Florida Department of Transportation

FY 2021 Highway Safety Plan Annual Report

Ron DeSantis
Florida Governor

Kevin J. Thibault, P.E.
FDOT Secretary

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INTRODUCTION

The Florida Department of Transportation (FDOT) State Safety Office is pleased to present the FY2021 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 1st of each calendar year for NHTSA approval of projects to be funded in the upcoming fiscal year that will begin October 1st, 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 FY2021 subgrant year. The following legend is provided to identify the changes that were approved and implemented within each respective amendment:

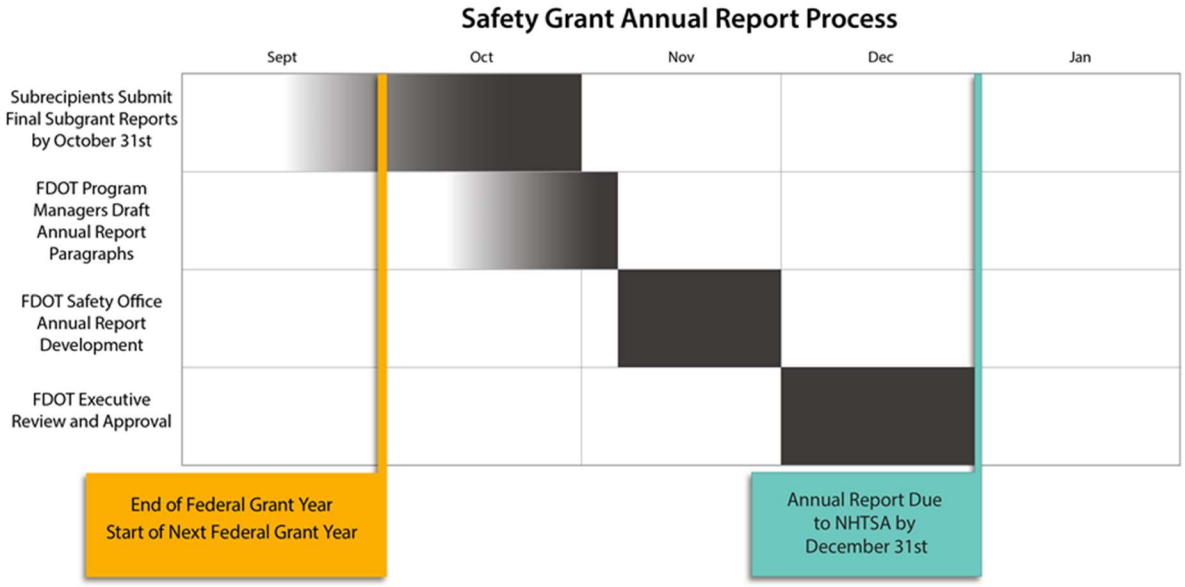
Legend:

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 31st. Our FY2021 Annual Report includes all projects proposed and approved in the FY2021 Highway Safety Plan, along with a report out of activities performed by each project.



CARES ACT WAIVER(S)

On April 29, 2021, NHTSA issued a notice announcing waiver of certain FY2021 requirements for State Highway Safety Grant Programs Pursuant to the emergency authority provided under Section 22005(a) of Division B of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Pub. L. 116-136, as extended under Section 442 of the Consolidated Appropriations Act, 2021, Pub. L. 116-260. WAIVERS

The following waivers are issued, effective upon the date of this notice:

- Maintenance of Effort: NHTSA waives the maintenance of effort requirements for FY 2021 and the effect of the associated certifications provided by States in their grant applications for FY2021. Provisions waived – 23 U.S.C. § 405(a)(9)(A); 23 CFR Part 1300, App. B.

- Local Benefit/Share to Local: NHTSA waives the requirement and the effect of the associated assurances provided by States in their grant applications for FY 2021 that States expend 40 percent of Section 402 (23 U.S.C. 402) highway safety grant funds in, or for the benefit of, political subdivisions of the State.

Florida continued to meet the Maintenance of Effort requirements in FY2021 and closely met the local benefit/share to local requirement with a 39.72% expenditure rate.

FLORIDA DEPARTMENT OF TRANSPORTATION

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

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

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

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

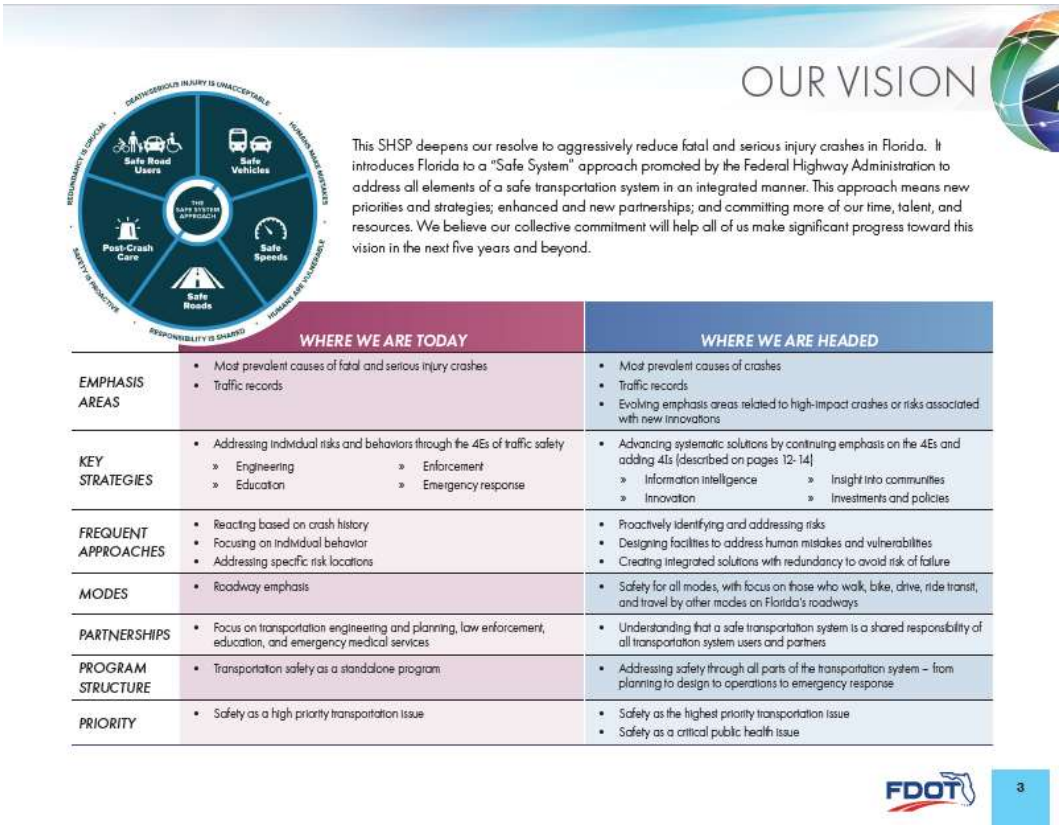
FLORIDA'S 2021 - 2025 STRATEGIC HIGHWAY SAFETY PLAN

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

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

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

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



OUR VISION

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

	WHERE WE ARE TODAY	WHERE WE ARE HEADED
EMPHASIS AREAS	• Most prevalent causes of fatal and serious injury crashes • Traffic records	• Most prevalent causes of crashes • Traffic records • Evolving emphasis areas related to high-impact crashes or risks associated with new innovations
KEY STRATEGIES	• Addressing individual risks and behaviors through the 4Es of traffic safety » Engineering » Enforcement » Education » Emergency response	• Advancing systematic solutions by continuing emphasis on the 4Es and adding 4Is (described on pages 12-14) » Information intelligence » Insight into communities » Innovation » Investments and policies
FREQUENT APPROACHES	• Reacting based on crash history • Focusing on individual behavior • Addressing specific risk locations	• Proactively identifying and addressing risks • Designing facilities to address human mistakes and vulnerabilities • Creating integrated solutions with redundancy to avoid risk of failure
MODES	• Roadway emphasis	• Safety for all modes, with focus on those who walk, bike, drive, ride transit, and travel by other modes on Florida's roadways
PARTNERSHIPS	• Focus on transportation engineering and planning, law enforcement, education, and emergency medical services	• Understanding that a safe transportation system is a shared responsibility of all transportation system users and partners
PROGRAM STRUCTURE	• Transportation safety as a standalone program	• Addressing safety through all parts of the transportation system – from planning to design to operations to emergency response
PRIORITY	• Safety as a high priority transportation issue	• Safety as the highest priority transportation issue • Safety as a critical public health issue

FDOT 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.

ALIGNMENT WITH OTHER STATE PLANS

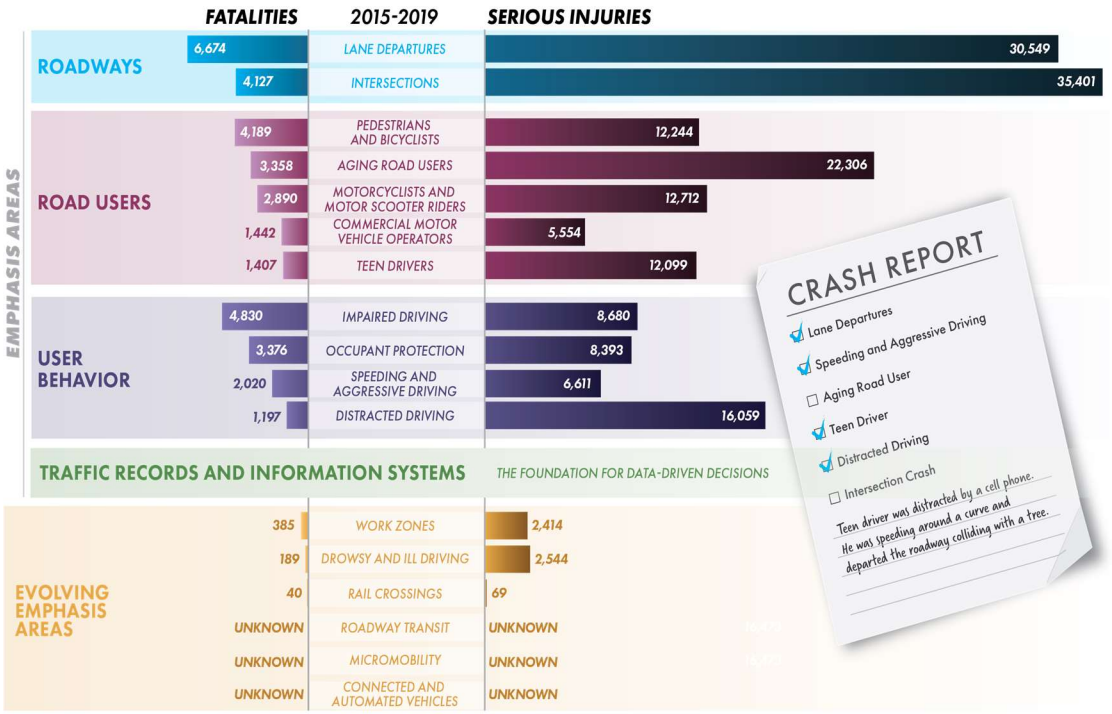
The SHSP was developed in close coordination with the state's long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of zero transportation fatalities or serious injuries 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.



VISION ZERO

Florida is a Vision Zero state, recognizing that no traffic fatality is acceptable on our roadways. Opportunities to improve traffic safety include focusing attention on the shortcomings of the built environment, policies and technologies that influence behavior, the development of safer vehicles, education, and law enforcement.

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

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

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

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

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

FEDERAL TRAFFIC SAFETY PROGRAMS

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

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

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

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

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

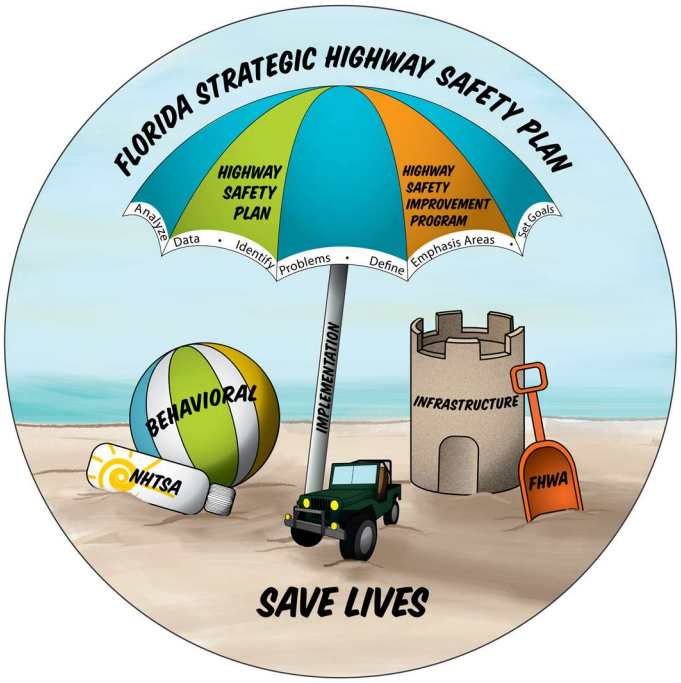
Florida's 2021 HSP has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs as amended by the FAST Act. States must annually submit an HSP to NHTSA for approval describing its highway safety program and planned activities that will 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 2020-21 Highway Safety Plan (hereafter referred to as Florida's FY2021 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The HSP is based on Florida's SHSP goals and objectives, crash data and federal requirements. Today's highway safety programs focus on priority areas that have been proven to be effective in reducing traffic crashes, serious injuries, and fatalities. These safety programs are the focus and foundation of Florida's FY2021 HSP and are separated into the following categories:

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



SUBGRANTS

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

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

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

COST REIMBURSEMENT

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

COMPLIANCE WITH NHTSA GUIDELINES - PURCHASES

As per NHTSA guidelines, all subgrants awarded in the FY2021 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 make sure that locals have an active voice in the initiation, development, and implementation of projects selected. Each project funded will 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.

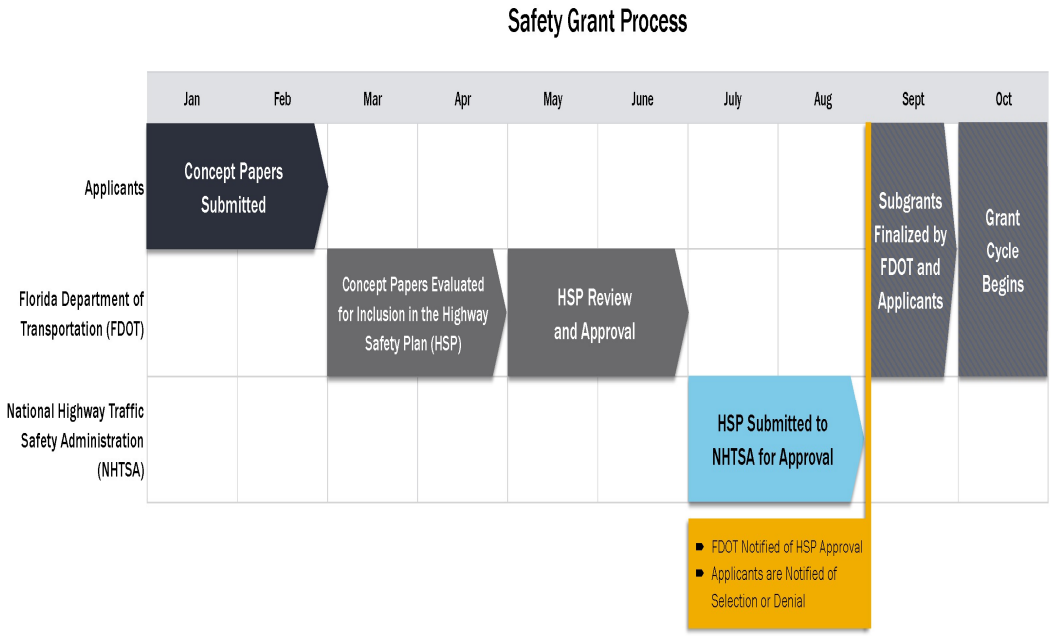
FY 2021 Highway Safety Plan
402 Local Benefit

FDOT Program Areas	Sum of Final Funding Amount	Sum of Local Benefit	Percentage
Aging Road Users	$ 562,725	$ 212,725	38%
Community Traffic Safety Outreach	$ 1,025,000	$ 505,000	49%
Distracted Driving	$ 247,500	$ 247,500	100%
Impaired Driving	$ 207,381	$ -	0%
Motorcycle Safety	$ 2,108,100	$ 1,426,600	68%
Occupant Protection and Child Passenger Safety	$ 177,100	$ -	0%
Paid Media - Distracted Driving	$ 500,000	$ -	0%
Paid Media - Motorcycle Safety	$ 440,000	$ -	0%
Paid Media - Occupant Protection	$ 1,500,000	$ -	0%
Paid Media - Railroad Safety	$ 500,000	$ -	0%
Paid Media - Work Zone Safety	$ 500,000	$ -	0%
Pedestrian and Bicycle Safety	$ 1,756,500	$ 666,500	38%
Planning and Administration	$ 425,000	$ -	0%
Police Traffic Services - LEL	$ 1,145,000	$ -	0%
Public Traffic Safety Professionals Training	$ 838,350	$ 838,350	100%
Speed/Aggressive Driving	$ 2,153,000	$ 2,193,000	102%
Teen Driver Safety	$ 641,350	$ 317,350	49%
Traffic Records	$ 1,337,415	$ 542,490	41%
Work Zone Safety	$ 211,000	$ 211,000	100%
Grand Total	**$ 16,275,421**	**$ 7,160,515**	**44%**

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.



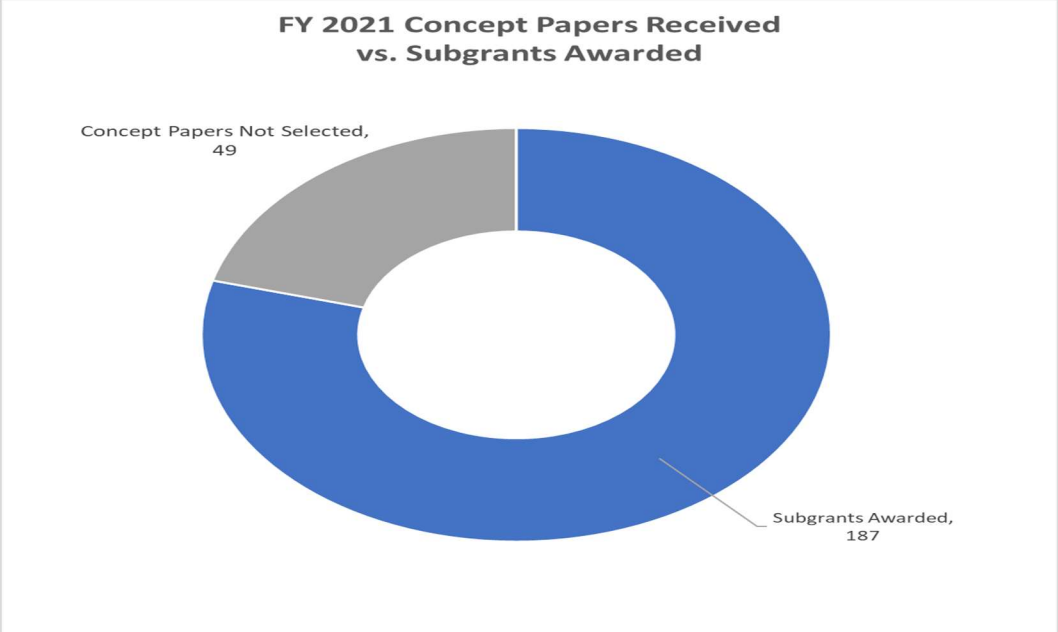
CONCEPT PAPERS

The FDOT State Safety Office received 236 concept papers from entities interested in implementing traffic safety projects and ultimately plans on awarding 187 different subgrants.

The chart below represents the total number of concept papers received and subgrants awarded for FY2021.

FY 2021 Highway Safety Plan
Concept Papers Received vs. Subgrants Awarded

FDOT Program Areas	Concept Papers Received	Subgrants Awarded	Difference	Percentage Awarded
Aging Road Users	5	3	2	60%
Community Traffic Safety Outreach	13	10	3	77%
Distracted Driving	11	5	6	45%
Impaired Driving	50	44	6	88%
Motorcycle Safety	26	22	4	85%
Occupant Protection and Child Passenger Safety	25	20	5	80%
Paid Media (FDOT Only)	6	6	0	100%
Pedestrian and Bicycle Safety	13	10	3	77%
Planning and Administration (FDOT Only)	2	2	0	100%
Police Traffic Services	3	3	0	100%
Public Traffic Safety Professionals Training	19	15	4	79%
Speed/Aggressive Driving	31	26	5	84%
Teen Driver Safety	12	8	4	67%
Traffic Records	8	4	4	50%
Traffic Records Coordinating Committee (TRCC)	8	7	1	88%
Work Zone Safety	4	2	2	50%
Grand Total	**236**	**187**	**49**	**79%**

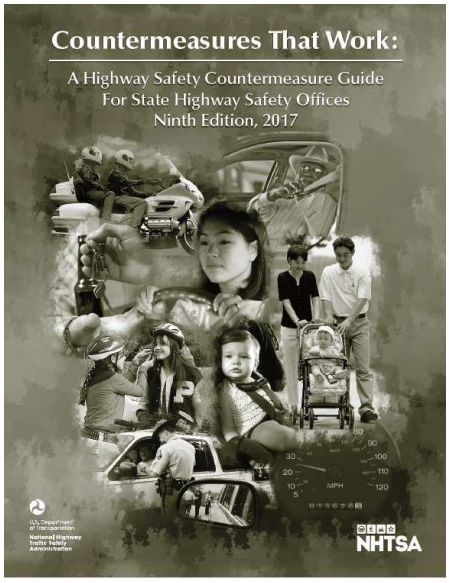


RISK ASSESSMENT

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 (2014-2018), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

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

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

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

- **Teen Drivers** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was aged 15-19

- **Work Zones** – serious injuries plus fatalities occurring as a result of crashes which were coded as work zone-related

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

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

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

CARGO SHIFT OR LOSS (UNSECURED LOAD)

The FDOT State Safety Office also annually reviews the number of serious injuries and fatalities caused by crashes involving unsecured loads on non-commercial vehicles. Examination of five years of cumulative data (2014-2018) reveals that a total of 14 fatalities and 93 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.

