message Board	1	\$20,000	\$20,000
Washington County Sheriff's Office / Increasing Safety and Reducing Work Zone Crashes	RS-2022-00275	402	Speed Message Board	1	\$20,000	\$20,000

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

**Legend:**  
 Amendment 1 Changes: Gold  
 Amendment 2 Changes: Blue  
 Amendment 3 Changes: Green  
 Amendment 4 Changes: Red

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# FLORIDA FY2022 HSP – FINANCIAL EXPENDITURES

FY2022 Annual Report Financial Summary									
FDOT Program Areas	NHTSA Funding	402	405 (b)	405 (c)	405 (d)	405 (f)	405 (h)	Grand Total	Percentage Expended
Aging Road Users	Awarded	\$ 538,000						\$ 538,000	
	Expenditures	\$ 421,684						\$ 421,684	78%
Community Traffic Safety Outreach	Awarded	\$ 1,372,000						\$ 1,372,000	
	Expenditures	\$ 802,549						\$ 802,549	58%
Distracted Driving	Awarded	\$ 271,000						\$ 271,000	
	Expenditures	\$ 236,586						\$ 236,586	87%
Impaired Driving	Awarded	\$ 285,000			\$ 3,202,525			\$ 3,487,525	
	Expenditures	\$ 207,133			\$ 2,557,173			\$ 2,764,306	79%
Motorcycle Safety	Awarded	\$ 2,339,000						\$ 2,339,000	
	Expenditures	\$ 1,748,048						\$ 1,748,048	75%
Occupant Protection and Child Passenger Safety	Awarded	\$ 1,163,000	\$ 646,000					\$ 1,809,000	
	Expenditures	\$ 953,644	\$ 615,690					\$ 1,569,334	87%
Paid Media - Distracted Driving	Awarded	\$ 750,000						\$ 750,000	
	Expenditures	\$ 740,050						\$ 740,050	99%
Paid Media - Impaired Driving	Awarded				\$ 4,675,000			\$ 4,675,000	
	Expenditures				\$ 4,590,602			\$ 4,590,602	98%
Paid Media - Motorcycle Safety	Awarded	\$ 440,000			\$ 500,000	\$ 252,000		\$ 1,192,000	
	Expenditures	\$ 379,051			\$ 376,154	\$ 201,659		\$ 956,864	80%
Paid Media - Occupant Protection and Child Passenger Safety	Awarded		\$ 2,000,000					\$ 2,000,000	
	Expenditures		\$ 1,982,345					\$ 1,982,345	99%
Paid Media - Pedestrian and Bicycle Safety	Awarded					\$ 1,200,000		\$ 1,200,000	
	Expenditures					\$ 1,155,996		\$ 1,155,996	96%
Paid Media - Rail Crossing	Awarded	\$ 750,000						\$ 750,000	
	Expenditures	\$ 749,558						\$ 749,558	100%
Paid Media - Speeding and Aggressive Driving	Awarded	\$ 750,000						\$ 750,000	
	Expenditures	\$ 729,618						\$ 729,618	97%
Paid Media - Work Zone Safety	Awarded	\$ 750,000						\$ 750,000	
	Expenditures	\$ 749,261						\$ 749,261	100%
Pedestrian and Bicycle Safety	Awarded	\$ 1,627,700				\$ 20,000		\$ 1,647,700	
	Expenditures	\$ 1,120,863				\$ 15,210		\$ 1,136,073	69%
Planning & Administration	Awarded	\$ 690,000						\$ 690,000	
	Expenditures	\$ 359,795						\$ 359,795	52%
Police Traffic Services - LEL	Awarded	\$ 1,245,000			\$ 75,000			\$ 1,320,000	
	Expenditures	\$ 1,090,081			\$ 52,201			\$ 1,142,282	87%
Public Traffic Safety Professionals Training	Awarded	\$ 961,000			\$ 1,367,500		\$ 400,000	\$ 2,728,500	
	Expenditures	\$ 424,950			\$ 822,402		\$ 178,911	\$ 1,426,263	52%
Speed/Aggressive Driving	Awarded	\$ 3,439,000						\$ 3,439,000	
	Expenditures	\$ 3,271,810						\$ 3,271,810	95%
Teen Driver Safety	Awarded	\$ 877,000						\$ 877,000	
	Expenditures	\$ 678,124						\$ 678,124	77%
Traffic Records	Awarded	\$ 1,344,000		\$ 2,161,184				\$ 3,505,184	
	Expenditures	\$ 1,051,014		\$ 1,854,296				\$ 2,905,310	83%
Work Zone Safety	Awarded	\$ 569,000						\$ 569,000	
	Expenditures	\$ 494,006						\$ 494,006	87%
<b>Awarded Total</b>		<b>\$ 20,160,700</b>	<b>\$ 2,646,000</b>	<b>\$ 2,161,184</b>	<b>\$ 9,820,025</b>	<b>\$ 252,000</b>	<b>\$ 1,620,000</b>	<b>\$ 36,659,909</b>	
<b>Expenditures Total</b>		<b>\$ 16,207,825</b>	<b>\$ 2,598,035</b>	<b>\$ 1,854,296</b>	<b>\$ 8,398,532</b>	<b>\$ 201,659</b>	<b>\$ 1,350,117</b>	<b>\$ 30,610,464</b>	
<b>Difference</b>		<b>80%</b>	<b>98%</b>	<b>86%</b>	<b>86%</b>	<b>80%</b>	<b>83%</b>	<b>83%</b>	

### FY2022 Expenditures by FDOT Program Areas