FY2021 Highway Safety Matrix - Ranking of Florida Counties

(Based on total actual serious injuries and fatalities during 2014-2018)

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

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

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

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

Legend

Highlighting is highest % in category

25%

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

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

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Report generated by local\SF945BJ from the Crash Analysis Reporting Data Warehouse

Report Generated: 12/20/2019

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FY2021 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2014-2018)

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

Legend

Highlighted is highest % in category

25%

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FY2021 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2014-2018)

Group II - Population of 15,000 to 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 Zone
Altamonte Springs	61	39	57	64	92	53	85	69	8
Apopka	18	8	14	20	16	23	22	12	67
Auburndale	50	83	53	51	80	65	74	56	52
Aventura	27	25	76	61	59	27	38	58	37
Bartow	79	73	72	71	63	89	90	62	56
Belle Glade	94	98	94	96	62	71	89	72	54
Bonita Springs	40	45	17	37	48	63	58	64	40
Bradenton	67	71	79	82	93	50	97	95	99
Callaway	96	72	60	83	88	90	94	75	70
Casselberry	72	81	75	34	91	66	76	85	38
Clermont	19	11	16	19	19	36	39	9	9
Cocoa	15	12	8	11	10	18	5	14	10
Coconut Creek	40	54	65	50	52	73	70	54	50
Cooper City	89	82	99	91	67	92	73	91	89
Coral Gables	30	17	46	47	32	13	99	33	98
Crestview	66	34	55	60	53	59	55	39	84
Cutler Bay	102	102	102	102	102	102	102	102	96
Dania Beach	58	55	73	31	55	34	11	47	34
Daytona Beach	11	6	10	3	6	3	2	4	3
Debary	87	74	90	84	73	98	68	82	74
Deland	21	10	21	18	21	28	18	15	28
Delray Beach	6	19	27	14	8	7	3	31	31
Doral	93	95	81	79	87	82	81	96	41
Dunedin	44	56	49	54	76	51	56	44	90
Edgewater	65	75	60	53	70	96	61	77	15
Estero	101	101	97	101	101	101	101	101	88
Eustis	53	53	41	32	29	72	46	41	75
Fort Pierce	55	61	51	46	37	35	17	34	29
Fort Walton Beach	69	64	48	80	74	68	54	68	57
Greenacres	28	43	28	55	28	31	15	30	92
Groveland	42	47	36	52	43	83	75	80	32
Haines City	63	50	38	74	45	79	71	60	83
Hallandale Beach	36	38	50	45	46	24	43	66	23
Hialeah Gardens	92	88	92	85	95	86	92	89	59
Homestead	38	42	35	29	13	17	51	19	42
Jacksonville Beach	77	49	43	42	78	44	53	57	81
Jupiter	51	37	59	63	41	47	59	61	69
Key West	34	51	30	2	27	8	42	29	17
Kissimmee	2	1	4	4	7	1	9	1	6
Lake Mary	91	36	74	66	60	87	77	71	45
Lake Wales	46	63	87	67	68	67	35	67	51
Lake Worth	48	60	18	33	22	21	30	35	26
Lauderdale Lakes	70	68	100	86	85	33	69	70	62
Lauderhill	62	79	52	73	42	32	28	50	102
Leesburg	13	26	42	16	26	25	65	18	58
Longwood	56	14	82	49	49	64	72	43	7
Lynn Haven	83	90	95	88	82	100	83	83	76
Maitland	85	20	71	78	69	88	67	73	11
Marco Island	81	96	88	92	89	91	88	97	53
Margate	16	23	64	41	24	15	45	16	39
Miami Lakes	100	92	93	100	75	99	100	90	87

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

Legend

Highlighted is highest % in category

25%

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FY2021 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2014-2018)

Group III - Population of 3,000 to 14,999 - 119 Cities

Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian and Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zone
Alachua	17	32	13	23	13	88	51	18	40
Arcadia	4	9	3	2	2	4	11	4	1
Atlantic Beach	57	35	21	28	85	18	46	49	115
Avon Park	12	19	33	20	19	38	63	31	18
Bay Harbor Islands	109	96	103	113	93	115	92	85	81
Belle Isle	110	98	109	99	114	90	61	75	93
Belleair	106	91	73	94	105	94	106	96	33
Belleview	26	49	42	44	45	65	38	42	75
Biscayne Park	112	105	90	106	102	109	104	93	52
Brooksville	3	8	17	5	7	9	16	3	2
Bunnell	48	23	14	13	31	48	28	69	21
Cape Canaveral	62	75	38	55	99	36	52	64	104
Chipley	49	46	41	74	21	75	56	23	58
Clewiston	27	28	16	19	12	42	43	33	5
Cocoa Beach	37	55	67	26	47	10	53	35	19
Crystal River	11	2	50	4	16	14	5	10	53
Dade City	7	22	36	11	25	16	25	7	3
Davenport	31	41	24	30	46	67	41	46	9
Daytona Beach Shores	91	63	32	35	65	62	30	71	65
DeFuniak Springs	19	18	19	25	11	66	6	24	6
Destin	39	21	30	46	26	7	27	37	13
Dundee	107	93	99	111	109	113	109	102	70
Fellsmere	93	70	77	96	110	105	70	72	35
Fernandina Beach	51	76	57	58	84	60	64	78	112
Flagler Beach	84	94	74	48	75	64	87	84	23
Florida City	30	34	59	14	51	5	18	32	28
Fort Meade	115	84	70	114	79	84	93	52	83
Fort Myers Beach	46	66	10	40	36	33	42	67	87
Freeport	54	31	51	34	60	93	29	26	22
Frostproof	30	79	40	105	43	90	48	61	51
Fruitland Park	32	47	113	89	41	100	99	30	7
Grant-Valkaria	114	110	96	110	107	112	107	97	64
Green Cove Springs	56	43	46	52	56	71	97	63	15
Gulf Breeze	22	29	64	62	62	50	111	43	79
Gulfport	81	103	56	45	81	59	45	119	110
High Springs	86	58	65	115	67	97	72	110	85
Highland Beach	113	109	93	108	104	111	105	95	59
Holly Hill	34	67	86	27	119	17	54	66	108
Holmes Beach	83	90	71	60	73	81	68	82	61
Indian Harbour Beach	79	86	112	67	117	57	98	116	100
Indian River Shores	99	92	95	109	106	102	85	63	63
Indian Rocks Beach	92	82	52	47	91	63	86	99	67
Indiantown	116	116	108	117	112	116	114	112	69
Inverness	8	5	81	12	10	28	7	15	24
Islamorada	40	14	18	50	54	68	71	73	12
Juno Beach	105	108	70	85	89	80	82	80	57
Kenneth City	100	95	75	112	92	55	110	51	73
Key Biscayne	71	33	116	80	50	45	119	57	27
LaBelle	42	48	35	49	32	22	88	41	71
Lady Lake	14	78	22	29	20	30	47	59	119
Lake Alfred	64	71	53	77	62	107	59	109	82
Lake City	5	1	1	8	1	11	1	2	43
Lake Clarke Shores	104	107	92	93	103	110	81	94	56
Lake Park	67	100	83	68	35	72	40	34	102
Lantana	98	87	55	56	60	43	44	65	107
Lauderdale-By-The-Sea	85	114	105	63	111	85	113	86	84
Lighthouse Point	68	34	54	31	57	20	62	77	105
Live Oak	15	15	5	41	6	52	3	14	92
Longboat Key	77	111	98	95	108	77	108	101	69
Loxahatchee Groves	103	106	91	92	71	91	80	70	54

Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian and Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zone
Macclenny	66	26	44	78	29	69	73	16	91
Madeira Beach	41	64	23	43	90	26	37	98	66
Madison	102	104	61	104	86	89	102	90	47
Marathon	16	3	28	10	30	23	12	53	25
Marianna	13	13	12	39	9	32	15	13	37
Mary Esther	75	38	72	87	74	82	84	40	11
Mascotte	94	113	101	97	61	114	49	106	78
Melbourne Beach	52	37	31	81	101	61	103	60	46
Miami Shores	69	102	115	71	36	29	118	55	106
Miami Springs	82	77	118	59	52	46	101	58	117
Midway	73	68	34	107	59	79	36	39	55
Milton	6	11	6	7	8	12	2	5	8
Minneola	119	119	68	103	100	119	78	87	109
Mount Dora	25	16	39	16	70	47	23	21	29
Mulberry	74	69	94	75	72	49	67	50	32
Neptune Beach	55	42	80	100	68	70	75	88	95
Newberry	43	24	9	64	18	51	32	44	86
Niceville	21	17	60	37	27	40	10	12	46
North Bay Village	118	101	114	113	118	118	116	117	28
North Palm Beach	70	56	116	72	82	44	55	89	111
Oakland	59	58	49	63	88	73	65	92	50
Okeechobee	24	52	42	36	22	31	31	27	34
Oldsmar	29	36	59	73	58	39	34	25	116
Orange City	33	20	47	15	48	13	13	36	20
Orange Park	80	31	20	22	40	15	39	28	101
Pahokee	101	65	76	76	77	104	90	105	77
Palatka	50	44	8	79	14	25	17	17	17
Palm Beach	44	60	111	53	116	34	77	54	99
Palmetto	1	6	2	3	3	1	8	1	4
Panama City Beach	18	12	4	1	15	2	4	9	45
Parker	76	39	97	88	66	76	58	100	68
Pembroke Park	65	59	106	33	34	41	33	29	10
Perry	61	99	66	66	39	54	74	47	94
Ponce Inlet	89	89	89	82	87	100	79	91	49
Port Saint Joe	53	81	62	86	44	92	83	81	60
Quincy	97	73	37	101	55	87	76	114	97
Saint Augustine	20	7	48	6	23	3	14	33	116
Saint Augustine Beach	96	85	79	51	96	86	95	62	90
Saint Petersburg Beach	39	53	29	54	98	35	50	118	26
Sanibel	78	115	107	116	95	78	94	111	88
Satellite Beach	86	61	85	91	64	37	117	76	41
Sebring	2	4	7	3	4	6	20	8	42
South Bay	72	80	26	84	53	74	66	79	31
South Daytona	35	27	69	18	69	21	22	48	44
South Miami	28	57	117	57	83	19	100	68	112
South Pasadena	60	40	63	61	37	83	24	103	72
Southwest Ranches	117	117	110	118	115	117	115	113	96
Springfield	47	74	84	70	26	58	9	45	103
Starke	36	30	11	24	17	56	21	22	14
Surfside	95	97	104	98	94	96	112	108	36
Tequesta	63	83	102	90	78	106	91	107	80
Treasure Island	87	72	45	65	113	53	60	74	38
Umatilla	23	62	27	42	24	101	57	19	62
Valparaiso	108	112	100	89	76	103	89	104	76
Wauchula	9	25	15	21	5	95	69	6	74
West Miami	111	118	82	102	97	99	96	115	98
West Park	58	45	88	38	42	27	35	38	30
Wildwood	10	10	25	17	32	24	19	20	16
Wilton Manors	45	88	87	32	49	8	26	56	114

Legend
Highlighted is highest % in category
25%

Data Extracted
12/00/2019

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.

Report generated by bcall(CPSASL) from the Crash Analysis Reporting Data Warehouse

Published

PERFORMANCE PLAN & REPORT

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

BEHAVIOR MEASURES

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

ACTIVITY MEASURES

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

FLORIDA-SPECIFIC MEASURES

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

TARGETS

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

DATA FORECASTS

Understanding that zero fatalities cannot be reached within the HSP 2021 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 2020 and 2021 are based on monthly data from 2005 through 2019 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data (FARS) to create the accurate forecast. Forecasts for 2020 and 2021 were calculated with preliminary 2019 state data.

C1 - NUMBER OF FATALITIES

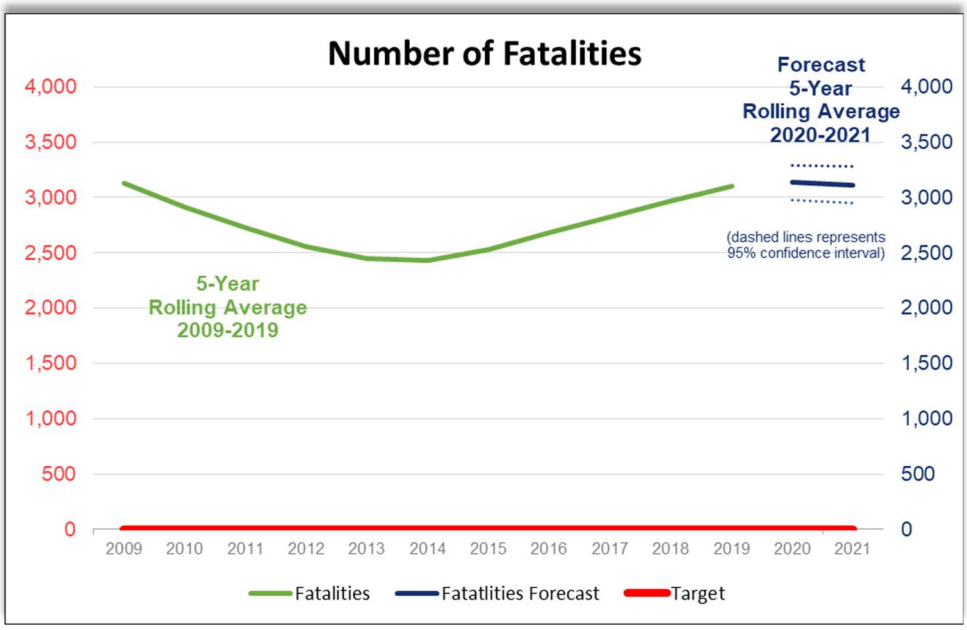
- **Target:** Florida's target for fatalities is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted as 3,116 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

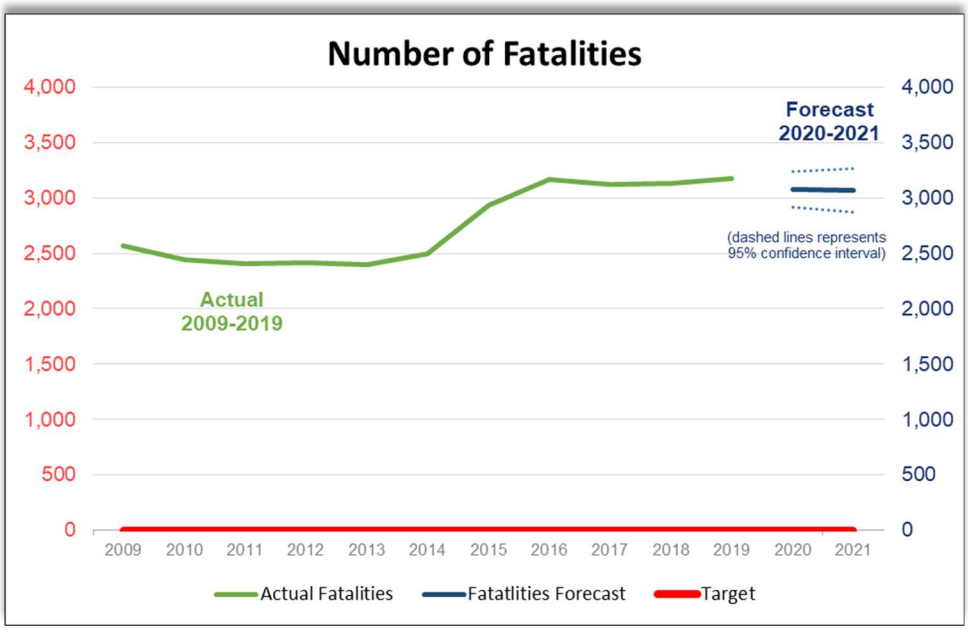
- **Strategy:** The data forecast indicates Florida's five year rolling average for fatalities could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase 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 downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



- **Actual Annual Graph:** The chart below reflects the annual traffic fatalities for each year and the data forecast for 2020 and 2021.



C2 - NUMBER OF SERIOUS INJURIES

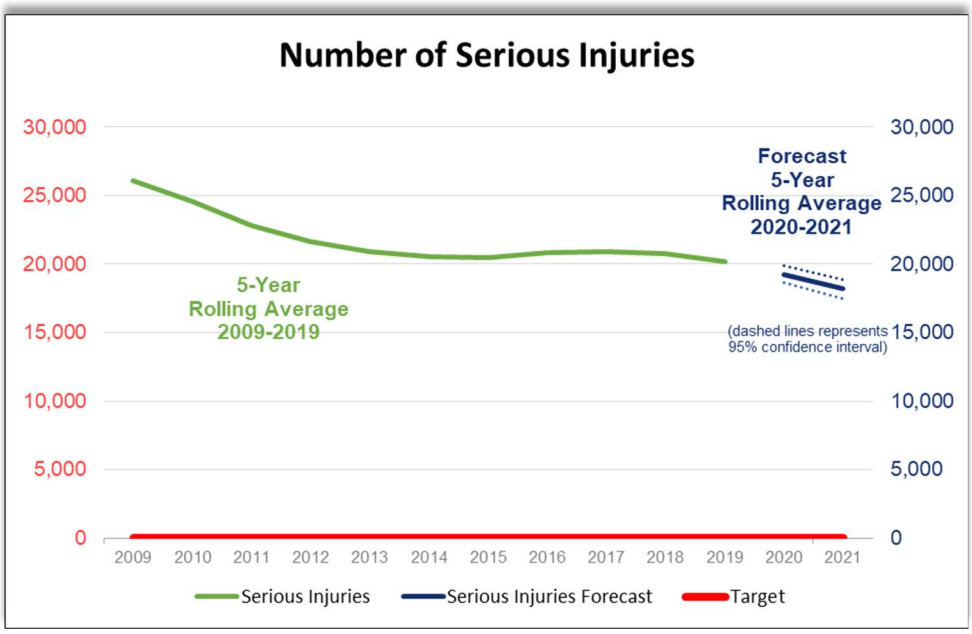
- **Target:** Florida's target for serious injuries is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted as 18,187 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

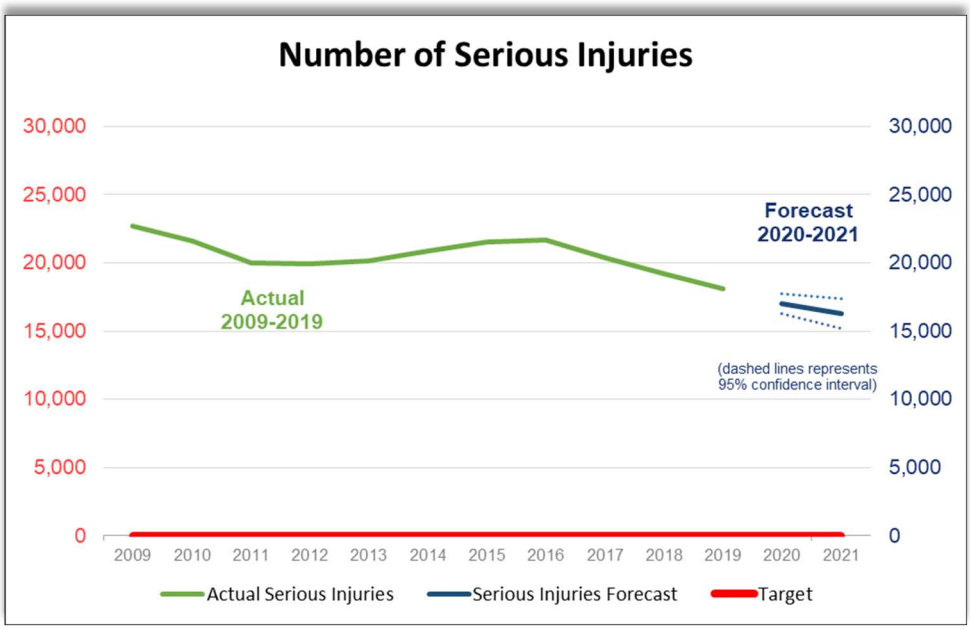
- **Strategy:** The data forecast indicates Florida's five year rolling average for serious injuries could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to 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 downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



- **Actual Annual Graph:** The chart below reflects the annual serious injuries for each year and the data forecast for 2020 and 2021.



C3 - FATALITY RATE PER 100M VMT

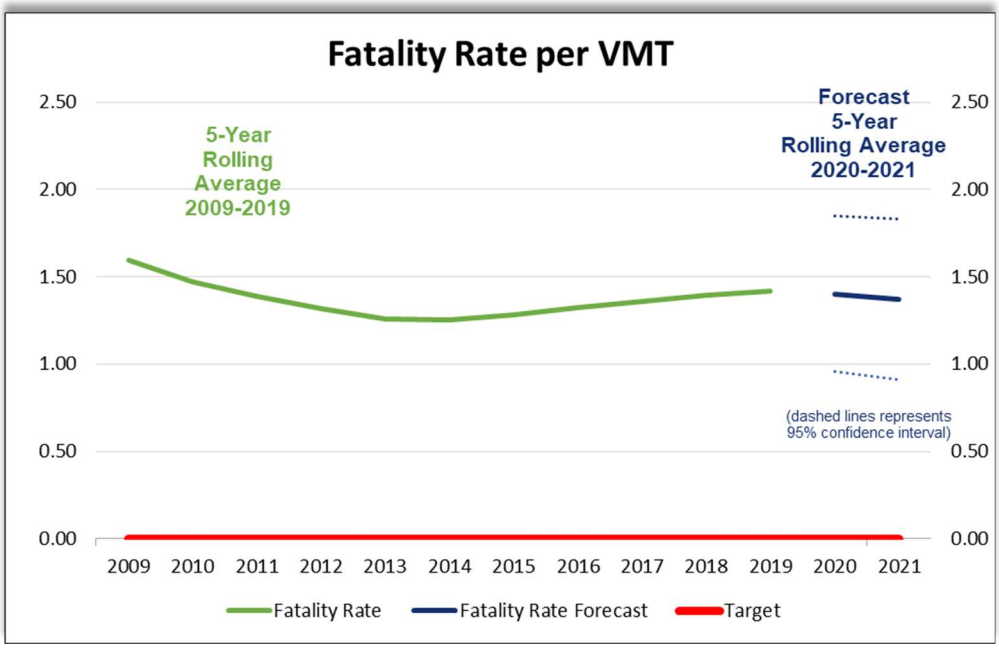
- **Target:** Florida's target for fatality rate is zero in 2021.

- **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 1.37 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

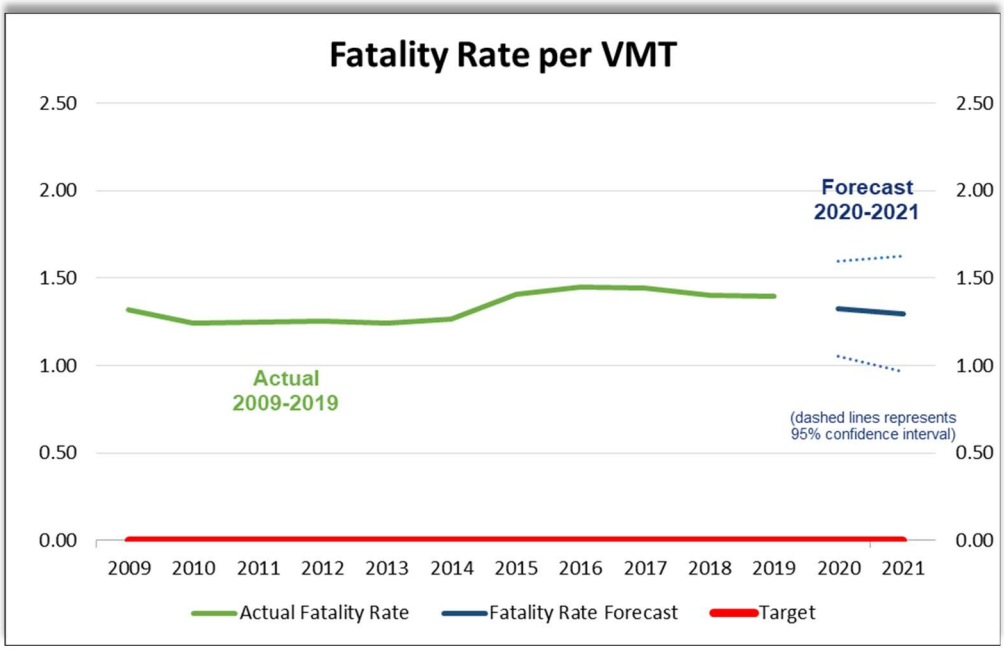
- **Strategy:** The data forecast indicates Florida's five year rolling average for fatality rate could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase 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 slowly trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



- **Actual Annual Graph:** The chart below reflects the annual fatality rate per 100M VMT for each year and the data forecast for 2020 and 2021.



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

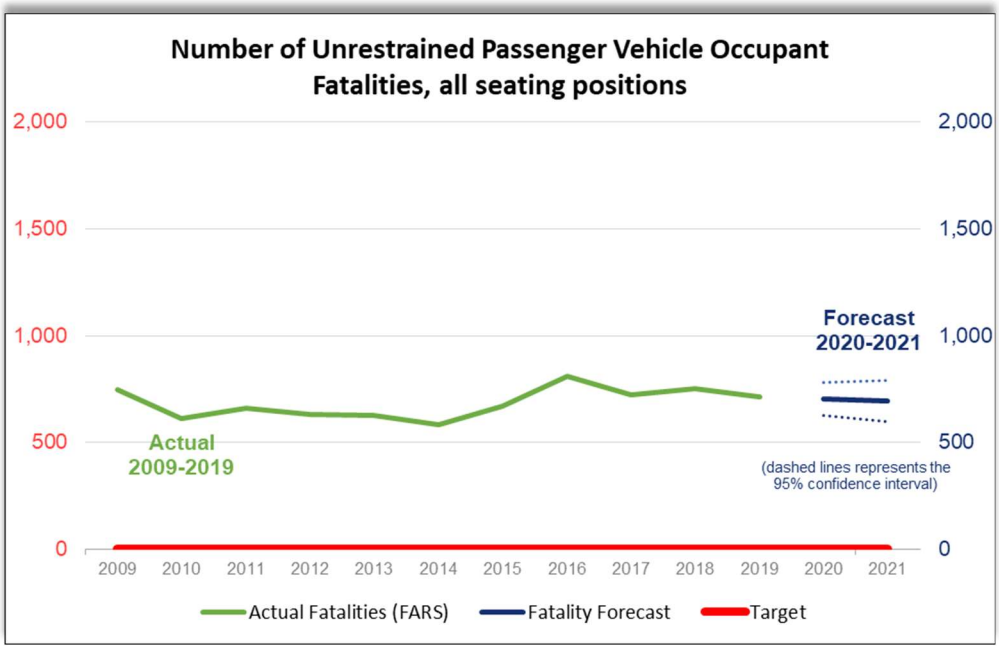
- **Target:** Florida's target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2021.

- **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 694 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 slowly trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward trend to ultimately reduce the number of unrestrained passenger vehicle occupant fatalities, all seating positions.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



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

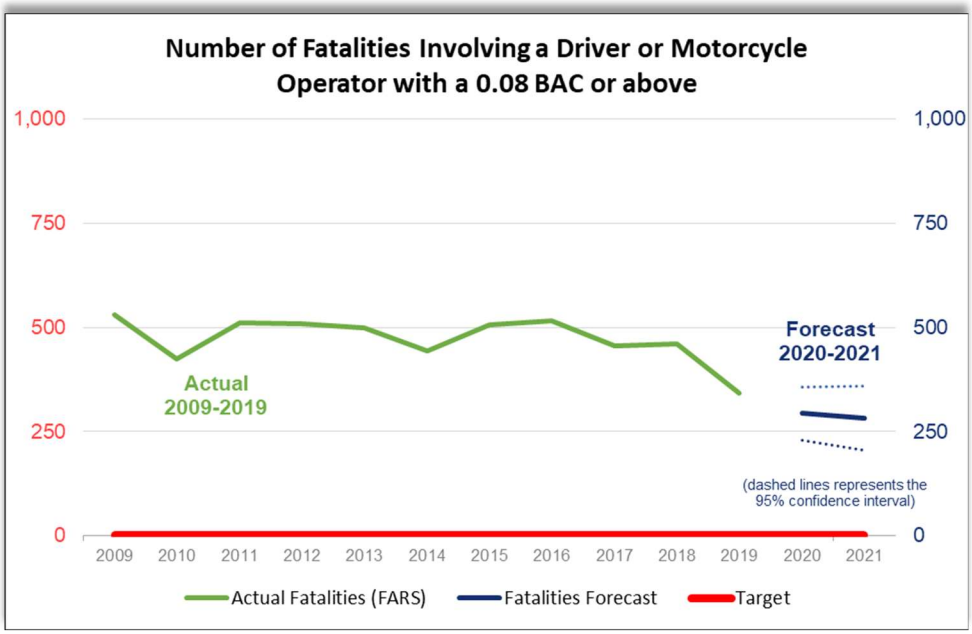
- **Target:** Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2021.

- **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 282 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **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 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



C6 - NUMBER OF SPEEDING-RELATED FATALITIES

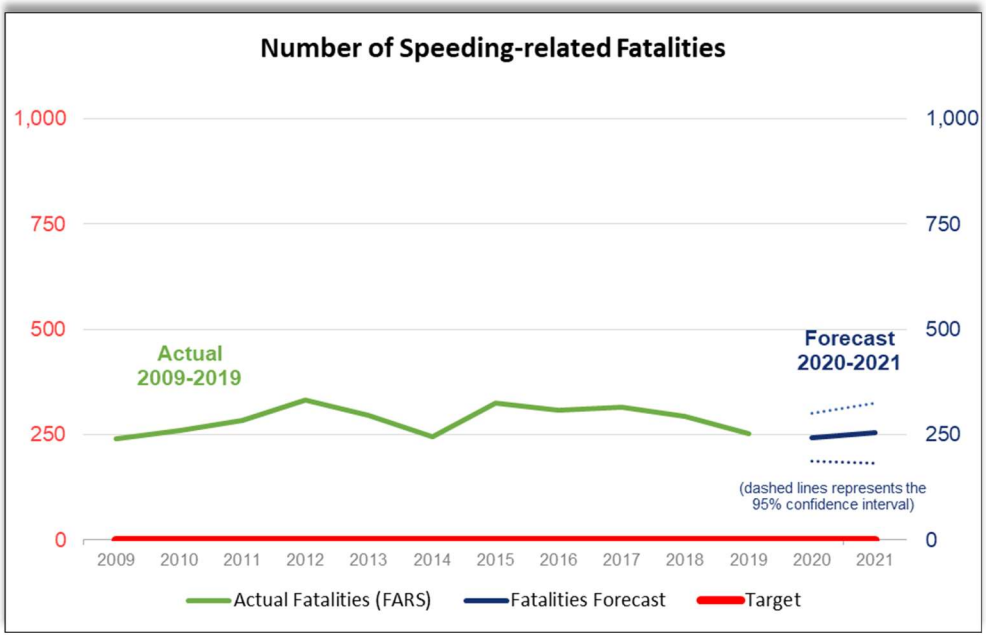
- **Target:** Florida's target for the number of speeding-related fatalities is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of speeding-related fatalities on Florida's roads is forecasted as 254 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual total for the number of speeding-related fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



C7 - NUMBER OF MOTORCYCLIST FATALITIES

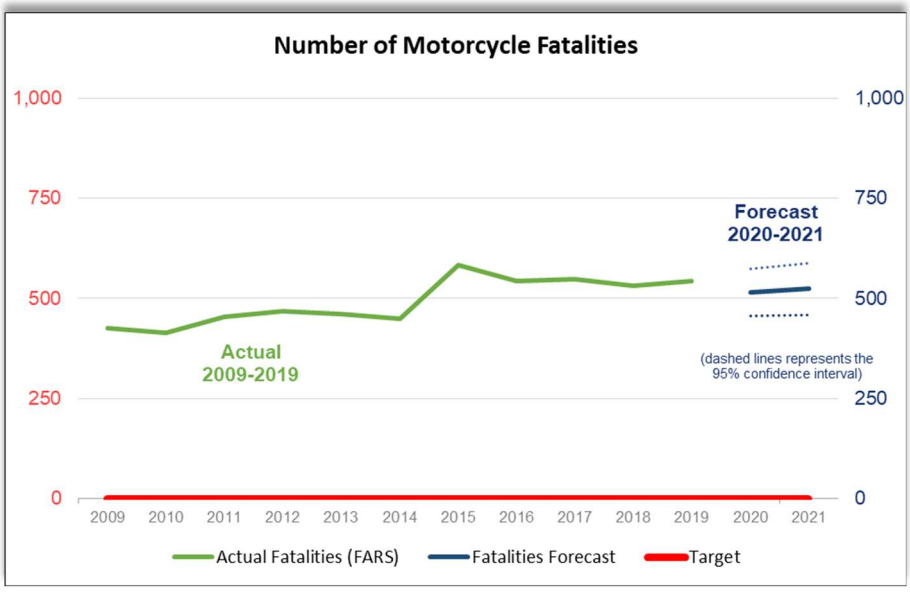
- **Target:** Florida's target for the number of motorcycle fatalities is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of motorcycle fatalities on Florida's roads is forecasted as 524 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual total for the number of motorcyclist fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 remain relatively flat in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will reverse 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

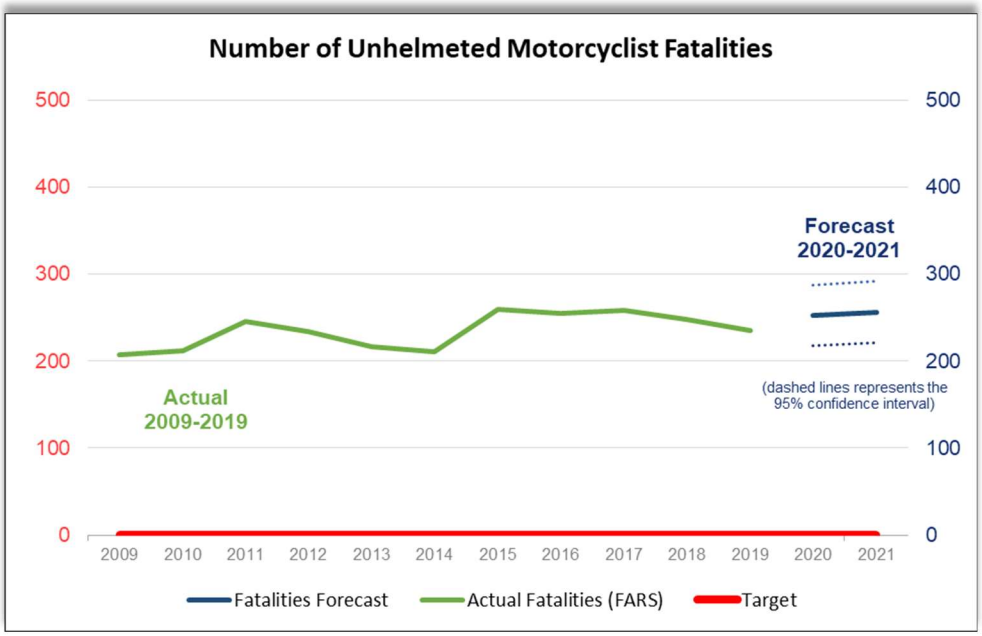
- **Target:** Florida's target for the number of unhelmeted motorcyclist fatalities is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of unhelmeted motorcyclist fatalities on Florida's roads is forecasted as 257 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates the annual total for the number of unhelmeted motorcyclist fatalities could slowly trend upward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 upward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will reverse this trend and ultimately reduce the number of unhelmeted motorcyclist fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



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

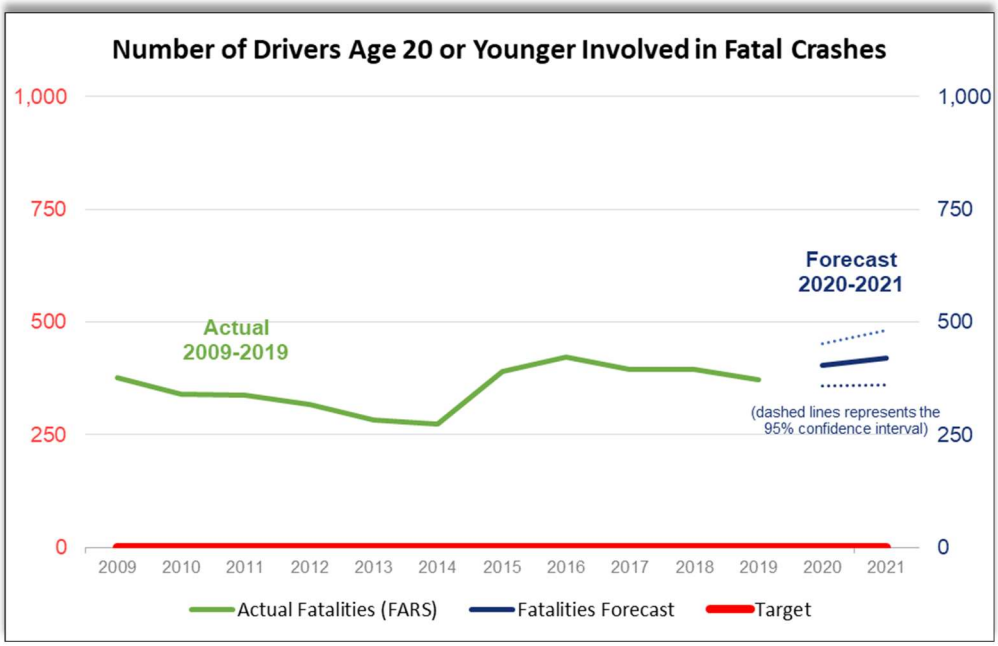
- **Target:** Florida's target for the number of drivers age 20 or younger involved in fatal crashes is zero in 2021.

- **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 421 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual number of drivers age 20 or younger involved in fatal crashes could slowly trend upward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



C10 - NUMBER OF PEDESTRIAN FATALITIES

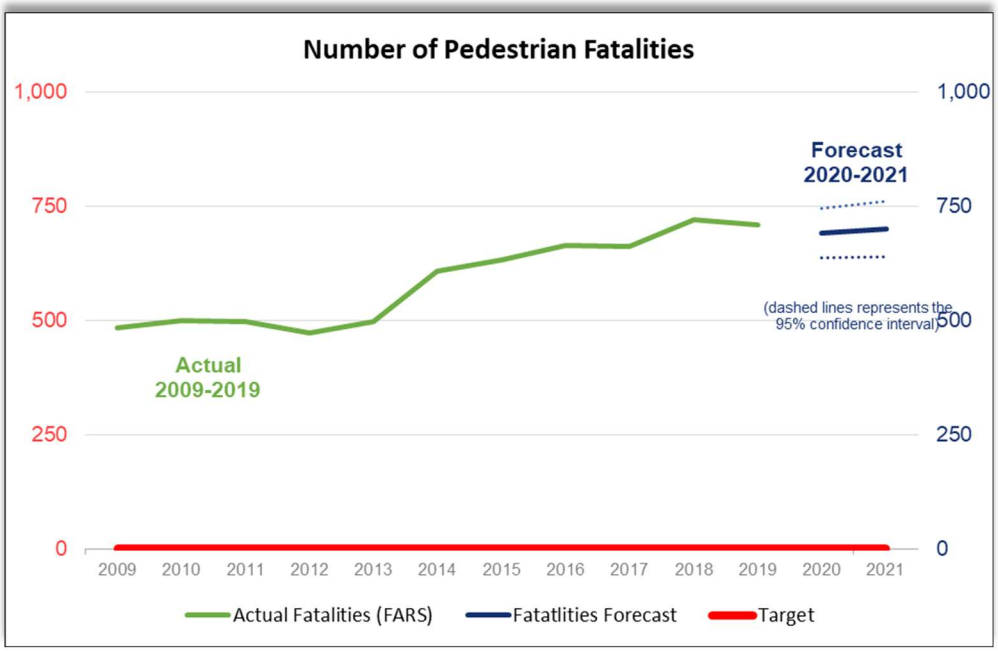
- **Target:** Florida's target for the number of pedestrian fatalities is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of pedestrian fatalities on Florida's roads is forecasted as 699 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual number of pedestrian fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 remain relatively flat in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



C11 - NUMBER OF BICYCLIST FATALITIES

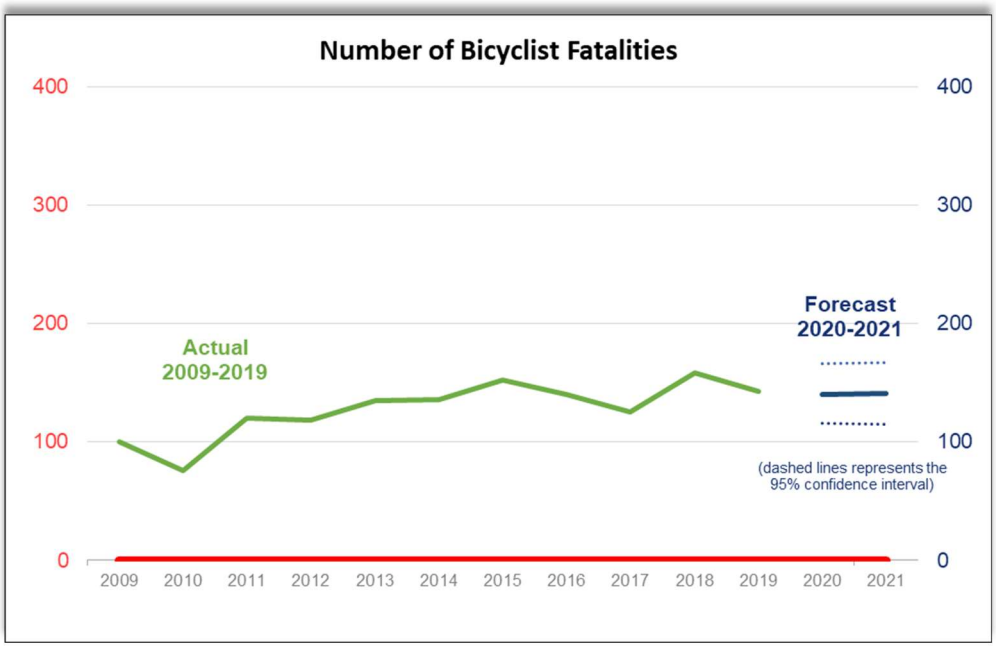
- **Target:** Florida's target for the number of bicyclist fatalities is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of bicyclist fatalities on Florida's roads is forecasted as 141 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan 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 vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (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 2020 and 2021.



CORE OUTCOME MEASURES REPORT

Target Status: Florida maintains its zero-fatality target for all NTHSA Outcome measures and was unsuccessful in meeting the zero-fatality target for all outcome measures for FY2021.

Outcome Status: State data indicates that Florida was successful in confining fatalities within forecasted limits for the following core outcome measures:

- C1 - Number of fatalities
- C2 - Number of serious injuries
- C3 - Fatality rate per 100M VMT
- C5 - Number of fatalities involving driver or motorcycle operator with a .08 BAC or above
- C6 - Number of speeding-related fatalities
- C7 - Number of motorcyclist fatalities
- C8 - Number of unhelmeted motorcyclist fatalities
- C9 - Number of drivers age 20 or younger involved in fatal crashes
- C10 - Number of pedestrian fatalities
- C11 - Number of bicyclist fatalities

C-4: Number of unrestrained passenger vehicle occupant fatalities, all seating positions forecasted limits ranged between 627 and 783 fatalities. FY2020 state data indicated a total of 871 fatalities, exceeding the upper limits of the forecast by 88 fatalities.

Although Florida was unsuccessful in maintaining fatalities within forecasted limits for the number of unrestrained passenger vehicle occupant fatalities, the State did receive a NTHSA Assessment of the Occupant Protection Program in FY2021 and increased funding for enforcement efforts in FY2021 and expect this rise in occupant protection related fatalities to decrease in future data reports.

The following table provides the final data counts of the State data used for NHTSA outcome measure forecasting compared to the forecasted limits for the 11 core outcome measures.

	Core Outcome Measures	Measure Type		FY 2018	FY 2019	FY 2020	FY 2021
C-1	Number of fatalities	5 Year Rolling Average	Target	0	0	0	0
			Final	2,971	3,110	3,168	
		FDOT Forecast	Upper	3,052	3,117	3,288	3,284
			Lower	2,716	2,797	2,982	2,947
		Final Within Forecast Range		Yes	Yes	Yes	
C-2	Number of serious injuries	5 Year Rolling Average	Target	0	0	0	0
			Final	20,728	20,171	18,913	
		FDOT Forecast	Upper	20,861	21,107	19,863	18,894
			Lower	18,831	19,340	18,652	17,481
		Final Within Forecast Range		Yes	Yes	Yes	
C-3	Fatality rate per 100M VMT	5 Year Rolling Average	Target	0	0	0	0
			Final	1.39	1.41	1.46	
		FDOT Forecast	Upper	1.65	1.63	1.85	1.83
			Lower	1.06	1.08	0.96	0.91
		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	751	730	871	
		FDOT Forecast	Upper	813	745	783	791
			Lower	615	546	627	596
		Final Within Forecast Range		Yes	Yes	No (Above)	
C-5	Number of fatalities involving driver or motorcycle operator with a .08 BAC or above	Actual	Target	0	0	0	0
			Final	465	474	317	
		FDOT Forecast	Upper	461	410	358	360
			Lower	291	237	229	204
		Final Within Forecast Range		No (Above)	No (Above)	Yes	

C-6	Number of speeding-related fatalities	Actual	Target	0	0	0	0
			Final	295	277	252	
		FDOT Forecast	Upper	332	348	301	326
			Lower	186	206	187	183
		Final Within Forecast Range		Yes	Yes	Yes	
C-7	Number of motorcyclist fatalities	Actual	Target	0	0	0	0
			Final	532	551	499	
		FDOT Forecast	Upper	608	602	575	588
			Lower	476	469	456	460
		Final Within Forecast Range		Yes	Yes	Yes	
C-8	Number of unhelmeted motorcyclist fatalities	Actual	Target	0	0	0	0
			Final	249	257	219	
		FDOT Forecast	Upper	321	298	288	292
			Lower	254	222	218	221
		Final Within Forecast Range		Yes (Below)	Yes	Yes	
C-9	Number of drivers age 20 or younger involved in fatal crashes	Actual	Target	0	0	0	0
			Final	397	388	413	
		FDOT Forecast	Upper	456	400	452	481
			Lower	340	278	358	361
		Final Within Forecast Range		Yes	Yes	Yes	
C-10	Number of pedestrian fatalities	Actual	Target	0	0	0	0
			Final	722	735	678	
		FDOT Forecast	Upper	722	678	746	760
			Lower	596	557	636	638
		Final Within Forecast Range		Yes	No (Above)	Yes	

C-11	Number of bicyclist fatalities	Actual	Target	0	0	0	0
			Final	156	156	155	
		FDOT Forecast	Upper	163	160	166	167
			Lower	110	110	116	116
		Final Within Forecast Range		Yes	Yes	Yes	
		Indicates data is not currently available					

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

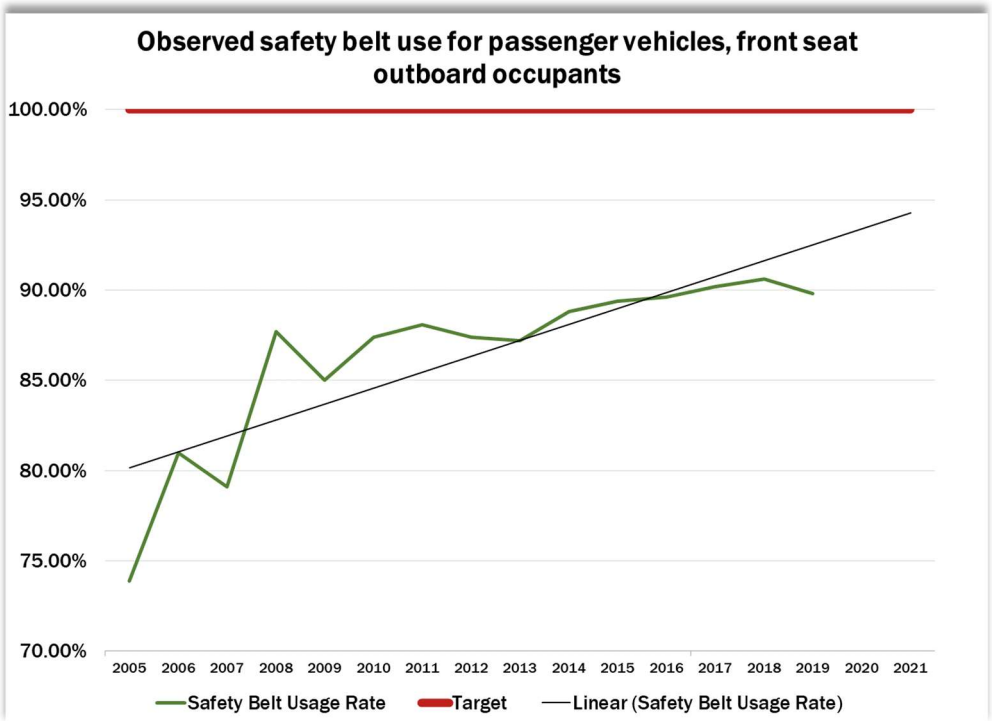
- **Target:** Florida's target for the observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2021.

- **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 2021. This estimate was made with historical and current state data from 2005 to 2019 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 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan 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 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan 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.

- **Actual Annual Graph:** The chart below reflects the observed safety belt use for passenger vehicles, front seat outboard occupants for 2020 and 2021.



BEHAVIORAL OUTCOME MEASURES REPORT

Target Status: Florida maintains its zero-fatality target for all NTHSA Outcome measures and was unsuccessful in meeting the zero-fatality target for all outcome measures for FY2020.

Outcome Status: State data indicates that Florida was successful in confining fatalities within forecasted limits

	Behavioral Outcome Measures	Measure Type		FY 2018	FY 2019	FY 2020	FY 2021
B-1	Observed safety belt use for passenger vehicles, front seat outboard occupants	Actual	Target	100%	100%	N/A	100%
			Final	90.6%	89.8%	N/A	90.1%
		FDOT Forecast	Upper	100%	100%	N/A	100%
			Lower	90%	90%	N/A	90%
		Final Within Forecast Range		Yes	No (Below)	N/A	Yes

ACTIVITY MEASURES REPORT

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

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

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

FLORIDA-SPECIFIC MEASURES REPORT

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

	Program Area	Florida Specific Measures		FY 2018	FY 2019	FY 2020	FY 2021
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	0	0	0	0
			Final	305	328	357	
		Target meet or exceeded		No	No	No	
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	160	175	180	180
			Final	168	250	57	81
		Target meet or exceeded		Yes	Yes	No	No
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0	0	0	0
			Final	87	266	314	
		Target meet or exceeded		No	No	No	

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

F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	500	500	2,000	2,000
			Final	2,383	2,976	2,600	2,914
		Target meet or exceeded		Yes	Yes	Yes	Yes
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80	>80%	>80%	>80%
			Final	80.44%	79.55%	80.62%	81.40%
		Target meet or exceeded		Yes	No	Yes	Yes
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0	0	0	0
			Final	82	13	77	
		Target meet or exceeded		No	No	No	

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

Indicates data is not currently available

EVIDENCE-BASED ENFORCEMENT PLAN

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

DATA-DRIVEN ENFORCEMENT

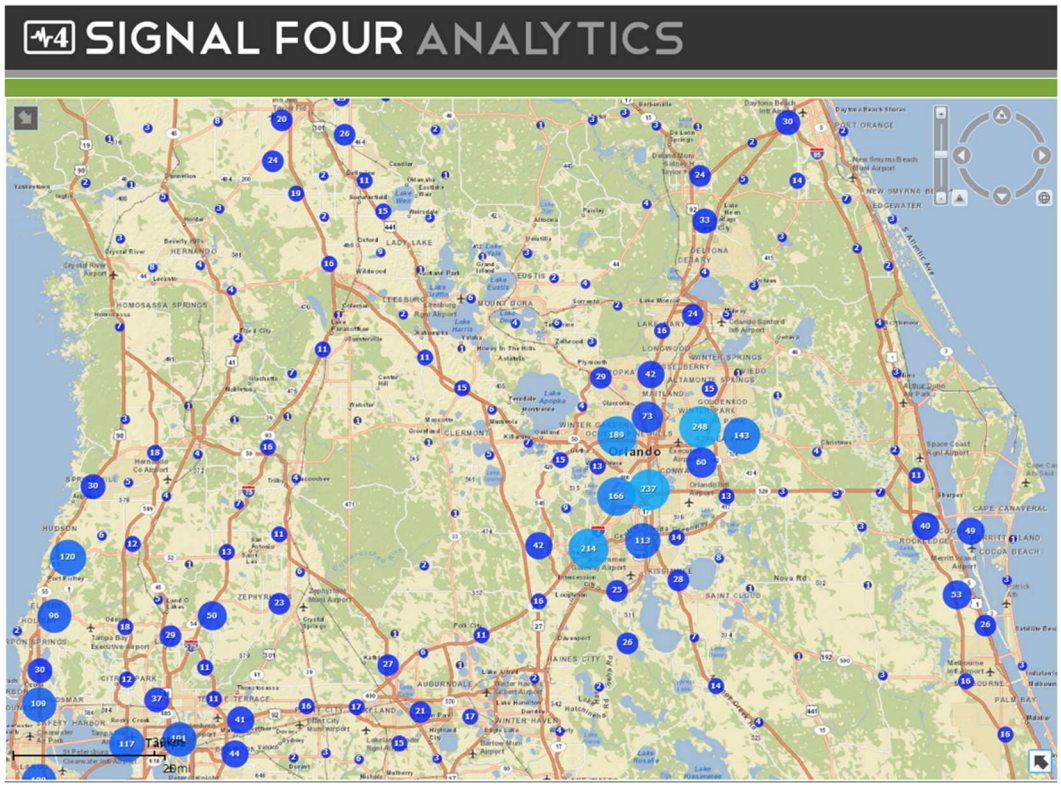
Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2014-2018), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

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

Signal 4 Analytics is also used in enforcement planning by law enforcement agencies because it provides actual crash counts and locations that is sortable by county, city, or local jurisdiction. Using this tool, law enforcement agencies can break down data on crash hot spots by program area to direct enforcement to high crash locations.

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

Concept papers for enforcement projects are evaluated for expected effectiveness in targeting key traffic safety issues. Project funding decisions are based upon how well the proposed effort meets the goals of the SHSP as well as local 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 the National Highway Traffic Safety Administration (NHTSA). The goal of the LEL program is to reduce traffic-related fatalities and injuries by working with law enforcement agencies across the state to increase safety belt use, reduce impaired driving, and encourage the implementation of other traffic safety initiatives. The LEL program sponsors a Florida Law Enforcement Liaison Traffic Safety Challenge to support the goal of preventing crashes and saving lives.

The challenge is a formalized recognition program that recognizes law enforcement agencies for their traffic safety efforts and promotes and recognizes law enforcement agencies for improving traffic safety by encouraging a multi-faceted approach to safer communities. During the challenge, the participating law enforcement agencies are encouraged to increase the 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 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*** – reminds motorists to not drive distracted
- ***Railroad Safety*** – reminds 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
- ***Work Zone Safety*** – reminds 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

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 communicate with subrecipients about the alignment of enforcement efforts and current areas of high risk.

The list of high-visibility enforcement subgrants for FY2021 can be found on the following pages:

FDOT PROGRAM AREAS

Florida's FY2021 HSP projects are divided up into different program areas by the FDOT State Safety Office to assist with the analyzing, directing, and monitoring of the highway safety countermeasure activities through the traffic safety subgrant programs. The program area categories are:

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

AGING ROAD USERS

DESCRIPTION OF THE PROBLEM

Florida has the largest number of aging road users in the nation. Since today's older adults are expected to live longer and continue to drive longer than any previous generation, their impact on traffic safety can be substantial. As drivers age, their traffic risks increase. An 80-year-old woman driver is seven times more likely to be killed as a 45-year-old woman in trips that are the same distance. Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary for safe driving. Additionally, the physical impact of a crash may injure the 45-year-old, while the same crash could be fatal for the 80-year-old. Fortunately, a majority of aging drivers voluntarily limit their driving when their skills begin to decrease. They make choices to not drive at night, stay on familiar roadways, and drive more during the mid-day hours when traffic is not as heavy (10 a.m. to 2 p.m.).

The goal of Florida's Aging Road User Program is to improve the safety and mobility of the state's older drivers by reducing their fatalities, serious injuries, and crashes. At the same time, the program seeks to help seniors maintain their mobility and independence. FY2021 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

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

EFFECTIVENESS OF PROGRAM

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

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

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, are 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 AREA

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 PROJECT LOCATIONS

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

Agency:	Florida State University - Pepper Institute on Aging and Public Policy
Project Name:	Safe Mobility for Life Coalition
Project Number:	CP-2021-00025
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:	**$350,000**
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 12 social media campaigns in FY2021. The goal of each campaign was to promote resources, partnerships, and

programs in conjunction with the newly established educational calendar. In comparison to FY2020, the Coalition has seen a 108% increase in website sessions, 123% increase in pageviews, and 120% increase in new users to the website, with the new online resource center request page being the second most viewed page. The social media engagement has also increased with a 155% increase in followers, 45% increase in impressions, 5% increase in total engagement, and 41% increase in the total number of messages sent. In addition, 4 editions of the quarterly "Safe Mobility for Life: Insider" e-newsletter were distributed, including the first print edition which was mailed to over 1,600 subscribers statewide.

In FY2021, the Coalition exhibited at a total of 5 virtual and in person events and presented at an additional 5 virtual conferences. These events allowed direct contact with stakeholders in public health, transportation, and planning and engineering as well as older adults themselves. In addition, CarFit activities included 19 virtual workshops, which are 90 minute online educational trainings with older adults around the state. The Keys to Achieve Safe Mobility for Life Workshop was converted to a virtual format and to date have hosted 3 workshops. To assist in facilitating more local education, the launch of the community partner agreement was made available online and to date we have 19 active community partners from around the state.

The Resource Center distributed over 41,000 tip cards and booklets during the subgrant year.

Expenditures: **$228,538**

Agency:	Leesburg Police Department
Project Name:	Aging Road User Program
Project Number:	CP-2021-00290
Funding Source:	402
Local Benefit:	$15,000
Project Description:	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 shared 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.
Budget:	**$15,000**
Project Activities:	Unforeseen social restrictions and venue limitations due to COVID-19 in the City of Leesburg prevented the planned outreach events and CarFit events intended with the subgrant award. No events were conducted; therefore, no social media education was released to support these events. There were no activities or funds expended for this subgrant award.
Expenditures:	**$0**

Agency:	University of Florida - Institute for Mobility, Activity, and Participation
Project Name:	Aging Road User Information Systems
Project Number:	CP-2021-00273
Funding Source:	402
Local Benefit:	$197,725
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:	**$197,725**
Project Activities:	The Aging Road Users Information Systems team conducted five formal outreach events to include the Florida Public Transit Association, SMFLC webinar, two Find-A-Ride webinars, and the Florida Conference on Aging. A dedicated database assistant managed the support hotline calls from end users requesting assistance. The database assistant piloted a zip code dependent mapping program which was revised to incorporate a geodatabase formatting to incorporate provider service data more easily. The database is now routinely updated with the GIS system on a routine basis in addition to the Drupal system maintenance upgrades. Recent database changes included the addition of a new category for autonomous and semi-autonomous forms of alternative transportation. Spanish translations were completed in the final quarter of the subgrant cycle and will go live in the system during the first quarter of the next subgrant cycle. In coordination with the Safe Mobility for Life Coalition, analytic reports are now posted monthly to Basecamp, in addition to the other routine database updates.
Expenditures:	**$186,831**

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

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

EFFECTIVENESS OF PROGRAM

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

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

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, are expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

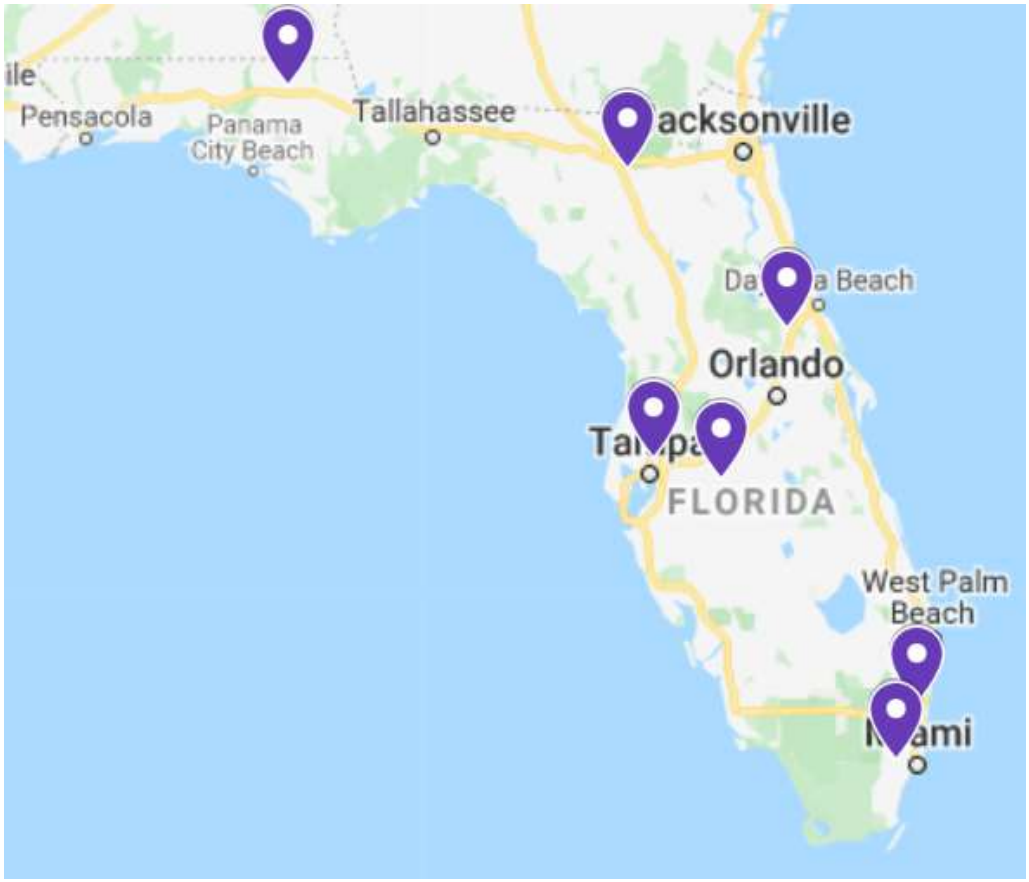
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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 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: $255,000

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.

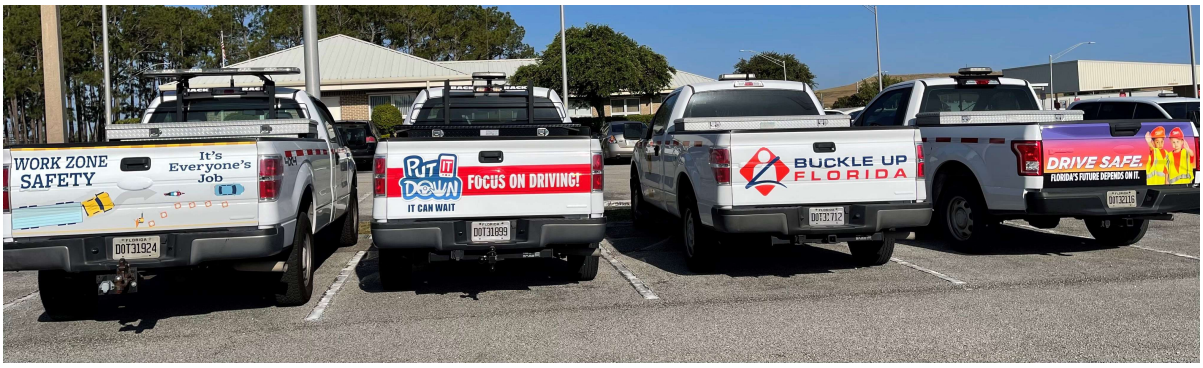
Budget: **$255,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2021-00026	$35,000	$35,000
Project Activities:	Over the project period, due to restrictions on community events, a new form of educational marketing was used to reach more road users than the traditional activities. Truck tailgate wraps were placed on fleet vehicles covering several safety areas, acting as mobile billboards. Safety public educational materials were created, approved, and purchased for disbursement to organizations/events. During the beginning of the project period, an established Community Traffic Safety Team (CTST) represented all 12 counties. However, as the COVID-19 pandemic evolved, not all teams could make the virtual meetings despite the Community Traffic Safety Program's (CTSP) continued encouragement and support, so a new form of communication was used by sending safety information, updates, and other material via email. The meeting style remained changed to combat the spread of COVID-19. A total of 78 meetings were held virtually with some being a hybrid style. In addition to education within the teams, many engineering items were reviewed for safety enhancements, and further actions are taken to enhance traffic safety concerns. Although this subgrant period brought challenges with outreach because of the pandemic, some good results came			

	from it. For example, a “brand” was established for the district CTST, a quarterly newsletter was developed highlighting team accomplishments, and the introduction of speakers/presenters to conduct traffic safety workshops, programs, or initiatives at meetings. Due to the COVID-19 pandemic, all outreach, in-person meetings, creation of new CTSTs, and materials distribution continued to be somewhat limited.			
Expenditures:	**$34,935**			
Florida Department of Transportation – District 2	**Public Information and Education Program – District 2**	**CP-2021-00084**	**$40,000**	**$40,000**
Project Activities:	Over the project period, a total of 891 banners, 229 posters, and 22,552 activity books displaying safety public educational information were created, approved, and purchased for disbursement to organizations/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 58 meetings were held. In addition to education within the teams, 131 engineering items were reviewed for safety enhancements, and further actions are taken to enhance traffic safety concerns. Due to the COVID-19 pandemic, all outreach, in-person meetings, creation of new CTSTs, and materials distribution continued to be somewhat limited.			
Expenditures:	**$28,562**			
Florida Department of Transportation – District 3	**Public Information and Education Program – District 3**	**CP-2021-00028**	**$40,000**	**$40,000**
Project Activities:	Over the project period, there were a total of 21 community/outreach events attended. Safety public educational materials were created, approved, and purchased for disbursement to organizations/events. There was one re-organization meeting held for the Okaloosa County Traffic Safety Team during this subgrant period and the CTST is now functioning effectively each month. Four of the CTST teams are still inactive and have not moved forward since the pandemic. There are continued conversations with partners to see how this can be rectified for the coming year. The meeting style remained changed to combat the spread of COVID-19. A total of 37 in-person meetings and 9 virtual meetings were held. In addition to education within the teams, 17 engineering items were reviewed for safety enhancements, and further actions are taken to enhance traffic safety concerns. Due			

	to the COVID-19 pandemic, all outreach, in-person meetings, creation of new CTSTs, and materials distribution continued to be somewhat limited.			
Expenditures:	**$38,070**			
Florida Department of Transportation – District 4	**Public Information and Education Program – District 4**	**CP-2021-00295**	**$40,000**	**$40,000**
Project Activities:	Over the project period, there were a total of 27 community/outreach campaign events held. Safety public educational materials were created, approved, and purchased for disbursement to organizations/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 15 virtual meetings were held and due to the COVID-19 pandemic, all outreach, in-person meetings, creation of new CTSTs, and materials distribution continued to be somewhat limited.			
Expenditures:	**$29,998**			
Florida Department of Transportation – District 5	**Public Information and Education Program – District 5**	**CP-2021-00298**	**$50,000**	**$50,000**
Project Activities:	Over the project period, there were a total of 7 community/outreach campaign events held. One hundred pull-up banners with public educational safety messages were created, approved, and purchased for disbursement. No new Community Traffic Safety Teams (CTSTs) were created. The meeting style remained changed to combat the spread of COVID-19. Although this subgrant period brought challenges with outreach because of the pandemic, some good results came from it, for example, making progress in creating a traffic safety website, created and distributed fact sheets showing trends for vehicle, pedestrian, and bicycle crashes and fatalities. A total of 10 in-person and 115 virtual meetings were held. Due to the COVID-19 pandemic, all outreach, in-person meetings, creation of new CTSTs, and materials distribution continued to be somewhat limited.			
Expenditures:	**$35,750**			

Florida Department of Transportation – District 6	Public Information and Education Program – District 6	CP-2021-00186	$50,000	$50,000
Project Activities:	Over the project period, 25 community/outreach events were attended and were supported through public information/educational materials. Over 10,000 safety public educational materials were created, approved, and purchased for disbursement to organizations/events. There are 10 established Community Traffic Safety Teams (CTSTs) represented throughout the two counties. A total of 22 meetings were held. Although this subgrant period brought challenges with outreach because of the pandemic, some good results came from it. For example, the CTSP Coordinator took the opportunity to revamp and restructure the CTSTs to effectively streamline the teams. Due to the COVID-19 pandemic, all outreach, in-person meetings, creation of new CTSTs, and materials distribution continued to be somewhat limited.			
Expenditures:	$2,772			



Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Community Traffic Safety Support
Project Number:	CP-2021-00252
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive funding to hire contractors to support the FDOT State Safety Office and other community programs along with purchasing traffic safety-related public information and education materials. The support includes, but is not limited to, assisting with strategic plans, focused studies, process reviews, and creating public information materials. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement, media materials used for advertisements, and outreach materials that are distributed as part of other programs.
Budget:	**$520,000**
Project Activities:	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 consultant contracts with North Highlands for the "Current State Systems & Traffic Data Inventory and Current State Data Management Assessment" and Cambridge Systematics for Highway Safety Plan support and outreach activities. CUTR 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 36 traffic safety outreach tasks, to include commercial tagging, icon and logo creations, sign/billboard designs, banners, and tailgate wraps.
Expenditures:	**$450,286**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Traffic Safety Resource Center (FTSRC)
Project Number:	CP-2021-00316
Funding Source:	402
Local Benefit:	$250,000
Project Description:	The University of Florida's 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, Speed 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:	**$250,000**
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 Florida Traffic Safety Resource Center (FTSRC). The website development was transferred to the FDOT Communications Department in June 2021; however, UF continued to facilitate the inventory of traffic safety outreach and educational materials. The website was not completed during the subgrant period and is expected to go live in the first quarter of the next subgrant cycle.
Expenditures:	**$122,638**

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

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

EFFECTIVENESS OF PROGRAM

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

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

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, are 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 AREA

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 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

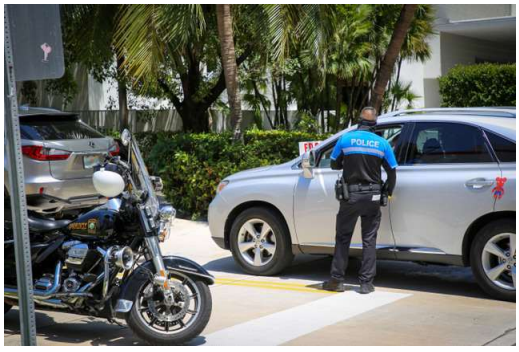
Local Benefit: $247,500

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

Budget: **$247,500**

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Apopka Distracted Driving Program	DD-2021-00118	$20,000	$20,000
Project Activities:	The Apopka Police Department conducted 99 distracted diving high visibility enforcement operations. A total of 6 seat belt citations and 122 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	**$19,838**			
Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	DD-2021-00079	$36,500	$36,500
Project Activities:	The Calhoun County Sheriff's Office conducted 314 distracted driving high visibility enforcement operations and 10 educational and outreach events. A total of 19 seat belt citations, 2 DUI arrests, and 196 speeding citations were issued during subgrant funded enforcement activities.			

Expenditures:	**$35,600**			
Coral Springs Police Department	**Coral Springs Distracted Driving Program**	**DD-2021-00200**	**$16,000**	**$16,000**
Project Activities:	The Coral Springs Police Department conducted 47 distracted driving high visibility operations. A total of 10 seat belt citations and 362 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	**$14,670**			
Gainesville Police Department	**Gainesville Distracted Driving Program**	**DD-2021-00241**	**$25,000**	**$25,000**
Project Activities:	The Gainesville Police Department conducted four distracted driving high visibility operations and one educational and community outreach event.			
Expenditures:	**$2,867**			
Miami-Dade Police Department	**Miami-Dade Distracted Driving Program**	**DD-2021-00294**	**$150,000**	**$150,000**
Project Activities:	The Miami-Dade Police Department conducted a total of 40 enforcement operations and 30 educational and community outreach events. A total of 114 seat belt citations and 339 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	**$138,815**			



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

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

EFFECTIVENESS OF PROGRAM

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

- *Deterrence: Enforcement* (CTW: Chapter 1, Pages 24-31)
- *Deterrence: Prosecution and Adjudication* (CTW: Chapter 1, Pages 33-39)
- *Prevention, Intervention, Communications and Outreach* (CTW: Chapter 1, Pages 51-58)
- *Underage Drinking and Drinking and Driving* (CTW: Chapter 1, Pages 59-68)
- *Drug-Impaired Driving* (CTW: Chapter 1, Pages 69-74)

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, are expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

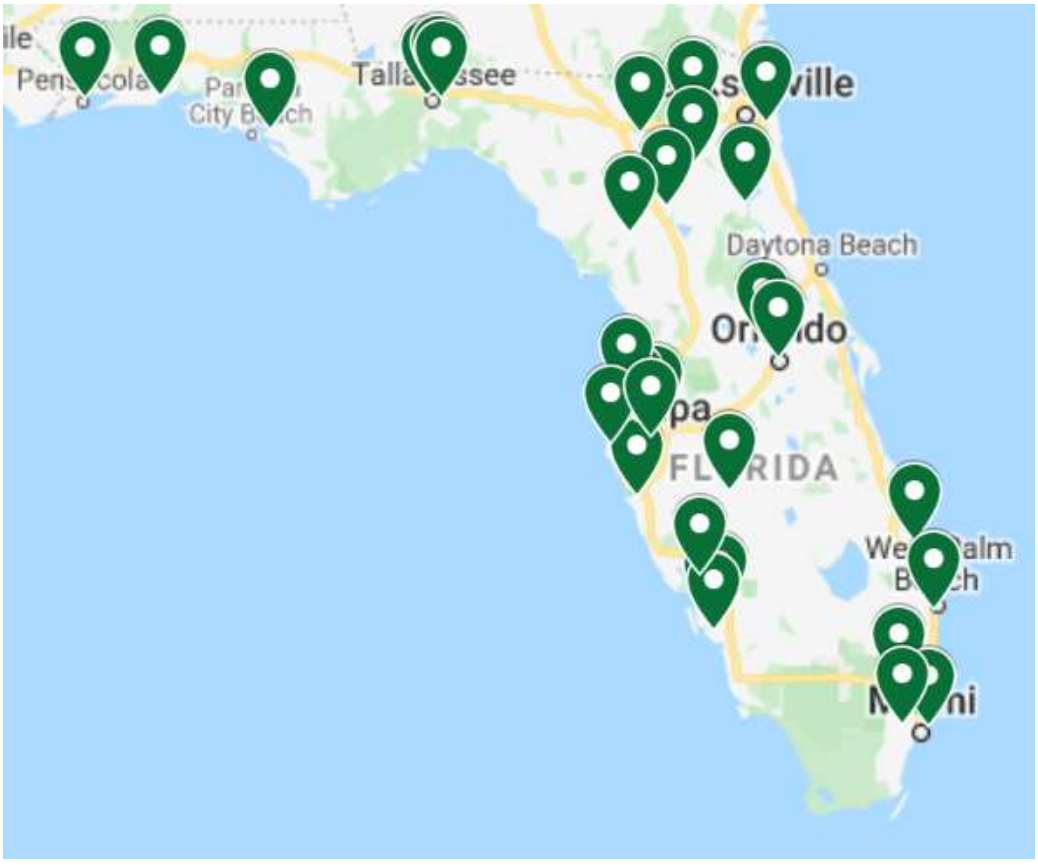
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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 PROJECT LOCATIONS

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



Agency:	Mothers Against Drunk Driving (MADD) Florida
Project Name:	MADD Florida Safe and Aware
Project Number:	M5X-2021-00137
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through formal classroom settings, news media, and public service announcements, along with a wide variety of other communication channels such as posters, billboards, and web banners. MADD will use 5 Program Specialists around the state to reach approximately 45,000 individuals.
Budget:	**$295,000**
Project Activities:	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 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 50 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 252 parent and youth presentations, for an average of a little over 50 apiece. Program Specialists were expected to conduct at least 10 community-based presentations in their region in collaboration with traffic safety partners and a total of 43 community presentations were conducted. Program Specialists were also expected to conduct Impact Evaluations following their presentations, and they ended the subgrant period with 1,646 evaluations being

submitted by parents, youth, and hosts. In total the Program Specialists reached a total of 52,532 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 25 CTST meetings. MADD also shared impaired driving information and education using media/social media by creating or sharing 135 social media posts during the subgrant period.

Expenditures: **$276,184**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Traffic Safety Resource Prosecutor Program (TSRP)
Project Number:	M5CS-2021-00236
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	Tallahassee Community College will receive funding to provide training and technical support to prosecutors and law enforcement on impaired driving issues. A Traffic Safety Resource Prosecutor (TSRP) position will be funded to train prosecutors and law enforcement officers in the areas of DUI investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRP Program will also train officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. Speakers for the training sessions will come primarily from Florida organizations and include assistant state attorneys, Florida Department of Law Enforcement Alcohol Testing Program and laboratory analyst personnel, toxicologists, law enforcement officers, and traffic crash reconstructionists.
Budget:	**$464,400**
Project Activities:	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. During FY2021, 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 287 hours of training was provided to educate a total of 5,906 individuals, including 3,366 law enforcement officers and 2,540 prosecutors, with a total of 117 training sessions provided. 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

"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 5,526 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 5,038 times during the subgrant period which included responses to 1,450 requests from Law Enforcement and 3,588 requests from Prosecutors.

Expenditures: **$218,960**

Agency: Florida Department of Law Enforcement

Project Name: Improving Highway Safety Through Data Analysis

Project Number: M5X-2021-00315

Funding Source: 405(d)

Local Benefit: N/A

Project Description: The Florida Department of Law Enforcement (FDLE) which is responsible for providing drug testing services in 64 counties throughout the State of Florida will receive funding to purchase four new drug testing instruments that will assist the state with improving and speeding up of the prosecution and adjudication of impaired driving cases. FDLE will also receive training on the new equipment and train its law enforcement contributors and State Attorney's offices on case analysis and the ability to identify and report drugs for court cases which will assist in the accurate and timely prosecution of impaired drivers.

Budget: **$1,307,000**

Project Activities: During the FY2021 subgrant year, the Florida Department of Law Enforcement (FDLE) was able to accomplish several key items to ultimately improve prosecution and adjudication of impaired driving cases by providing more comprehensive testing reports.

Four (4) Triple Quad liquid chromatography tandem mass spectrometry (LC-MS/MS) instruments were purchased and received for program implementation. With the use of these instruments, FDLE

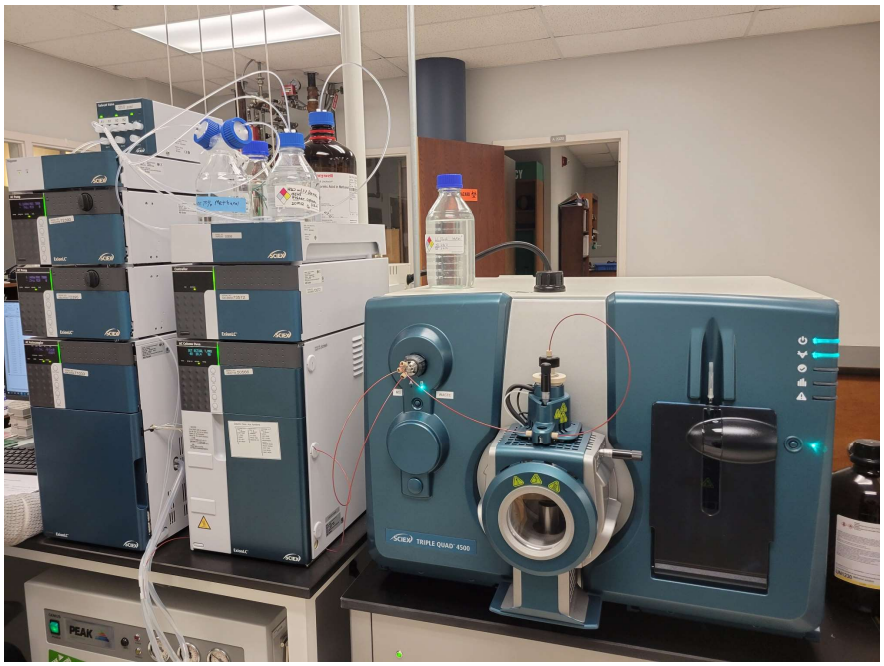
toxicology labs now have the capacity and capability to identify drugs at meaningful levels and reduce the number of false-negative results.

Four SCIEX University - Success Master training courses were purchased and successfully completed, which focus on the advanced LC-MS/MS method development and troubleshooting. This training enabled FDLE to acquire the skills to fully utilize the use of the LC-MS/MS instrumentation and improve the level of service and information available for use by the criminal justice community and made available to the community in crime and drug trend reports.

Three eligible Crime Lab Analysts and 1 Senior Crime Lab Analyst received reimbursement for overtime salary and benefits incurred on the project during the subgrant period.

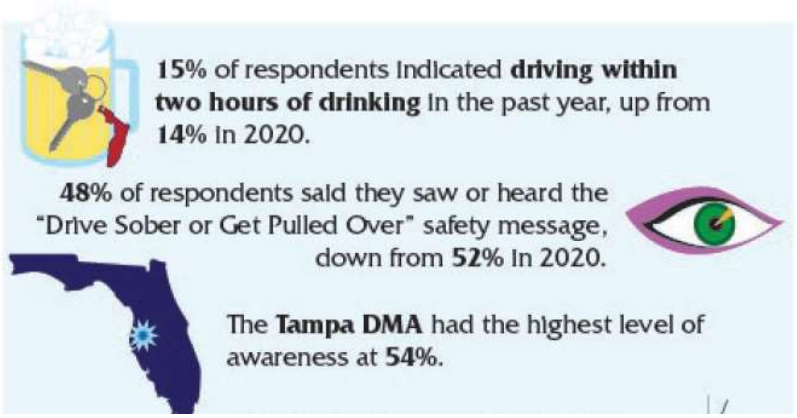
In all, this subgrant has assisted the FDLE toxicology labs with additional capacity and capabilities and will ultimately assist with faster testing turn-around times that will help in the accurate and timely prosecution of impaired drivers.

Expenditures: **$1,045,076**



Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Drug Recognition Expert (DRE) Call-Out
Project Number:	M5X-2021-00104
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:	**$50,000**
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 7 law enforcement agencies to allow DREs to increase the availability of their expertise when the officers would otherwise not have been on duty. COVID-19 limited enforcement activities in some areas of the state during this subgrant year, despite this, participating agencies reported 54 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). During the previous subgrant period, there were 869 DRE evaluations completed in Florida and this year there were a total of 790 DRE evaluations.
Expenditures:	**$12,191**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Impaired Driving Media Awareness Survey
Project Number:	M5X-2021-00077
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	The University of North Florida Institute of Police Technology and Management will conduct a DUI media awareness study to help evaluate the effectiveness of Florida's *Drive Sober or Get Pulled Over* media efforts. The data collected will help improve Florida's future DUI media efforts by letting us know things like where the message is being heard and what types of media are most recognized.
Budget:	**$60,000**
Project Activities:	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 22 to May 5, 2021, 1,465 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 52% recorded in the 2020 survey.
Expenditures:	**$60,000**



Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Florida Impaired Driving Coalition
Project Number:	AL-2021-00286
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to bring together technical stakeholders and subject matter experts from various disciplines to provide recommendations on critical impaired driving issues. The Coalition will address prevention, enforcement, prosecution, and community awareness of impaired driving in Florida, in addition to the treatment and rehabilitation of impaired drivers.
Budget:	**$207,381**
Project Activities:	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 FY2021 subgrant period, CUTR facilitated a total of 4 FIDC meetings between October 2020 and September 2021. Due to the ongoing impact of COVID-19, all meetings were held virtually. Key topics of discussion included Strategic Action Plan goals (e.g., expanding Coalition membership and educating local vendors and distributors about over-service), mobile driver licenses, ignition interlock laws, etc. During the meetings, CUTR used driving under the influence (DUI) crash data to deliver presentations focused on Florida drinking holidays, which can be used to inform targeted media buys, and distributed a preliminary fact sheet highlighting county-level impaired driving statistics. CUTR executed a sub-contract with Cambridge Systematics, Inc. to provide technical supports for Coalition meetings, including maintaining the Coalition website. 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:	**$140,224**

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 FY2021 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving high visibility enforcement (HVE) efforts and will utilize DUI and 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: **$2,431,850**

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Arresting Impaired Motorists	M5HVE-2021-00119	N/A	$12,000
Project Activities:	The Apopka Police Department (PD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, Apopka PD was able to conduct 26 HVE DUI operations. There was 1 safety belt and 31 speeding citations given and 10 DUI arrests made by officers receiving overtime reimbursement, respectively. There was an average of 36 impaired related crashes per year in Apopka between 10/01/17 and 09/30/20 and 33 impaired related			

	crashes from 10/01/20 through 09/30/21, for an 8.33% decrease. There were 10 fatal impaired related crashes in the three-year period listed above which was an average of 3.33 per year. There was one impaired related fatal crash during this project period. That was a 69.96% decrease in fatal impaired related crashes.			
Expenditures:	**$8,801**			
Baker County Sheriff's Office	**Baker County Sheriff's Office Impaired Driver Program**	**M5HVE-2021-00175**	**N/A**	**$40,000**
Project Activities:	During the majority of the project the Baker County Sheriff's Office (Baker CSO) attempted to schedule checkpoints but continued to face staffing issues, so Baker CSO conducted Wolf Packs (HVE DUI saturation patrols) and made multiple traffic stops, issuing citations, warnings and educational materials to the drivers and occupants. There were 5 safety belt and 14 speeding citations given by deputies receiving overtime reimbursement, respectively.			
Expenditures:	**$32,678**			
Bay County Sheriff's Office	**Enhanced Impaired Driving Enforcement Overtime**	**M5HVE-2021-00016**	**N/A**	**$35,000**
Project Activities:	The Bay County Sheriff's Office (BCSO) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. In addition to the overtime reimbursement for HVE activity, BCSO purchased and installed an Intoxilyzer in a law enforcement vehicle, allowing for two of their deputies to carry and utilize them in their suspected DUI traffic stops. Despite the social distancing guidelines in place, BCSO made 67 DUI arrests, and of those 67, 41 of the DUI arrests were made by a deputy carrying and utilizing one of the Intoxilyzer 8000 instruments. Community outreach also was conducted at schools to educate young drivers on the risks of drinking and driving.			
Expenditures:	**$11,738**			

Bradenton Police Department	Sober Streets	M5HVE-2021-00279	N/A	$42,850
Project Activities:	The Bradenton Police Department (BPD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, from January 2021 to September 2021, BPD officers took part in 33 overtime impaired driving operations. From the 33 HVE DUI operations, officers made 155 contacts and issued 103 impaired driving materials. Out of those traffic stops, officers issued 130 written warnings, 7 speeding citations, 12 various moving violations, 6 non-moving violations, 11 impaired driving arrests, and 5 misdemeanor arrests, most of which were traffic related. Due to schools allowing minimal visitors during the 2020-2021 school year, there was no community outreach done via schools during this time. Local community meetings were also stopped during this time, and briefly resumed in the Spring of 2021, but then were put on hold again due to rising COVID-19 concerns in the area. A member of the BPD Traffic Unit conducted community outreach regarding DUI education utilizing the DUI impairment goggles purchased with subgrant funds. The instructor also used the marijuana impairment kit purchased with the previous year's FDOT impaired driving subgrant funding. In total, approximately 150 students were reached during the two eight-hour days. BPD also purchased a message board using the subgrant funding to convey DUI safety messages. The message board was deployed almost daily from July 2021 until the end of the subgrant period. In addition to this, BPD posted throughout the subgrant period on their various social media platforms (Twitter, Facebook, and Instagram) during organized operations and in daily postings related to the dangers or driving while under the influence.			
Expenditures:	$32,409			

Bradford County Sheriff's Office	**Bradford County Impaired Driving Enforcement**	**M5HVE-2021-00019**	**N/A**	**$65,000**
Project Activities:	The Bradford County Sheriff's Office (CSO) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. Due to the COVID-19 pandemic Bradford CSO was able to only conduct 2 roving enforcement details. Bradford CSO did participate in the Bradford County Fair with handing out educational materials and educating Bradford High Students through classroom education. Their agency purchased a message board. They used this as well as their Facebook account to provide education to the public on the dangers of impaired driving.			
Expenditures:	**$15,746**			
Cape Coral Police Department	**Cape Coral High Visibility Enforcement Impaired Driving**	**M5HVE-2021-00092**	**N/A**	**$71,000**
Project Activities:	The Cape Coral Police Department (PD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, Cape Coral PD was able to conduct 17 HVE DUI operations from January 22 to September 26, 2021, consisting of 14 publicized DUI saturation patrols which had 609 traffic stops and 3 publicized sobriety checkpoints with a total of 645 vehicles that passed through. During these HVE operations, there were 414 citations given, with 21 being DUI related arrests, 171 speed, and 3 safety belt citations given by officers receiving overtime reimbursement, respectively. Cape Coral PD also gave two (2) school presentations on the dangers of impaired driving. However, due to COVID-19 CDC guidelines, several schools declined presentations. Drug House Odyssey, a real-life dramatization about the dangers of underage drinking and driving hosted by the Coalition for a Drug-Free Southwest Florida, was also canceled this year due to school field trips being canceled. Over the course of the period, there were over 115 press releases and/or Ping4Alerts sent out specific to traffic safety, education, enforcement, and investigations. Cape Coral PD actively uses various social media platforms that include, but are not limited to, Facebook, Twitter, and Instagram.			

Expenditures:	**$70,573**			
~~Columbia County Sheriff's Office~~	~~Enhanced Impaired Driving Enforcement~~	~~M5HVE-2021-00169~~	~~N/A~~	~~$78,000~~
Florida Highway Patrol	**Enhanced Impaired Driving Enforcement Mobile Equipment and Overtime**	**M5HVE-2021-00056**	**N/A**	**$372,300**
Project Activities:	The Florida Highway Patrol (FHP) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. From December 04, 2020, through September 30, 2021, HVE DUI overtime activity was authorized and highly encouraged and approximately 2,900 overtime hours were worked by 85 troopers. As a result of the operations worked, there was a total of 4,439 traffic warnings and citations, to include 2,125 traffic warnings, 60 safety belt citations, 1,065 speeding citations, 1,114 other citations, and a total of 72 DUI arrests. A portion of this funding was also used to purchase Intoxilyzers to be installed in 11 FHP trooper vehicles.			
Expenditures:	**$303,111**			
~~Fort Myers Police Department~~	~~Impaired Driving Initiative~~	~~M5HVE-2021-00269~~	~~N/A~~	~~$52,000~~
Gainesville Police Department	**The City of Gainesville Safe Gator Program**	**M5HVE-2021-00240**	**N/A**	**$65,000**
Project Activities:	The Gainesville Police Department (GPD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Due to social distancing guidelines in place, GPD was only able to conduct 2 HVE DUI operations (1 checkpoint and 1 saturation patrol). There were 750 contacts, 4 DUI arrests, 2 felony narcotics arrests, 2 warrant arrests, 60 citations and 31 warnings On July 9, 2021, personnel from GPD, the University Police Department and the Santa Fe College Police Department conducted an alcohol awareness detail (Gator Safe Educational detail) targeting the Midtown Hospitality District. The mission of the detail was to educate the local community about safe drinking and the dangers of operating a motor vehicle under the influence. Patrons of the hospitality district were			

	asked to voluntarily participate in standardized sobriety exercises and provide breath tests. Flyers were also distributed to patrons in the hospitality district outlining the importance of avoiding driving impaired as well as options for transportation when impaired. GPD also posted impaired driving and safety related messages on their Department's Facebook page.			
Expenditures:	**$3,653**			
Hillsborough County Sheriff's Office	**Operation Trident: Outreach, Education, and Enforcement**	**M5HVE-2021-00160**	**N/A**	**$401,000**
Project Activities:	The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. During the subgrant period HCSO conducted 226 high visibility enforcement operations. During the 226 enforcement operations, 4,739 traffic stops were conducted, 1,191 citations were written, 3,465 warnings were given, 42 felony arrests, 69 misdemeanor arrests, and 165 DUI arrests were made. HCSO also participated in FDOT Statewide Enforcement/Awareness traffic related campaigns, to include Drive Sober or Get Pulled Over and the MADD Night Out campaign to stop impaired driving. Due to the COVID-19 pandemic, the ability to participate in educational/community activities was restricted; however, HCSO deputies took the time to educate drivers on roadway safety and impaired driving when conducting traffic stops. HCSO completed 4 presentations at local schools along with other programs such as universities and colleges. HCSO deputies also assisted in area 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. Due to the COVID-19 pandemic many restrictions were placed on gatherings. In addition, Hillsborough County schools were closed through the remainder of the school year. During the performance period, HCSO used social media to educate Hillsborough County residents and visitors on the dangers of impaired driving. HCSO also used press releases to inform drivers that HCSO would be conducting saturations throughout the year to prevent impaired driving. Impaired driving information and education to the			

	public was shared through HCSO social media accounts during the project period. 			
Expenditures:	**$341,574**			
Lee County Sheriff's Office	**Impaired Driving Enforcement and Education Program**	**M5HVE-2021-00033**	**N/A**	**$75,200**
Project Activities:	The Lee County Sheriff's Office Impaired Driving Campaign operations were limited because the office was heavily involved in COVID-19 pandemic related matters. Lee County Sheriff's Office was unable to conduct overtime traffic operations during this subgrant period.			
Expenditures:	**$0**			
~~Levy County Sheriff's Office~~	~~Impaired Driving Enforcement Program~~	~~M5HVE-2021-00267~~	~~N/A~~	~~$19,000~~
~~Martin County Sheriff's Office~~	~~Driving Under the Influence Awareness and Enforcement Program~~	~~M5HVE-2021-00303~~	~~N/A~~	~~$36,000~~

Miami Beach Police Department	Impaired Driving Initiative	M5HVE-2021-00172	N/A	$75,000
Project Activities:	The Miami Beach Police Department (MBPD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. During the Impaired Driving Initiative, MBPD conducted 2 DUI checkpoints and 14 DUI saturations. These details utilized highly trained DUI officers and Drug Recognition Experts (DRE's). The details worked by officers utilized a combination of citations and campaign materials to educate the public as to the dangers drinking and driving. As part of this initiative, Officers issued the following: 1,054 enforcement campaign materials, 6 DUI arrests, 30 safety belt citations, 91 moving citations, 388 non-moving citations, 4 aggressive driving citations, 71 speeding citations, and 9 other arrests. There were also 1,066 total contacts during the subgrant period with 54 Standardized Field Sobriety Tests (SFST's) Conducted. Additionally, the Miami Beach Police Department was able to utilize variable message board signs, social media, campaign materials, and live coverage by a local news station to educate the public.			
Expenditures:	$73,002			
Miami-Dade Police Department	Impaired Driving	M5HVE-2021-00299	N/A	$225,000
Project Activities:	The Miami-Dade Police Department (MDPD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite social distancing guidelines in place, MDPD was able to conduct 22 HEV DUI operations. In total, the 22 operations conducted led to 1,356 contacts made, with 1,152 citations issued. Of those issued citations, 4 were felony arrets, 7 were misdemeanor arrets, 35 were for safety belts, 36 were DUI arrests, and 311 were for speeding.			
Expenditures:	$216,199			
~~Okaloosa County Sheriff's Office~~	~~Impaired Driving Education and Enforcement in Destin~~	~~M5HVE-2021-00218~~	~~N/A~~	~~$30,000~~

Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	M5HVE-2021-00020	N/A	$105,000
Project Activities:	The Orlando Police Department (PD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. During this subgrant period a total of 38 officers participated in HVE DUI operations. These officers contacted a total of 2,295 drivers, issuing 434 speeding citations, 256 moving citations, 195 non-moving citations, 25 safety belt/child restraint citations, with 44 DUI arrests and 47 other arrests. Members of Orlando PD DUI Enforcement Team and Patrol Services attended community events at the beginning of the subgrant. Officers participated in a Hispanic DUI PSA add, explaining the DUI process in Spanish, along with attending a virtual question and answer period with members of the Hispanic community. In addition to working with members of the community, officers taught about the dangers of impaired driving, utilizing “drunk goggles” at a law enforcement summer camp for teenagers, a family event for members of Orlando PD, and other smaller instructional opportunities with local colleges and groups. Members of Orlando PD’s DUI Enforcement Team participated in the annual Walk Like MADD event, which due to COVID-19 was held virtually. The Public Information Office assisted with this event by taking short promotional films of officers in uniform talking about Walk Like MADD. Perpetration was started to have officers work with local sporting venues for DUI education and will be implemented when venue restrictions allow.			
Expenditures:	$104,925			
Palm Beach County Sheriff's Office	City of Lake Worth Beach Impaired Driving Strategy	M5HVE-2021-00191	N/A	$75,000
Project Activities:	The Palm Beach County Sheriff’s Office (PBSO) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, PBSO conducted 11 HVE DUI operations, as a result of those operations, there were a total of 774 traffic stops, 23 DUI arrests, 20 safety belt citations, and 148 speeding citations issued.			

	Additionally, there were multiple outreach and educational activities performed during the subgrant period including Facebook posts, Twitter posts, traffic signage, and media announcements. Also, at each traffic stop, officers shared information and education to drivers regarding the dangers of impaired driving. The PBSO DUI Unit also participated in Homeowners Association meetings, Citizen Police academies, and visited public high schools in the subgrant area to discuss the dangers of impaired driving.			
Expenditures:	**$63,987**			
Pasco County Sheriff's Office	**Pasco County Impaired Driving**	**M5HVE-2021-00058**	**N/A**	**$15,000**
Project Activities:	The Pasco County Sheriff's Office (CSO) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, Pasco CSO conducted 6 HVE DUI operations, as a result of those operations, 9 DUI arrests, 4 safety belt citations, and 22 speeding citations were issued. There were also 38 impaired driving social media postings made during the subgrant period. 			
Expenditures:	**$7,937**			

Pensacola Police Department	Impaired Driving Enforcement Subgrant	M5HVE-2021-00044	N/A	$36,000
Project Activities:	The Pensacola Police Department (PD) participated in an increased traffic enforcement safety initiative with particular attention towards impaired driving enforcement for the Fiscal Year 2021 (October 1, 2020 - September 30, 2021) via subgrant funding. Pensacola PD completed 61 High Visibility Enforcement shifts totaling 376.5 hours, issued 5,713 citations, 3,327 written traffic warnings, investigated a total of 2,557 traffic crashes, investigated a total of 8 traffic fatality crashes, Arrested 405 drivers for impaired driving. Of those numbers, officers reimbursed for overtime enforcement accounted for 1 safety belt Citation, 14 DUI arrests, and 83 speeding citations. Pensacola PD coordinated a Comprehensive Roadside Safety Checkpoint in the city limits with the participation of other local and state law enforcement agencies. This checkpoint was conducted on August 27, 2021, and centrally located within the city limits. Additionally, the checkpoint was a significant success with multiple impaired driving arrests and various traffic violations enforced. Pensacola PD participated in many of the NHTSA and FDOT traffic enforcement and impaired driving enforcement campaigns. Social media to include Facebook, Twitter, and Instagram was utilized to educate the public throughout this subgrant period. Additionally, local news media outlets were informed about all sobriety checkpoints to increase education and deter impaired driving. There were several news media outlets in the area that advertised via television, online, and newspaper about the Pensacola Police Department impaired driving enforcement efforts. Pensacola PD conducted community outreach via social medial and news media outlets throughout this subgrant period. Due to the continued concerns over the COVID-19 pandemic, we were unable to have any in-person events as schools, or similar places. Lastly, Pensacola PD, with Fiscal Year 2021 subgrant funding, was able to purchase five brand new simulators to assist with the Intoxilyzer 8000 breath testing instrument inspections. These simulators are imperative to the successful inspection process required by FDLE each month. The previous simulators used by the Pensacola PD were well past their valuable life span.			
Expenditures:	$11,792			

Pinellas County Sheriff's Office	**Driving Under the Influence Enhancement Project**	**M5HVE-2021-00226**	**N/A**	**$50,000**
Project Activities:	The Pinellas County Sheriff's Office (PCSO) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, HCSO conducted 26 DUI enforcements operations, with 453 traffic stops/contacts, 66 DUI arrests, 3 safety belt citations, and 40 speeding citations given. PCSO participated in NHTSA's "National Drive Sober or Get Pulled Over" campaign was from August 18, 2021 – September 6, 2021. PCSO participated in the campaign by conducting four impaired driving overtime enforcement operations on August 28-29, 2021, and on September 5-6, 2021. PCSO also shared impaired driving information and education to the public through the use of local media outlets, social media and/or press releases 12 times during the subgrant period.			
Expenditures:	**$50,000**			
Punta Gorda Police Department	**Think Before You Drink Campaign**	**M5HVE-2021-00004**	**N/A**	**$25,000**
Project Activities:	The Punta Gorda Police Department (PD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Punta Gorda PD conducted 30 DUI enforcements operations, with 2 DUI arrests and 13 speeding citations given. Punta Gorda PD had staff members attend different community outreach events to provide educational information to the public on the dangers of impaired driving. They also published weekly twitter posts educating members of the community about the dangers of impaired driving and impaired driving crash statistics. They have tagged all these posts under #thinkbeforeyoudrink. Think Before You Drink flyers were passed out with DUI statistics and signs of impairment to business owners. Punta Gorda PD also used a portion of the subgrant funding to purchase a message board that was deployed on multiple occasions to display messaging to promote their "Think Before you Drink" campaign.			
Expenditures:	**$17,744**			

Putnam County Sheriff's Office	**Impaired Driving Task Force**	**M5HVE-2021-00246**	**N/A**	**$26,500**
Project Activities:	The Putnam County Sheriff's Office (PCSO) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, the project resulted in 2 DUI arrests and 3 speeding citations. With multiple impaired driving arrests made, these operations were deemed successful. Although they would have liked to conduct numerous more operations, their current staffing shortage and equipment failures prohibited it. Their agency experienced a large number of deputy absences due to the rise in COVID-19 cases. Several scheduled enforcement operations had to be cancelled. They also, two occasions during the subgrant period where their Intoxilyzer was not able to be used do to them needing repairs. Using a portion of this year's subgrant funding, PCSO purchased a sign message board to utilize throughout the County to display safety messages for drivers. Beginning in December 2020, messages were displayed throughout the county which included messages such as "Drive Sober or Get Pulled Over" and "Don't Drink and Drive, Arrive Alive". The sign board was moved in conjunction with each enforcement operation as well as being displayed in high-traffic areas determined to be most effective in combatting impaired driving. They plan to continue to utilize the message board to display messages that remind drivers that PCSO has zero tolerance for impaired driving. These displays will be strategically placed in high crash areas and/or areas where traffic flows and used at countywide festivals and fishing tournaments. PCSO utilized its Facebook account as a platform for messages regarding the dangers of impaired driving. On February 7, 2021, a Superbowl message was posted regarding "celebrate responsibly". During high school graduation (June 7-11, 2021), a "safe and sober" graduation message was used as a cover photo. A newspaper ad was also published before graduations with the message "the next adventure awaits, celebrate safe and sober". On July 3, 2021, a Facebook post was made to let the community know that the DUI Task force would be patrolling during the holiday. Similar messages were posted on Facebook August 27 and September 5, 2021, regarding celebrating the Labor Day holiday. Another post about their communities fall festivals and tailgating safely was made on September 25, 2021.			
Expenditures:	**$18,195**			

Tampa Police Department	Last Call	M5HVE-2021-00131	N/A	$375,000
Project Activities:	The Tampa Police Department (TPD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, TPD conducted 91 HVE DUI operations (checkpoints and wolfpack/saturation patrols) from the start of the subgrant in January 2021 until work was halted mid-September 2021. As a result of those operations, there were 3,420 traffic stops resulting in 624 Investigative contacts. These Investigation Contacts led to 1,216 citations being issued, which included 411 DUI arrests, and 13 subsequent breath test refusal arrests. Related to community outreach and education, experienced TPD DUI officers conducted 12 educational sessions at both high school and higher education institutions, with a combined attendance of 1,740 students. Using a portion of this year's subgrant funding, TPD purchased 1 Fatal Vision Community Event Pack and 1 Fatal Vision Marijuana Campaign Kit used in conjunction with a Simulated Impaired Driving Experience (SIDNE Cart) purchased with previous FDOT subgrant funding, during some of their community outreach and education efforts. TPD also conducted educational PowerPoint presentations covering topics that included the dangers of impaired driving and "What a DRE is and how they help DUI enforcement and convictions". They also attended and participated in their DUI Counterattack, Tampa Alcohol Coalition, the City of Tampa's local Vision Zero Task Force, and Tampa Alcohol Coalition, Hillsborough County Anti - Drug Alliance and FDOT Impaired Driving Educational Awareness (IDEA) meetings. TPD also shared constant messaging to the public on the dangers of impaired driving throughout the year. These messages were broadcast the use of their social media platforms, portable message boards, press releases, banners, and attendance at various community events.			
Expenditures:	**$359,812**			

Wauchula Police Department	Operation, Outreach, Education and Enforcement Impaired Driving Safety Program	M5HVE-2021-00156	N/A	$30,000
Project Activities:	The Wauchula Police Department (Wauchula PD) was awarded a subgrant to conduct HVE DUI operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year. Despite the social distancing guidelines in place, Wauchula PD conducted 78 HVE DUI operations during the subgrant period. As a result of those operations, there were 458 contacts. These contacts led to 343 warnings and 78 citations, with 0 DUI arrests, 8 speeding citations, and 4 safety belt citations. Wauchula PD also distributed 275 pieces of educational materials and 26 social media posts related to the dangers of impaired driving and the Drive Sober or Get Pulled Over enforcement campaigns.			
Expenditures:	$21,935			

MOTORCYCLE SAFETY

DESCRIPTION OF THE PROBLEM

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

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

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, are 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 AREA

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 PROJECT LOCATIONS

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

Agency:	Florida Department of Highway Safety Motor Vehicles
Project Name:	Teen Motorcycle/Scooter Safety Awareness Campaign
Project Number:	MC-2021-00081
Funding Source:	402
Local Benefit:	$76,000
Project Description:	The Florida Department of Highway Motor Vehicles will receive subgrant funding to produce and provide educational materials to students and parents to promote the safe operation of motorcycles/scooters, including sharing the road, responsible riding, and the use of safety gear, along with working to improve the skill levels of motorcyclists through increased education about participation in rider education programs and proper license endorsements.
Budget:	**$76,000**
Project Activities:	The Florida Department of Highway Motor Vehicles developed and printed motorcycle safety tip cards and guides to educate students and parents on the safe operation of motorcycles as well as sharing the road with motorcycles. A total of 201,000 tip cards and 61,800 guides were distributed throughout the following top 7 counties: Miami Dade, Hillsborough, Broward, Orange, Volusia, Pinellas, and Pasco.
Expenditures:	**$57,984**

Agency:	Florida State University Police Department
Project Name:	Preventing Street Racing Through Legal Alternatives
Project Number:	MC-2021-00213
Funding Source:	402
Local Benefit:	$85,800
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: **$85,800**

Project Activities: Florida State University Police Department (FSUPD) developed a program to educate sport bike riders across the state on the dangers of illegal street racing by utilizing a track day type experience in a controlled environment. In total FSUPD took part in training 348 riders (46 of them sponsored through their program), hosted 7 training events, and attended 12 outreach events educating riders on their program and the dangers of street racing.

Expenditures: **$72,897**

Agency: Gainesville Police Department

Project Name: Motorcycle/Scooter Safety and Education Program

Project Number: MC-2021-00238

Funding Source: 402

Local Benefit: $50,000

Project Description: The Gainesville Police Department will offer the Safe Motorcycle and Rider Training Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course to the public to help them improve riding skills and avoid crashes. Along with training, the Gainesville Police Department will also conduct monthly motorcycle/scooter enforcement operations targeting unsafe riding behaviors in their community.

Budget: **$50,000**

Project Activities: Gainesville Police Department conducted motorcycle training to the public as well as motorcycle enforcement activities. This training was offered free to riders and consisted of training skills addressed in the Basic Police Motorcycle Operators Course. There was a total of

11 full time SMART courses conducted training a total of 83 riders. Gainesville Police Department also conducted 5 enforcement operations throughout the year yielding 75 traffic stops. Educational materials were distributed during all enforcement operations.

Expenditures: **$21,107**

Agency: Jacksonville Sheriff's Office

Project Name: Safe Motorcycle and Rider Techniques (SMART)

Project Number: MC-2021-00055

Funding Source: 402

Local Benefit: $24,300

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

Budget: **$24,300**

Project Activities: Jacksonville Police Department offered free motorcycle training to riders that consisted of training skills addressed in the Basic Police Motorcycle Operators Course. These skills were meant to improve the riding skills of the average rider in hopes to make them better equipped to avoid crashes. Jacksonville Police Department conducted 8 motorcycle training courses this year successfully training 177 riders.

Expenditures: **$23,000**

Agency:	Osceola County Sheriff's Office
Project Name:	Safe Motorcycle and Rider Techniques (SMART)
Project Number:	MC-2021-00184
Funding Source:	402
Local Benefit:	$66,000
Project Description:	The Osceola County Sheriff's Office will continue offering the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not only Osceola County residents) free of charge to improve riding skills. Osceola County borders Orange County, which is one of the top five counties in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries in Osceola, Orange, and other neighboring counties. Reductions in these counties will also contribute to a significant reduction in overall motorcycle fatalities in Florida. The Osceola County Sheriff's Office will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors in the City of Kissimmee, as one of the largest contributing cities to the total motorcycle fatalities in the Osceola County area.
Budget:	**$66,000**
Project Activities:	The Osceola County Sheriff's Office (OCSO) offered free motorcycle training to riders that consisted of training skills addressed in the Basic Police Motorcycle Operators Course. These skills were meant to improve the riding skills of the average rider to make them better equipped to avoid crashes. OCSO scheduled 8 training courses and 1 motorcycle training competition during the subgrant year, successfully training a total of 125 riders. OCSO also conducted enforcement details throughout the subgrant year including extra details in March during Daytona Bike Week. In total 471 contacts were made yielding 137 speeding and 3 safety belt citations. Deputies also distributed 350 Motorcycle safety pamphlets educating both riders and drivers during the operations.
Expenditures:	**$38,700**

Agency:	Tampa Police Department
Project Name:	Safe Motorcycle and Rider Techniques (SMART)
Project Number:	MC-2021-00108
Funding Source:	402
Local Benefit:	$152,000
Project Description:	The City of Tampa Police Department will offer the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not just to Tampa residents) free of charge to improve riding skills. Tampa is within the top 25% in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries in Tampa Bay area and other neighboring counties. Along with training, the Tampa Police Department will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors.
Budget:	**$152,000**
Project Activities:	Tampa Police Department conducted motorcycle training to the public as well as motorcycle enforcement activities. This training was offered free to riders and consisted of training skills addressed in the Basic Police Motorcycle Operators Course. There was a total of 8 SMART courses conducted and 7 open practice days, training a total of 137 riders. Tampa Police Department conducted 9 enforcement operations yielding 119 traffic stops with 100 motorcyclist contacts and 45 speeding citations. Educational materials were distributed during all enforcement operations.
Expenditures:	**$101,112**

Agency:	University of Miami
Project Name:	Motorcycle Education and Injury Prevention Program in Trauma Centers
Project Number:	MC-2021-00117
Funding Source:	402
Local Benefit:	$232,800
Project Description:	The University of Miami will continue the central/south Florida trauma initiative to conduct injury prevention and education programs in at least three Florida trauma centers. These programs will offer safety-related educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff who will assist in providing safety information directly to motorcycle crash victims and their families. Injury and prevention education for medical personnel will be concentrated in but not limited to the five counties with the greatest number of motorcycle fatalities (Broward, Hillsborough, Miami-Dade, Orange, and Pinellas). By implementing more effective first responder and emergency center response protocols for motorcycle crash victims, and educating motorcyclists admitted into hospitals involved in crashes on the methods of reducing crash and injury risks on the roadways, this project expects to reduce motorcycle-involved fatalities and serious injuries. The program will also study motorcyclists' alcohol, drug, and medication use patterns from crash victims to develop informational material to help reduce recidivism by providing this information to crash victims as a preventative measure.
Budget:	**$232,800**
Project Activities:	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 FY2021 subgrant cycle the program completed EMS "Survive the Ride" training resulting in a

total of 84 pre-hospital staff trained. The program was provided through in person and interactive computer-based training with a pre-and post-survey. The program also modified and expanded their training to first responders (law enforcement officers) and trained an additional 82 first responders working in Miami Dade County. In person training was limited this year due to COVID-19 and online training was utilized more this year to make up for the lack of in person training.

This year, the program consented, surveyed, and educated 13 motorcycle and scooter crash patients, unfortunately COVID-19 safety measures have decreased the number of patients that were surveyed.

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: **$194,572**

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

Project Name: Motorcycle Awareness Survey

Project Number: MC-2021-00085

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: **$60,000**

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 2, 2021, to August 3, 2021, 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 1,489 completed survey responses collected from the 10 counties which consisted of 989 motorcyclists and 500 non-motorcyclists. The survey found that 76% of motorcyclists have heard of the "Watch for Motorcycles" safety message and 42% of non-motorcyclists have heard the message. 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: **$60,000**

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

Project Name: Florida's Comprehensive Motorcycle Safety Program

Project Number: MC-2021-00280

Funding Source: 402

Local Benefit: $0

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

Budget: **$506,000**

Project Activities: During the FY2021 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 under this subgrant. Due to the impact of the COVID-19 pandemic, some activities were limited but the project was able to successfully achieve many milestones. A total of 4 Florida Motorcycle Safety Coalition Meetings were held, during which an update of the Motorcycle Safety Strategic Plan (MSSP) was achieved, which included the identification of six new areas of opportunity to improve motorcycle safety, and the revision and development of emphasis area strategies. The team assisted and supported 13 high-priority counties with the facilitation of motorcycle safety efforts at the county level, attended and/or facilitated six educational/community outreach events, and developed an approved year-long media plan.

Due to the ongoing impact of the COVID-19 pandemic, the team's ability to travel and attend in-person functions was severely limited. However, the team was able to continue online educational outreach via social media channels, the Ride Smart Florida website, and through the distribution of motorcycle safety materials to tax collector's offices located in ten counties and over 160 high schools in Florida. As travel restrictions due to the COVID-19 pandemic lightened, the team was able to conduct and attend six outreach events during the subgrant cycle.

Expenditures: $435,606

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Motorcycle Program Evaluation and Data Collection
Project Number:	MC-2021-00283
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:	**$115,500**
Project Activities:	The Center for Urban Transportation and Research (CUTR) measured the effectiveness of motorcycle safety programs in Florida and collected data that assisted in providing information to enhance Florida's motorcycle safety program. The CUTR team collected and analyzed motorcycle crash and fatality data to determine trends in recent years. A new age group subcategory of "65 and older" was used in the analysis of 2020 data. According to preliminary crash data, there were over 530 motorcycle fatalities in Florida during 2020. Although this is certainly a sizeable number, it represents a slight decrease in motorcyclist fatalities observed during the preceding year (579). Between 2016 and 2020, motorcycle operators under the age of 30 accounted for more crashes resulting in fatality (35%) and serious injury (33.7%) than any other age group, with those aged 65 or older accounting for the fewest (9.3% and 7.9%, respectively). The CUTR team also utilized motorcycle crash and fatality data to identify key risk factors in motorcycle crashes. In 2020, only 50.5% of those involved in fatal motorcycle crashes were found to be wearing DOT-compliant helmets. Over 20% of those involved in fatal motorcycle crashes during 2020 were

exceeding the speed limit by at least 20 miles per hour. Young riders in the 18-29 year old group were the most likely to be excessively speeding (approximately 30%), as compared to those other age groups 30 and 49 (22.4%), 50 to 64 (8.9%), and those aged 65 or above (4.7%). Finally, a major contributing factor to motorcycle fatalities is impairment by drugs and/or alcohol. Throughout Florida, about 28.9% of those involved in fatal motorcycle crashes during 2020 were found to be under the influence of one or more intoxicants which is a 9.2% decrease from 2016, with the largest changes being observed among riders in the 30-49 age group (-29.9%) and those under age 30 (-23.6%). Meanwhile, significant increases were observed for riders between the ages of 50 and 64 (+31.2%), as well as those aged 65 or older (+63.91%). Correspondingly, in 2020, those aged 50-64 had the largest overall proportion of drug- and/or alcohol-impaired riders involved in a fatal crash (38.3%).

Next, CUTR developed and issued the 2021 Florida Motorcyclist Survey. The survey utilized a similar question database as the year prior, with some adjustments to collect data in specific areas of interest. A push-to-web mixed mode approach was adopted to conduct the 2021 Florida Motorcyclist Survey. A survey website (mcsafety.org) was developed, and an invitation postcard was sent to 30,000 selected addresses that were chosen through address-based sampling (ABS). No financial incentive was offered for responding, and 1,765 survey responses (including partially-completed surveys) were collected. Of the surveys collected, 1,241 were from the postcard invitation and 524 were from the Facebook advertisement.

Expenditures: **$86,297**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Statewide Implementation of Mentorship Program for Every Rider (MEPER)
Project Number:	MC-2021-00282
Funding Source:	402
Local Benefit:	$95,700
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive subgrant funding to revise and expand the mentorship program for every rider (MEPER) which encourages safe riding habits and helmet use. CUTR will update its approach to implementing and promoting the MEPER based on the observed outcomes and challenges experienced in the Demonstration of Voluntary Helmet Use project conducted during 2014-2019 that was funded directly by NHTSA.
Budget:	**$95,700**
Project Activities:	During the FY2021 subgrant period, the CUTR team conducted a series of in-depth interviews with recent Basic Rider Course (BRC) graduates and sign-ups to obtain a better understanding of the types of information in which riders were interested. The interview findings were used to develop an online module, a format which became necessary in the previous subgrant cycle due to COVID-19 related challenges with recruitment and retention of participants. In response to these interview findings, the CUTR team created the content and format of a self-paced online module, using an e-learning development program called Articulate 360. The first self-paced learning module was titled: "What to Expect in the BRC." The module covered what riders are required to wear when attending a BRC, what not to wear, how to select gear for the BRC, and a basic overview of the BRC layout. The module used interactive features, video clips, and visual aids to deliver educational content and maintain learners' attention and level of interest in the curriculum. The course also incorporated pre-post knowledge tests to measure the effectiveness of the module.

A pilot test of the online self-paced module was conducted with the support of partner training schools. A total of 82 motorcycle riders signed up for the module and 37% of the participants completed both a pre-and post-test. For the pilot program, the mean post-test score (95.30) was higher than the mean pre-test score (74.30), and was statistically significant ($p < 0.001$), showing that the online self-paced module was effective in increasing participants knowledge of what they should know to be well-prepared for the BRC.

Finally, the CUTR team worked with Florida Highway Safety and Motor Vehicles (FLHSMV) to distribute a MEPER motorcycle safety video for teen drivers and other motorcycle safety educational materials. The materials were issued to approximately 250 Driver Education Licensing Assistance Program (DELAP) teachers, who provide driving education to high school students across the state. A MEPER advertisement was added at the end of the USB video to encourage high school students who are interested in riding a motorcycle to get an endorsement. The DELAP teachers began ordering individual motorcycle safety educational materials for their students and families after receiving a USB. So far, approximately 2,500 educational material packets have been ordered for students and their families from twenty-one different high schools in Florida.

Expenditures: **$73,185**

Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 402

Local Benefit: $644,000

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

Budget: **$644,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Motorcycle Safety Enforcement Program	MC-2021-00101	$125,000	$125,000
Project Activities:	Broward County Sheriff's Office conducted 37 enforcement operations over the project period yielding 1,434 verbal warnings, 642 written warnings, 19 moving violation citations, 59 non-moving citations, and 3 arrests. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
Expenditures:	$124,870			

Citrus County Sheriff's Office	Motorcycle Safety & Education Program	MC-2021-00291	$25,000	$25,000
Project Activities:	Citrus County Sheriff's office conducted 3 motorcycle training courses training a total of 16 riders. Citrus County Sheriff's deputies also conducted high visibility enforcement which yielded 345 citations for various traffic offenses and participated in 4 local community events to educate the public on motorcycle safety.			
Expenditures:	$24,986			
City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol	MC-2021-00300	$80,000	$80,000
Project Activities:	Miami Police Department conducted 35 enforcement operations over the project period yielding 1,256 traffic stops. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
Expenditures:	$76,322			
Daytona Beach Police Department	Increasing the Safety of Motorcyclists Through Enforcement and Education	MC-2021-00005	$55,000	$55,000
Project Activities:	Daytona Police Department conducted 32 enforcement operations over the project period yielding 551 traffic stops, 156 speeding citations, 2 DUI arrests, and 4 safety belt citations. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
Expenditures:	$33,956			

Hillsborough County Sheriff's Office	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	MC-2021-00050	$195,000	$195,000
Project Activities:	Hillsborough County Sheriff's Office conducted 116 enforcement operations over the project period yielding 796 traffic stops, 208 citations, and 2 arrests. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
Expenditures:	$192,887			
~~Key West Police Department~~	~~Motorcycle/Scooter Enforcement Project~~	~~MC-2021-00064~~	~~$75,000~~	~~$75,000~~
Miami Beach Police Department	Motorcycle Safety Campaign	MC-2021-00173	$75,000	$75,000
Project Activities:	Miami Beach Police Department conducted 49 overtime enforcement operations over the project period yielding 2,038 total citations with 1,214 issued to motorcyclists, including 58 violations for no motorcycle endorsement. Motorcycle safety information was shared during the enforcement operations.			
Expenditures:	$75,000			
Volusia County Sheriff's Office	Motorcycle Safety Subgrant	MC-2021-00098	$14,000	$14,000
Project Activities:	Volusia County Sheriff's Office conducted 14 overtime enforcement operations over the project period yielding 62 contacts, 32 speeding citation, 2 seat belt citations, 5 motorcycle equipment violations, and 4 endorsement citations. Motorcycle safety information was shared during the enforcement operations.			
Expenditures:	$2,286			

OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

DESCRIPTION OF THE PROBLEM

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

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, are 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 AREA

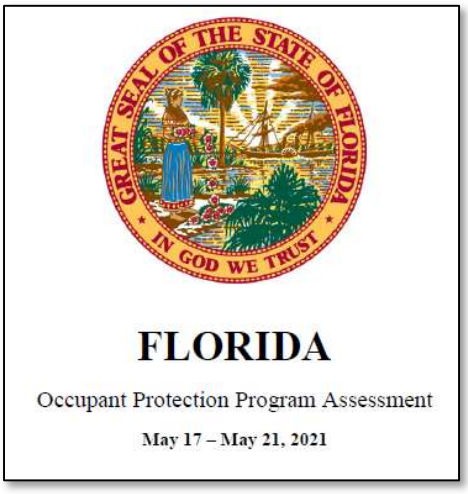
The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based 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 PROJECT LOCATIONS

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

Agency:	University of Florida - Institute for Mobility, Activity, and Participation
Project Name:	Child Passenger Safety Seat Fitting Station Database and Mapping
Project Number:	M1X-2021-00276
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Child Passenger Safety (CPS) Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state's youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child's car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida's Occupant Protection Strategic Plan.
Budget:	**$91,300**
Project Activities:	The University of Florida's Institute for Mobility, Activity, and Participation started the CPS Seat Fitting State Database and Mapping Station project in February of 2021. The database performance metrics were established based on CPS Seat Fitting Station teams, Law Enforcement, and Community users and included location and days and time of operation. Webinars were conducted for the three stakeholder groups to introduce the website and gain feedback. Specifications from the prototype development were refined based on stakeholder feedback. The interactive-based mapping site opened for testing September 2021. Outreach material regarding the website were developed and approved toward the end of the subgrant cycle and will be released to targeted areas during the next subgrant cycle.
Expenditures:	**$84,954**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Occupant Protection Assessment
Project Number:	OP-2021-00287
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of Florida's Transportation Technology Transfer Center will assist FDOT in conducting NHTSA assessment planning, preparing briefing materials, scheduling expert panel and participants, arranging travel, conducting the assessment, and providing administrative and technical support for the assessment.
Budget:	**$71,500**
Project Activities:	The University of Florida's (UF) T2 Center received a subgrant award to assist the FDOT State Safety Office in planning, scheduling, and providing administrative and technical support for the Florida Occupant Protection Program Assessment conducted by the National Highway Traffic Safety Administration (NHTSA). Cambridge Systematics Inc. (CS) was contracted to assist in assessment preparations. The Florida OP Assessment took place May 17 to May 21, 2021, via GoToMeeting platform for interviews and debriefing. UF and CS insured assessment honorariums were paid for assessment facilitators.
Expenditures:	**$52,480**



Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Occupant Protection Coalition
Project Number:	OP-2021-00278
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of Florida's Transportation Technology Transfer (T2) Center will continue to provide support for the Florida Occupant Protection Coalition and the statewide Occupant Protection Strategic Plan by managing all the related administrative tasks such as preparing and reimbursing travel, planning for meetings, and maintaining and monitoring the strategic plan implementation.
Budget:	**$105,600**
Project Activities:	The University of Florida's Transportation Technology Transfer (T2) Center contracted with Cambridge Systematics Inc. (CS) to provide technical support for the Florida Occupant Protection Coalition (FOPC). All FY2021 FOPC quarterly meetings were held virtually. The FOPC website was maintained throughout the year and updated with meeting materials and updated strategic plan. Four new members were added to the coalition this year bringing the coalition membership to 43 active members, excluding FDOT, UF, and CS.
Expenditures:	**$68,769**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Occupant Protection Resource Center
Project Number:	M1X-2021-00215
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	The University of Florida's Transportation Technology Transfer (T2) Center oversees the daily operations of the Florida Occupant Protection Resource Center. The Occupant Protection Resource Center serves the entire state as a one-stop-shop for occupant protection-related public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. This project goals are: to promote the use of child restraints, to develop and implement a plan that provides child passenger safety (CPS) seat fitting stations that meet the NHTSA 405(b) minimum criteria, and to provide appropriate training to occupant protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection laws and to provide occupant protection information geared at Florida's low use populations: 18-34 year-old males, African Americans, Hispanics and pickup truck drivers. No more than a total of $87,140.72 (5% of the FY2020 405(b) allocation) will be spent on the purchase of child safety seats.
Budget:	**$382,800**
Project Activities:	The University of Florida's Transportation Technology Transfer (T2) Center opened the Florida Occupant Protection Resource Center (OPRC) on October 1, 2021. The website was updated to improve navigation and using instructions and templates, new stores, updated digital reports, and project descriptions. The number of OPRC website users for FY2021 was 5,077 who had a total of 7,392 website sessions, and 31,266 page views. The average number of pages per website session viewed by users was 4.22. Users spent an average of 3 minutes and 4 seconds per session.

Seven new items were added to the inventory for the OPRC during the subgrant period. A total of 21,941 physical resources were provided to occupant protection advocates statewide and additional 28,217 electronic resources were downloaded. Of the 28,217 electronic resources downloaded, the most downloaded item was the Florida CPS Inspection Stations by County list.

The OPRC received 127 orders. Priority counties accounted for 60 or 47.2% of the orders. The OPRC received 137 reports of documented event distribution of materials resulting in 40,315 items distributed with tracking mechanisms.

The OPRC received 49 orders for 997 seats to be shipped to CPS technicians and instructors for distribution to low-income families. Priority counties accounted for 26 or 53.1% of the orders and 520 of the car seats shipped.

OPRC received 178 car seats from the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) for public distribution by CPS technicians and instructors. All seats were distributed during this subgrant period, in addition to 28 seats that were remaining from the FY2020 subgrant period.

A total of 17 instructor stipends were requested from CPS technicians, to include four instructor stipends for CPS instructors to teach the CPS technician or recertification course. COVID-19 travel restrictions and course cancelations significantly reduced the number of stipends and courses for this subgrant period.

A total of 234 scholarship applications were awarded for CPS certifications, recertifications, instructor renewals, and proxies. Ninety-seven or 41.5% of the total scholarships were in priority counties.

Expenditures: **$235,651**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Statewide Safety Belt and Child Passenger Safety Surveys
Project Number:	M1X-2021-00087
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.
Budget:	**$321,000**
Project Activities:	The Statewide Safety Belt and Child Passenger Surveys subgrant consisted of four separate components: Click It or Ticket Public Opinion Survey, Seat Belt Observational Survey, Child Passenger Restraint Use Observational Survey, and Phase 1 of Florida's Observational Seat Belt Survey Site Reselection. The Click It or Ticket Public Opinion Survey was conducted immediately following the Memorial Day campaign mobilization. The telephone survey was conducted from June 7 to July 6, 2021, and 1,522 completed responses were collected. The final report was delivered to FDOT on July 28, 2021, and approved on August 24, 2021, with an overall self-reported seat belt use of 88%. The Seat Belt Observational Survey was conducted from June 4 to 10, 2021. Surveyors recorded observations of 33,610 vehicle occupants at 165 sites across 15 Florida counties. The final report was delivered to FDOT on August 30, 2021, and approved on September 23, 2021, with an overall observed usage rate of 90.1% The Child Passenger Restraint Use Observational Survey was conducted March 12 to April 20, 2021. Observers collected usage data on 5,472 children riding in 4,804 passenger vehicles at 200

different observation sites in 20 Florida counties. The final report was submitted to the FDOT on August 17, 2021, and approved on August 18, 2021, with an overall child restraint use rate of 84%.

In accordance with the Uniform Criteria for Sate Observational Surveys of Seat Belt Use in 23 CFR Part 1340, Preusser Research Group was contracted to facilitate the re-selection of observation sites. Under Phase 1 the contractor accessed the FDOT Unified Basemap Repository and Open Data Hub to retrieve the necessary GIS datasets for site selection. Site re-selection was completed by September 30, 2021. The second phase of Site Reselection will be completed in the next subgrant cycle.

Expenditures: **$319,764**

Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 405(b)

Local Benefit: N/A

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 FY2021 Highway Safety Matrix. They will receive funding to conduct combined safety belt enforcement and education programs, efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2021 *Click It or Ticket* national campaign and enforcement waves. Subgrant funding supports overtime efforts and costs associated with printing and distributing educational materials.

Budget: **$939,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Boynton Beach Police Department	Occupant Protection and Child Passenger Safety Program	M1HVE-2021-00263	N/A	$20,000
Project Activities:	The Boynton Beach Police Department conducted 25 high visibility enforcement operations and one educational community outreach event during the subgrant period. A total of 365 safety belt citations and 40 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$19,715			
City of Fort Lauderdale Police Department	Fort Lauderdale Occupant Protection Campaign	M1HVE-2021-00091	N/A	$60,000
Project Activities:	The Fort Lauderdale Police Department conducted 60 high visibility enforcement operations and four educational and community outreach events during the subgrant period. A total of 96 safety belt citations and 170 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$59,134			
~~Columbia County Sheriff's Office~~	~~Columbia County Occupant Protection Program~~	~~M1HVE-2021-00228~~	~~N/A~~	~~$24,000~~
DeFuniak Springs Police Department	DeFuniak Springs Vehicle Occupant Safety Program	M1HVE-2021-00130	N/A	$15,000
Project Activities:	The DeFuniak Springs Police Department conducted 59 high visibility enforcement operations. A total of 95 safety belt citations and 117 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$10,686			

Delray Beach Police Department	Delray Beach Occupant Protection and Child Passenger Safety Program	M1HVE-2021-00205	N/A	$50,000
Project Activities:	The Delray Police Department conducted 245 high visibility enforcement operations and four educational and community outreach events during the subgrant period. A total of 120 safety belt citations and 282 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$50,000			
Homestead Police Department	Homestead Police Department Occupant Protection Project	M1HVE-2021-00094	N/A	$45,000
Project Activities:	The Homestead Police Department conducted 52 high visibility enforcement operations. A total of 282 safety belt citations and 404 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$25,821			
Live Oak Police Department	Occupant Protection	M1HVE-2021-00014	N/A	$20,000
Project Activities:	The Live Oak Police Department conducted 12 high visibility enforcement operations and one educational and community outreach event. A total 17 safety belt citations and one speeding citation were issued during subgrant funded enforcement activities.			
Expenditures:	$1,957.31			
Miami Beach Police Department	Miami Beach Occupant Protection and Child Passenger Initiative	M1HVE-2021-00010	N/A	$60,000
Project Activities:	The Miami Beach Police Department conducted 43 high visibility enforcement operations. A total of 522 safety belt citations and 8 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$59,243			

Miami-Dade Police Department	Miami-Dade Occupant Protection and Child Passenger Safety Program	M1HVE-2021-00302	N/A	$200,000
Project Activities:	The Miami-Dade Police Department conducted 24 high visibility enforcement operations and 31 educational and community outreach events. A total of 2,439 safety belt citations and 20 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$194,160			
Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Strategy	M1HVE-2021-00190	N/A	$200,000
Project Activities:	The Palm Beach County Sheriff's Department conducted 31 high visibility operations. A total of 3,046 safety belt citations and 361 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$200,000			
Suwannee County Sheriff's Office	Suwannee County Occupant Protection Program	M1HVE-2021-00221	N/A	$25,000
Project Activities:	The Suwannee County Sheriff's Office conducted 13 high visibility operations and one educational and community outreach event. A total of 31 safety belt citations and 31 speeding citations were issued during the subgrant funded enforcement activities.			
Expenditures:	$24,844			
Tampa Police Department	Sit Tight and Belt Right	M1HVE-2021-00133	N/A	$100,000
Project Activities:	The Tampa Police Department conducted 39 high visibility enforcement operation and 10 educational and community events. A total of 410 safety belt citations and 12 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$96,843			

Wauchula Police Department	Wauchula Occupant Protection and Child Safety Program	M1HVE-2021-00165	N/A	$20,000
Project Activities:	The Wakulla County Sheriff's Office conducted 71 high visibility enforcement operations. A total of 10 safety belt citations and 10 speeding citations were issued during subgrant funded enforcement activities.			
Expenditures:	$18,744			
West Palm Beach Police Department	West Palm Beach Police Department Occupant Protection Program	M1HVE-2021-00174	N/A	$100,000
Project Activities:	The West Palm Beach Police Department conducted 44 high visibility enforcement activities. A total of 347 safety belt citations were issued during the subgrant funded enforcement activities.			
Expenditures:	$82,346			

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 injuries.

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

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 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. However, 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*** – reminds motorists to not drive distracted
- ***Railroad Safety*** – reminds 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
- ***Work Zone Safety*** – reminds 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 AREA

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 PROJECT LOCATIONS

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

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Distracted Driving Media Campaign
Project Number:	PM-2021-00308
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a distracted driving campaign. Distracted driving prevention messages will be promoted through mediums such as radio, internet displays and videos, social media, etc.
Budget:	**$500,000**
Project Activities:	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's Put It Down campaign for distracted driving. This distracted driving awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 49-year-olds that was seen and heard via radio, digital radio (Pandora, Soundcloud, and Spotify), outdoor digital displays (billboards), digital video (YouTube and Hulu), and social (Facebook and Instagram). Total estimated impressions for the campaign were 52,757,998.
Expenditures:	**$498,918**

Agency: Florida Department of Transportation – State Safety Office

Project Name: Distracted Driving Billboard Campaign

Project Number: PM-2021-00314

Funding Source: 402

Local Benefit: $0

Project Description: The FDOT Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a distracted driving campaign. Distracted driving prevention messages will be promoted through outdoor billboards around the state.

Budget: **$300,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Florida *Click It or Ticket* Media Campaign
Project Number:	PM-2021-00306
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the *Click It or Ticket* awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
Budget:	**$1,500,000**
Project Activities:	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, with a secondary target of Hispanic 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 (YouTube and Samba TV), social media (Facebook and Instagram), transit vehicles (outside of buses) and outdoor digital displays (billboards). Total estimated impressions for the campaign were 35,947,825.
Expenditures:	**$1,488,876**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Impaired Driving Statewide Media Campaign
Project Number:	M5PEM-2021-00307
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote *Drive Sober or Get Pulled Over* awareness and enforcement efforts during the NHTSA crackdowns and waves and common drinking holidays. Impaired driving prevention messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
Budget:	**$1,500,000**
Project Activities:	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's *Drive Sober or Get Pulled Over* 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 and Instagram), outdoor digital displays (billboards), internet displays, and digital video (YouTube and Samba TV). Total estimated impressions for the three campaigns were 79,226,721.
Expenditures:	**$1,485,946**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Railroad Crossing Safety Media Campaign
Project Number:	PM-2021-00310
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in the south Florida media markets to promote a railroad crossing safety campaign. Railroad crossing safety messages will be promoted through mediums such as radio, internet displays and videos, social media, outdoor billboards, etc.
Budget:	**$500,000**
Project Activities:	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's Operation STRIDE campaign for railroad crossing safety. 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 FY2021 campaigns were run March 22 to April 11, 2021, and August 30 to September 19, 2021. Total estimated impressions for both campaigns were 81,175,596.
Expenditures:	**$499,716**

Agency:	~~Florida Department of Transportation – State Safety Office~~ University of South Florida - Center for Urban Transportation Research
Project Name:	Work Zone Safety Campaign
Project Number:	~~PM-2021-00309~~ PM-2021-00317
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) ~~FDOT~~ will work to create a comprehensive work zone safety campaign that includes ads that can be used in places such as: television, radio, magazine, events, internet, billboards, posters, brochures, tear sheets, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive safely in work zones.
Budget:	**$500,000**
Project Activities:	The Center for Urban Transportation Research (CUTR) worked with the two selected vendors to secure contracts for Work Zone safety advertisements. In total, 68 billboards (digital and static) were displayed in all 7 FDOT districts where work zone areas were active. Both contracts included digital and static billboard advertising between April 5, 2021, and August 20, 2021.There were 5,022,225 digital spots displayed during the campaign period, which garnered a total of 134,984,071 estimated impressions.
Expenditures:	**$499,988**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Impaired Driving Major College Sports Marketing
Project Number:	M5PEM-2021-00209
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**

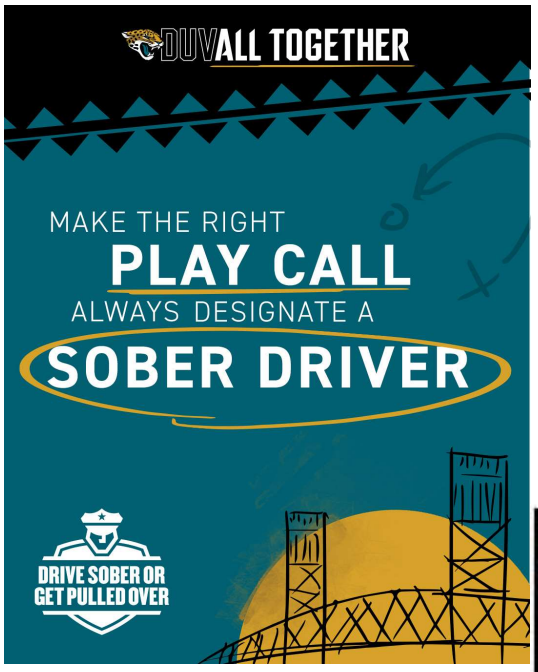
Project Activities: Tallahassee Community College (TCC) purchased advertisements with Florida collegiate sports teams and venues to promote Drive Sober or Get Pulled Over to collegiate sports fans at the following schools: University of Florida, Florida State University, and University of Miami. Impaired 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 24,323,793.

Expenditures: **$325,960**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Impaired Driving Professional Sports Marketing
Project Number:	M5PEM-2021-00210
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	Tallahassee Community College will purchase advertisements with professional sports teams and venues to promote *Drive Sober or Get Pulled Over* to sports fans. The FY2021 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.
Budget:	**$2,000,000**
Project Activities:	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 FY2021 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 82,998,594.

Expenditures: **$1,233,394**



Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Impaired Driving Billboard Campaign
Project Number:	F24PEM-2021-00314
Funding Source:	405d 24-7 Sobriety
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 distracted~~ an impaired driving campaign. Impaired driving messages will be promoted through outdoor billboards around the state.
Budget:	**$203,605**
Project Activities:	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's *Drive Sober or Get Pulled Over* enforcement initiatives during the time period of April 26 to May 16, 2021. The impaired driving awareness campaign used outdoor digital displays (billboards) to reach the target audience. Total estimated impressions for the campaign were 11,175,599.
Expenditures:	**$203,601**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Impaired Driving Sports Media Campaign
Project Number:	M5PEM-2021-00187
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 FY2021 marketing plan funded media advertisements during sporting telecasts on the Fox Sports and 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 15,097,853.
Expenditures:	**$216,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Pedestrian and Bicycle Safety Public Education Program – Billboard and Transit Advertising
Project Number:	FHPE-2021-00074
Funding Source:	405(h)
Local Benefit:	N/A
Project Description:	The Institute of Police Technology and Management (IPTM) will purchase billboard and transit advertising to increase awareness of traffic laws pertaining to pedestrians and bicyclists. This program will focus on areas with the highest representation of serious and fatal crashes in an effort to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
Budget:	**$1,000,000**
Project Activities:	The University of North Florida, Institute of Police Technology and Management (IPTM) contracted with Outfront Media, Inc. to implement 32 weeks of Pedestrian and Bicycle Safety Public Education outreach advertising. Advertising efforts included 38 printed bulletins, 12 digital bulletins, 2 trolley wraps, and one digital poster within Miami-Dade, Hillsborough, Pinellas, Orange, and Broward Counties. Hillsborough County total estimated impressions from digital and printed bulletins was 39,797,137. Pinellas County total estimated impressions from printed bulletins was 9,779.912. Broward County total estimated impressions from printed bulletins was 12,569.963, Miami-Dade County total estimated impressions from printed bulletins was 10,486.313. Orange County total estimated impressions from digital printed bulletins and digital bulletins and poster was 24,314,994. Total estimated impressions for all counties were 96,948.769. Outfront Media, Inc. also implemented 20 weeks of advertising in Volusia County using 2 digital and 2 printed bulletins with total estimated impressions of 5,142.791

IPTM contracted with ClearChannel Outdoor to provide 20 weeks of Pedestrian and Bicycle Safety Public Education outreach advertising in Brevard and St. Lucie Counties. Advertising efforts included 4 digital bulletins, 2 printed bulletins, and 15 bus panels in Brevard and St. Lucie counties. Total estimated impressions from the digital and printed bulletins were 15,664.492.

Lamar Advertising of Pensacola was contracted to provide 15 weeks of Pedestrian and Bicycle Safety Public Education outreach advertising in Pensacola. Adverting efforts included 3 digital bulletins, and 2 digital posters with total estimated impressions of 7,793,787.

Expenditures: **$990,204**

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

Project Name: Impaired Motorcyclist Prevention Campaign

Project Number: M5PEM-2021-00281

Funding Source: 405(d)

Local Benefit: N/A

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

Budget: **$500,000**

Project Activities: During the subgrant period several paid media campaigns were executed. From December 2020 through July 2021 an email marketing, omni channel ads, and video pre-roll campaign was run. The email marketing campaign involved creative development and marketing of the emails to motorcyclists aged 35+. The total estimated impressions for this campaign were 1,685,000. Omni channel ads showed Don't Drink and Ride banners on webpages

during the contract period and had a total of 2,130,997 estimated impressions and 2,330 click throughs. Video Pre-roll involved a Drink + Ride = Lose banner with a total of 2,399,880 estimated impressions from December 2020 through May 2021.

A Billboard campaign was conducted during the subgrant period with 16 billboards running for 6 weeks during the May for the Motorcycle Safety Month period in Duval, Hillsborough, Pasco, and Orange counties. This campaign produced 748,368 estimated impressions advertising the Drink + Ride = Lose message.

An Indoor Advertising Campaign was also conducted with Impaired Motorcyclist PSA messages in 225 locations in Duval, Hillsborough, Orange, Pasco, Volusia, Lee, Pinellas, and Brevard counties. An additional 8 weeks of added value advertising was included. This campaign received 13,200,000 total estimated impressions.

During the reporting period, July 2021 through September 2021, a PSA video production was conducted. This included pre-production planning, casting, shooting, production, and editing, mixing and music licensing. The development promoted the don't drink and ride message using slice-of-life video production between a father and daughter.

During the life of the subgrant Facebook ads were run a reach of 4,904,124 and 21,047,376 estimated impressions. There were 2,848 reactions, 324 comments, 178 post saves, 507 shares, 17,267 link clicks which took users to the Ride Smart Florida website, and 1 new page like. In addition to the ads, the Don't Drink and Ride video had 14,091,377 total plays, 398 shares, and 317 comments. In YouTube/Google advertising there were 367,000 views, 2,040,000 impressions, 506,000 interactions, and 2,590 link clicks.

Expenditures: **$354,260**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Motorcycle Safety Paid Media Campaign
Project Number:	PM-2021-00284
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 reporting period of the Motorcycle Safety Paid Media Campaign a Sponsorship and Stadium Asset contract with the Tampa Bay Buccaneers Team was executed. This campaign included advertising and promotions via website and social media. The Ride Smart logo was placed on the parking information of the website as well as used on one joint promotional message on the official team Twitter and Facebook accounts. Game Day radio advertising included one :30 commercial during each network pre-game show and in-network break, as well as broadcast of one :30 commercial during the local pre-game show on the flagship AM station. Non-game day radio advertising included the broadcast of one :30 spot during each Players Radio Show on the flagship AM station. The Buccaneers also provided parking for 30 motorcycles at no charge in a designated area with Ride Smart Florida branding. Parking signage was included, and the team displayed four temporary signs with the Ride Smart Florida logo in Lot 14 for all scheduled games during the dates of service. Additionally, a Stadium Asset and Sponsorship contract was executed with the Jacksonville Jaguars. Motorcycle Parking included

the Ride Smart Florida logo on banners at the entrances and fences, as well as being placed on all shirts worn by parking lot attendants. One 250x300 banner rotated on the Team's website as well. The Team hosted 21 :30 radio spots on each initial broadcast of the Tailgate Show on the Team's primary radio partner.

During the reporting period an email marketing, omni channel ads, and video pre-roll campaign was conducted from December 2020 to-July 2021. The omni channel digital banner ads included a Holiday banner with 200,000 estimated impressions and a rear-end crashes banner with 1,785,067 estimated impressions and 2,208 click throughs. Video pre-roll targeted motorcyclists between 18-49 years from March 2021 through July 2021 with a total of 1,574,610 estimated impressions.

A digital billboard campaign was conducted in Miami-Dade, Broward, Palm Beach, Duval, Hillsborough, Pasco, and Pinellas counties on 18 billboards for the period of 6 weeks. This campaign had a total of 1,766,793 estimated impressions. In addition to billboards this campaign included radio endorsements in Miami/Ft Lauderdale, West Palm Beach, and Tampa Bay with a :15 ad spot about Motorcycle Safety Month running for 6 weeks. This campaign had 1,875,000 estimated impressions.

A creative PSA development contract was also executed and included the pre-planning, casting, location, and production. The PSA was not fully completed though all video shooting was completed.

During the life of the subgrant Facebook ads were run with a scooter/motorcycle safety message. The reach was 990,232 and there were 4,299,422 estimated impressions. The ads had 2,784 reactions, 494 comments, 138 saves, 766 shares, 29,586 link clicks which took users to the Ride Smart Florida website, and 1 new page like. In addition to the ads, the Scooter Safety video had 28,726 link clicks, 2,600 interactions, 789 shares, and 970 comments.

Expenditures: **$343,312**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	*Share the Road* Media Campaign
Project Number:	~~M9MA~~ M11MA--2021-00285
Funding Source:	405(f)
Local Benefit:	N/A
Project Description:	The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the *Share the Road* campaign to motorists. Media efforts will be concentrated in the top 10 motorcycle crash counties in Florida: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pasco, Polk, and Volusia Counties. Media will also be purchased around motorcycle events that occur in other areas of the state, but most funding will be utilized within the top 10 counties.
Budget:	**$250,800**
Project Activities:	During the subgrant period multiple paid media campaigns were conducted. A billboard campaign was run from December 2020 through May 2021. This campaign was conducted on 20 digital billboards in high crash areas as determined by the CUTR team's data analysis, the areas were in the Tampa, Jacksonville, Daytona, Orlando, Tallahassee, and Miami/Ft. Lauderdale areas. This campaign produced 19,420,170 estimated impressions total. A radio endorsement campaign was conducted beginning in January 2021 and ending in May 2021. This campaign consisted of a daily :15 radio spot during 'drive time', or a high-volume driving period during the day, with creative that was refreshed weekly and spread the message of Share the Road to car drivers. Stations were in Tampa (WXTB and WLFZ), Miami/Ft Lauderdale (WHYI and WMIB), and Orlando (WXXL and WJRR). This campaign generated 5,200,000 estimated impressions. During the life of the subgrant Facebook ads with the Watch for Motorcycles message were run with a reach of 5,564,629 and 23,235,705 estimated impressions. In addition to ads the Watch for Motorcycles video had 15,334,737 total plays, 133 shares, and 116

comments. In YouTube/Google advertising there was 137,000 impressions, 13,600 views, 86 link clicks, and 15,100 interactions.

Expenditures: $242,895

PEDESTRIAN AND BICYCLE SAFETY

DESCRIPTION OF THE PROBLEM

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

Several factors are involved in these crashes. Approximately sixty percent of pedestrian and bicyclist related fatal crashes occur during dark or dusk hours. A major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. Other contributing factors include crossing outside of a crosswalk, bicyclists riding against the direction of traffic, speeding drivers, and impaired or distracted drivers, pedestrians, and bicyclists. 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

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

EFFECTIVENESS OF PROGRAM

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

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

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, are 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 AREA

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 PROJECT LOCATIONS

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

Agency:	University of Florida Transportation Technology Transfer (T2) Center
Project Name:	Florida's Pedestrian and Bicycle Safety Resource Center
Project Number:	PS-2021-00288
Funding Source:	402
Local Benefit:	$610,500
Project Description:	The Florida Pedestrian and Bicycle Resource Center, a project by the University of Florida Transportation Technology Transfer (T2) Center, will identify, obtain, purchase, and deliver pedestrian and bicycle safety materials specific to Florida's at-risk populations, as directed by the State Bicycle/Pedestrian Safety Program Manager. The Center will work to address recommendations outlined in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that is scheduled for the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. that call on the state to significantly expand programs and materials available for identified at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability, by using focus groups, developing material specifically for those populations and testing for receptivity and results.
Budget:	**$610,500**
Project Activities:	The Florida Pedestrian and Bicycle Resource Center received 194 orders for 175,624 items that were provided to thirty-one counties. Approximately 97% of the orders were for the focus counties. An additional 173 bicycle helmet orders were received and a total of 18,265 helmets were shipped to regional trainers and community partners. Approximately 75% of the helmet orders were for the focus counties. A total of 196 trainers took the annual online refresher course. Four new regional trainers were added to the roster and three trainers were lost, for a net of one addition trainer. A total of 290 new local helmet fitters were trained this subgrant cycle.
Expenditures:	**$266,673**

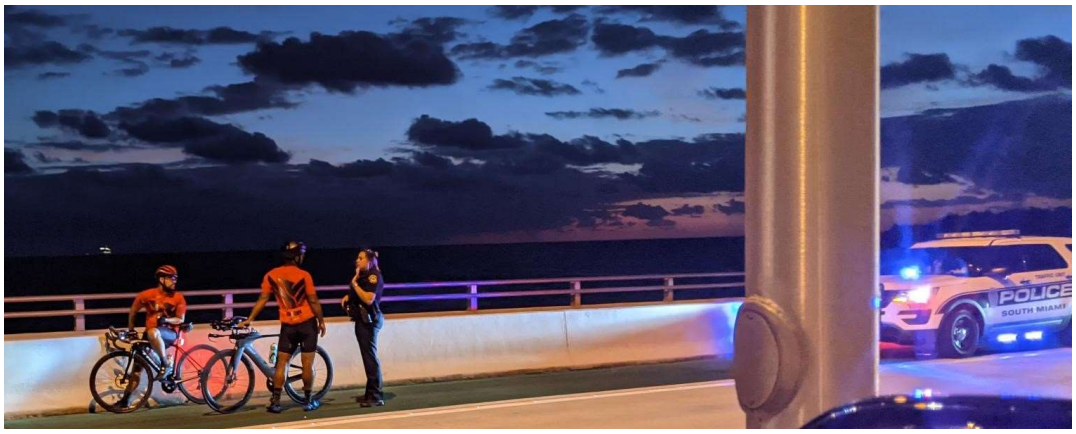
Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida's Comprehensive Pedestrian and Bicycle Safety Program
Project Number:	PS-2021-00067
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the Statewide Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that is scheduled for 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 Program and the contracts awarded to law enforcement agencies in the designated priority counties across Florida. These HVE contracts are paid using Federal Highway's Highway Safety Improvement Plan (HSIP) funding to reimburse overtime for officers to conduct details directed towards reducing traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists.
Budget:	~~$650,000~~ $700,000
Project Activities:	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 virtual 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.

IPTM contracted with Kittelson & Associates, Inc. to create the FY2021 five-year Florida Pedestrian and Bicycle Strategic Safety Plan linking the 2021 Strategic Highway Plan and setting up for the subsequent action and implementation plans. Engineered Success Consulting, LLC was contracted to redesign the www.alrettodayflorida.com for ADA compliance and user face efficiency.

A total of 36 4-hour classroom-based trainings for Pedestrian and Bicycle Safety: A Law Enforcement Review were held during the subgrant period. A total of 366 Florida law enforcement officers completed the 2-hour online Pedestrian and Bicycle Safety: A Law Enforcement Review. A total of 38 Alert Today Florida's Pedestrian and Bicycle High Visibility Enforcement Program Kickoff meetings were conducted with agencies with newly executed HVE contracts and a total of 60 law enforcement agencies in priority areas were awarded HVE contracts.

Expenditures: **$440,754**



Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program
Project Number:	PS-2021-00113
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida Institute of Police Technology and Management will contract with law enforcement agencies to implement High Visibility Enforcement details in the twenty-five counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that is scheduled for the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. The project will be data-driven, with clear goals for education-based enforcement operations geared towards overall injury and fatality reduction through increased awareness and compliance with traffic laws. This project identifies specific priorities and is focused on implementing proven countermeasures and best practices.
Budget:	**$100,000**
Project Activities:	The University of North Florida Institute of Police Technology and Management contracted with a former police and president of the Florida Police Chiefs Association, to recruit non-participating agencies to submit HVE projects, provide increased engagement among agencies that are receiving HVE funding, present HVE program information at law enforcement conference and meetings, and support the Pedestrian and Bicycle Focused Coalition. COVID-19 prohibited most law enforcement meetings, conferences, and other functions; however, they were able to successfully facilitate 5 in-person law enforcement functions during the subgrant period and a total of 14 roundtable meetings were held around the State.
Expenditures:	**$72,462**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Pedestrian and Bicycle Program Evaluation and Data Collection
Project Number:	PS-2021-00122
Funding Source:	402
Local Benefit:	$0
Project Description:	The Institute of Police Technology and Management (IPTM) will conduct formative, process, outcome, and impact evaluations of the state's Comprehensive Pedestrian/Bicycle program. The formative and process evaluations will be an ongoing evaluation process to determine if revisions need to be made to increase the effectiveness of the program.
Budget:	**$300,000**
Project Activities:	The Institute of Police Technology and Management (IPTM) contracted with Engineered Success Consulting to conduct Phase 3 development of iPASS, the program's Integrated Program Activity Submission System. A contract with ASHA Planning Consultancy was awarded to conduct data analysis, mapping, and reporting activity for the program. The University of North Florida Public Opinion Research Lab (PORL) was contracted to conduct the Pedestrian and Bicycle Program awareness survey which included a telephone survey and a pilot virtual observational methodology study.
Expenditures:	**$295,881**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Pedestrian and Bicycle Safety High Visibility Enforcement Model
Project Number:	FHX-2021-00304
Funding Source:	405(h)
Local Benefit:	N/A

Project Description:	The Institute of Police Technology and Management (IPTM) will develop and implement a High Visibility Enforcement model to reduce traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. This model will support improved compliance with and enforcement of state laws affecting the safety of pedestrians and bicyclists on Florida's roads through the implementation of highly visible enforcement mobilizations in specified priority areas of the state. This project complies with Highway Safety Program Guideline No. 14 and 23 CFR 1300.27: Non- Motorized Safety Grants.
Budget:	**$500,000**
Project Activities:	The Institute of Police Technology and Management (IPTM) attempted to develop and implement a High Visibility Enforcement model to reduce traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists with both Gainesville Police Department and Escambia County Sheriff's Office; however, both agencies declined or withdrew from participation in the modeling demonstration project activities due COVID-19 restrictions. It was decided to table the HVE model demonstration project for the subgrant year to due to the ongoing pandemic.
Expenditures:	**$0**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Pedestrian and Bicycle Safety Program Assessment
Project Number:	PS-2021-00116
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida Institute of Police Technology and Management 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. The goal of this program is to conduct a NHTSA Pedestrian and Bicycle Safety Program Assessment on Florida's program.

Budget:	**$40,000**
Project Activities:	The University of North Florida Institute of Police Technology and Management assisted FDOT in conducting a NHTSA assessment by facilitating contracts for assessors, assisting with the submission of assessment responses in the NHTSA online assessment portal, providing an annual report of pedestrian and bicycle safety efforts, and facilitating the virtual kickoff and close-out session.
Expenditures:	**$13,860**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Pilot Program
Project Number:	PS-2021-00255
Funding Source:	402
Local Benefit:	$56,000
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will develop an educational program that includes peer to peer educational training and distribute to students at a minimum of 4 state universities, in identified priority counties, to increase the knowledge of safe behavior when walking and biking and support greater compliance with traffic laws put into place to protect the safety of pedestrians and bicyclists.
Budget:	**$56,000**
Project Activities:	CUTR coordinated with Florida State University, University of Central Florida, and Florida International University on the Peer-to Peer program. A total of 200 business sweeps were conducted and 12 student peer educators were trained. The project showed a 20% increase in student safety knowledge, as measured through pre and post training surveys, and created a general awareness of the program at each university. It also shared a social media communications plan to encourage social media posts throughout each campus.
Expenditures:	**$48,010**

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, one contracted full-time traffic safety support position that is awarded through another agency and listed as separate subgrant also supports the FDOT State Safety Office. All cost related to training and travel for Florida's Highway Safety Program implementation is managed and listed as a separate subgrant.

SAFETY IMPACTS

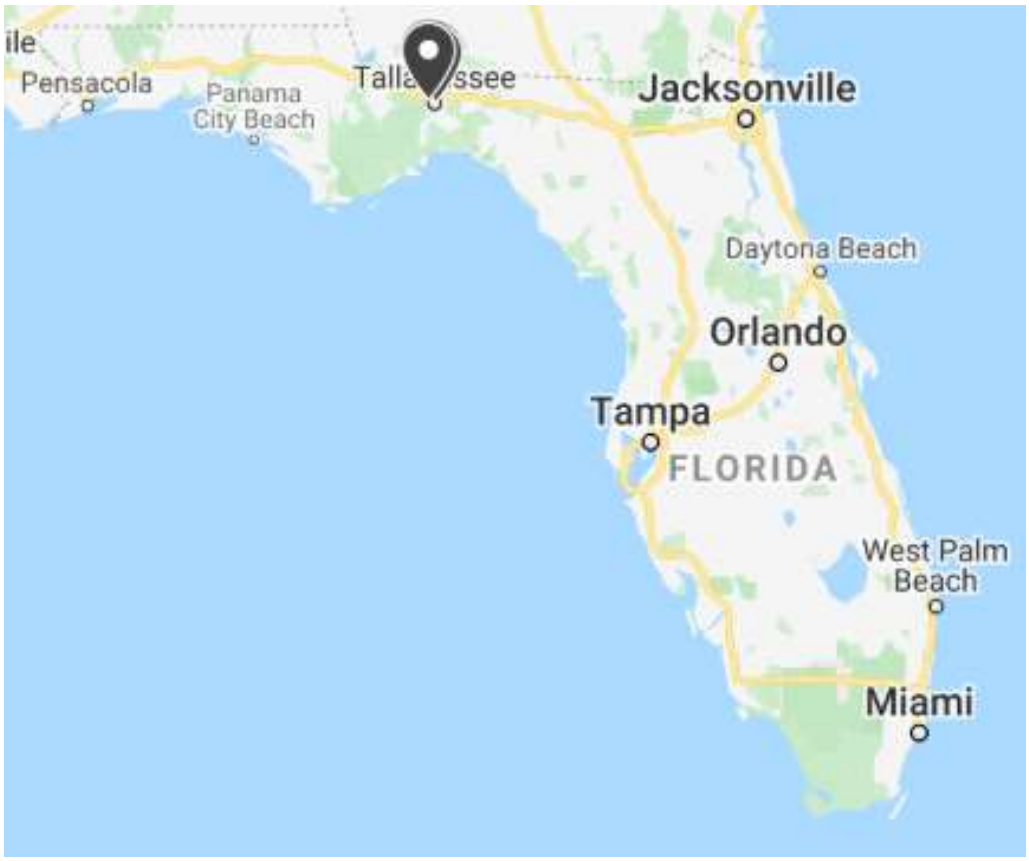
Florida's Highway Safety Program is implemented in accordance with both state and federal regulation and includes data driven enforcement, education, training, and outreach projects intended to reduce fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths.

LINKAGE BETWEEN PROGRAM AREA

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 PROJECT LOCATIONS

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



Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Operation of the Highway Traffic Safety Grant Section
Project Number:	PA-2021-00311
Funding Source:	402
Local Benefit:	$0
Project Description:	FDOT will receive reimbursement for 50 percent of salary and benefit costs for up to nine full-time employees. The staff includes a Traffic Safety Administrator, one Operations Coordinator, five Traffic Safety Program Managers, and two Traffic Safety Financial Analysts. The FDOT State Safety Office – Highway Traffic Safety Grant Section staff is responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs. The goal of the project is to develop and implement an effective Highway Safety Plan that provides the best formula for investing in making a difference in "driving down fatalities." Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.
Budget:	**$350,000**
Project Activities:	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 was without one financial analyst for the last quarter of the FY2021 subgrant cycle. The Highway Safety Plan for FY2021 was fully implemented and amended twice, and the FY2020 Annual Report was completed as required.
Expenditures:	**$322,663**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Highway Safety Travel and Training
Project Number:	PA-2021-00312
Funding Source:	402
Local Benefit:	$0
Project Description:	FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct federally required on-site monitoring of subgrant funded programs and to attend professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also allows for the reimbursement of travel costs for other traffic safety professionals to promote or address traffic safety issues in Florida. The goal of this project is to enable adequate and required project monitoring, provide training opportunities, and ensure FDOT State Safety Office staff and other traffic safety professionals attend relevant traffic safety meetings, conferences, and workshops.
Budget:	~~$40,000~~ $20,000
Project Activities:	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 FY2021 subgrant cycle, COVID-19 concerns restricted much travel. Most coalition meetings, workshops, and highway safety-related meetings were conducted virtually for the greater part of 2021, with a few in-person meetings and trainings happening near the end of the year.
Expenditures:	**$1,504**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Traffic Safety Fiscal Assistant
Project Number:	PA-2021-00235
Funding Source:	402
Local Benefit:	$0
Project Description:	Tallahassee Community College will support a full-time Traffic Safety Fiscal Assistant position that will work in the FDOT State Safety Office and facilitate fiscal documentation management, to include document management, invoice processing, and prerequisite approvals. The Traffic Safety Fiscal Assistant will also provide data analyst support for the FDOT State Safety Office.
Budget:	**$55,000**
Project Activities:	Tallahassee Community College supported the Traffic Safety Fiscal Assistant for the FY2021 subgrant cycle. 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 State Safety Office Intelligrants System.
Expenditures:	**$55,000**

POLICE TRAFFIC SERVICES - LEL

DESCRIPTION OF THE PROBLEM

Florida, along with the National Highway Traffic Safety Administration (NHTSA), sees active involvement of law enforcement as a key element in the creation of safer highways. In NHTSA's *Countermeasures that Work: Ninth Edition, 2017 guide*, high visibility enforcement and other traffic enforcement strategies are listed as evidence-based countermeasures in the nine highway safety program areas that are examined.

In order to have the greatest impact, the entire system must work together, and a very important part of the system is law enforcement. Together, the Florida Highway Patrol, 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

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

EFFECTIVENESS OF PROGRAM

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

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

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. The problem areas span communication, training, coordination, and participation.

The goal of the Florida Law Enforcement Liaison (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 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 National Highway Traffic Safety Administration.

LINKAGE BETWEEN PROGRAM AREA

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 PROJECT LOCATIONS

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

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida Law Enforcement Liaison Program
Project Number:	PT-2021-00095
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to support the Law Enforcement Liaison (LEL) Program, which promotes statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, will partner with law enforcement agencies to promote and increase participation in the 3 NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts. Funding will reimburse salaries and benefits of personnel assigned to the LEL program, their travel, vehicles and maintenance, storage, and office supplies. The program has set a goal of maintaining a minimum of 85 percent participation by Florida law enforcement agencies reporting on highway traffic safety initiatives. The LEL initiative will support the goal of encouraging statewide enforcement of traffic safety laws to reduce traffic fatalities.
Budget:	**$950,000**
Project Activities:	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. 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,

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 Shield*, 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 23 LAN meetings during the year and provided 23 traffic safety related trainings. The LEL team also participated in an additional 212 Community Traffic Safety Team meetings around the state and a total of 164 Traffic Safety Coalition meetings. In addition, the team had over 21,770 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: **$871,145**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida Law Enforcement Liaison Impaired Driving Awareness Program
Project Number:	M5X-2021-00106
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from impaired driving. Combining the *Drive Sober or Get Pulled Over* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing impaired driving in their respective communities and participate in the two NHTSA national enforcement waves.
Budget:	**$75,000**
Project Activities:	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 "Drive Sober or Get Pulled Over". Funding was used to purchase display materials, yard signs, USB drives, implied consent cards, distribution boxes, and SFST reference guides to distribute to Florida law enforcement agencies. During the 2020 holiday campaign, a total of 221 agencies reported participating in the national *Drive Sober or Get Pulled Over* campaign, out of the 325 agencies in the state that could perform traffic enforcement. The agencies participating reported a total of 31,079 hours on DUI enforcement, 21 checkpoint operations conducted, and 1,556 DUI arrests made.
Expenditures:	**$61,240**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida Law Enforcement Liaison Occupant Protection Awareness Program
Project Number:	M1X-2021-00127
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from lack of safety belt usage. Combining the *Click it or Ticket* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing safety belt use in their respective communities and participate in the yearly NHTSA national enforcement wave.
Budget:	**$75,000**
Project Activities:	The LEL team used the Florida Law Enforcement Liaison Occupant Protection Awareness Program to facilitate law enforcement participation in the national *Click It or Ticket* 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 242 law enforcement agencies participated in this year's campaign out of the 325 agencies in the state that could perform traffic enforcement. During the Click It or Ticket Enforcement Campaign the participating agencies reported a total of 22,607 safety belt and 607 child safety seat citations and warnings were issued.
Expenditures:	**$54,226**

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-2021-00097
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 234 law enforcement agencies participated in this year's challenge out of the approximately 325 agencies in the state that could perform traffic enforcement, for a 72% statewide participation rate. For a second year, due to the national COVID-19 pandemic, the Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event was not able to be conducted in-person. The Florida Law Enforcement Liaison Team identified alternatives to meet the

subgrant objectives and expectations, and successfully produced an exceptional alternative (live-streaming virtual event) to the traditional recognition event that was still deserving of the extraordinary commitment to highway safety shown by all of the agencies participating. The virtual event was held on July 23, 2021, and was ultimately viewed over 3,000 times.

Expenditures: $9,366

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

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

~~**Project Number:** PT 2021-00124~~

~~**Funding Source:** 402~~

~~**Local Benefit:** $0~~

~~**Project Description:** The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to plan, coordinate, and host the 2021 NHTSA Region 4 Law Enforcement Liaison (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 throughout the five state NHTSA Region of Alabama, Florida, Georgia, South Carolina, and Tennessee. The goal of the conference is the traffic safety partners to share best practices and build better, more effective programs in their own states to help drive down fatalities on our roadways.~~

~~**Budget:** $45,000~~

PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

DESCRIPTION OF THE PROBLEM

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

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 new techniques, theories, and technology that can address deficiencies, expand ongoing activities, and develop new programs specific to each jurisdiction.

SAFETY IMPACTS

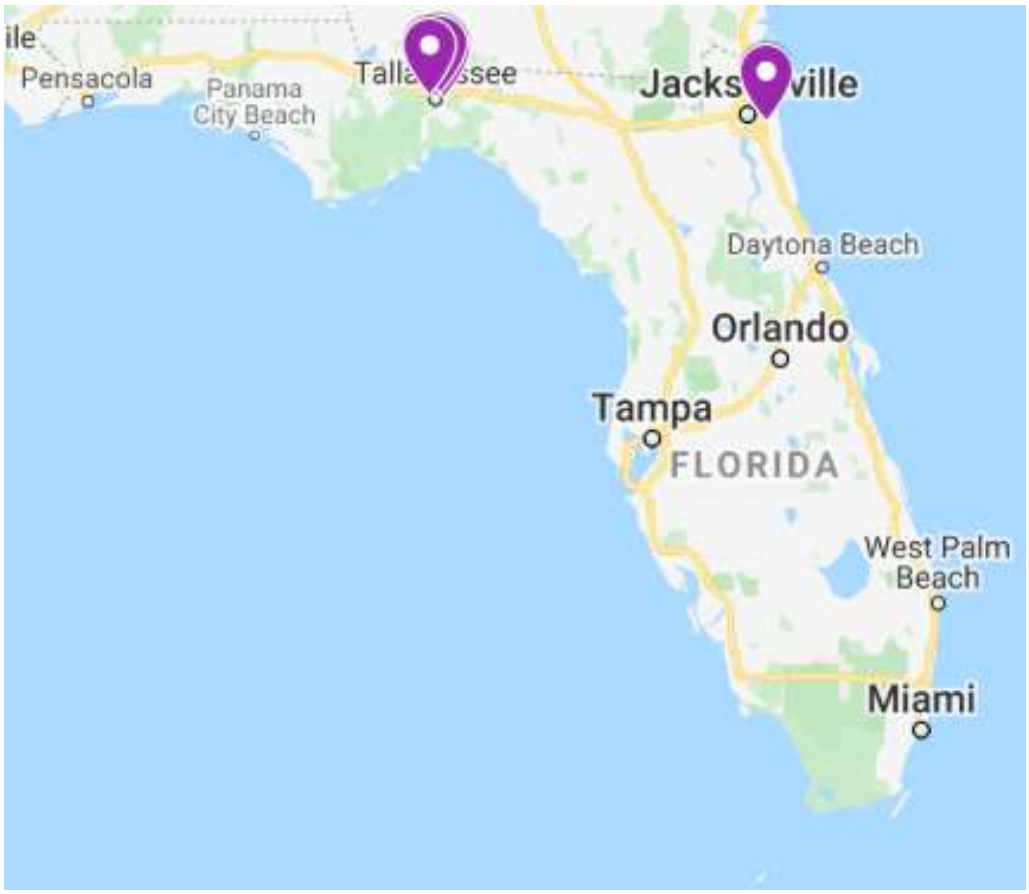
The enforcement of laws governing traffic safety and the complete adjudication of the penalties for those laws, are proven behavioral deterrents which contribute to overall reduction of traffic safety fatalities and injuries. Providing current and appropriate training for Florida's traffic safety professionals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

LINKAGE BETWEEN PROGRAM AREA

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 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: (see below)

Local Benefit: $838,350

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: **$2,591,350**

Agency	Project Name	Project Number	Funding Source	Local Benefit	Budget
Florida Department of Highway Safety and Motor Vehicles	Training for Driver License Hearings	M5TR-2021-00054	405(d)	N/A	$43,000
Project Activities:	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. Due to the COVID-19 travel restrictions, some training sessions and related travel planned for the project period had to be				

<table>
<tr><td></td><td colspan="5">canceled. Because of the COVID-19 pandemic, webcams were purchased to conduct video conferencing training, which yield more training sessions than the prior year. A total of 13 Hearing Officer and 16 Law Enforcement Training sessions were facilitated during the subgrant cycle. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Legal Training for Hearing Officers</td><td>123</td></tr><tr><td>Law Enforcement Training</td><td>266</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$349</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>Florida Department of Law Enforcement</td><td>Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education</td><td>M5CS-2021-00107</td><td>405(d)</td><td>N/A</td><td>$70,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">During the FY2021 subgrant year, the Alcohol Testing Program (ATP) was able to accomplish several key items to strengthen breath testing in Florida.

Two ATP members virtually attended the Indiana University Robert F. Borkenstein Course on Alcohol and Highway Safety. This course provided invaluable training with regards to the pharmacology and toxicology of alcohol and its impact on traffic safety.

Four members of ATP successfully completed a Perkin Elmer training course on the Headspace-Gas Chromatograph/Flame Ionization Detector system utilized by the Alcohol Testing Program. This provided ATP staff the opportunity to learn the theory and operation of this instrument. All staff that completed the training received certificates indicating successful completion.

Seven members of ATP attended the International Association for Chemical Testing, Inc. virtual conference. This training opportunity allowed ATP members to meet continuing education goals without traveling during the COVID-19 restricted travel period.

Fifteen Guth 12V500 Wet Bath Simulators were purchased for ATP use. This allowed ATP to update our current fleet of wet bath simulators. The addition of new equipment is vital to ATP's continuing effort to provide accurate and reliable calibration services to our customers.

Two Intoxilyzer 9000 breath analyzers were purchased for evaluation. This purchase allowed ATP staff the opportunity to evaluate one of the possible future instruments for the state of Florida.

Lastly, due to COVID-19 pandemic, members of ATP did not attend the CMI User's Group.</td></tr>
</table>

<table>
<tr><td>Expenditures</td><td colspan="5">$41,563</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>The District Board of Trustees of Tallahassee Community College</td><td>Advanced Traffic Homicide Investigation Training</td><td>PT-2021-00211</td><td>402</td><td>$68,250</td><td>$68,250</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 2 Advanced Traffic Homicide Investigation Training classes conducted in Clearwater Florida. With an overall average course rating of 98.9%. The total number of students trained during the subgrant period is provided below.

<table>
<tr><th>Training</th><th>Students Trained</th></tr>
<tr><td>Advanced Traffic Homicide Investigation Training</td><td>33</td></tr>
</table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$17,325</td></tr>
<tr><td colspan="6"></td></tr>
</table>

<table>
<tr><td>The District Board of Trustees of Tallahassee Community College</td><td>Basic Traffic Homicide Investigation Training</td><td>PT-2021-00212</td><td>402</td><td>$75,600</td><td>$75,600</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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: two in Havana and one in Palm Harbor. With an overall average course rating of 98.9%. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Basic Traffic Homicide Investigation Training</td><td>65</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$50,426</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>The District Board of Trustees of Tallahassee Community College</td><td>Crash Scene Mapping with Speed Lasers Training</td><td>PT-2021-00225</td><td>402</td><td>$35,000</td><td>$35,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 5 Crime Scene Mapping with Speed Lasers Training classes conducted throughout the State of Florida: Venice, St. Petersburg, St. Augustine, Lynn Haven, Cape Coral, and Palm Springs. With an overall average course rating of 98.8%. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Crash Scene Mapping with Speed Lasers Training</td><td>68</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$21,420</td></tr>
<tr><td colspan="6"></td></tr>
</table>

<table>
<tr><td>The District Board of Trustees of Tallahassee Community College</td><td>Speed Measurement Instructor Training</td><td>PT-2021-00202</td><td>402</td><td>$28,350</td><td>$28,350</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 Havana Florida. With an overall average course rating of 67.4%. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Speed Measurement Instructor Training</td><td>7</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$2,677</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>The District Board of Trustees of Tallahassee Community College</td><td>Speed Measurement Training</td><td>PT-2021-00206</td><td>402</td><td>$45,000</td><td>$45,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 4 Speed Measurement Training classes conducted throughout the State of Florida: two in Quincy, one in Tavares, and another in Milton. With an overall average course rating of 97.8%. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Speed Measurement Training</td><td>75</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$12,400</td></tr>
<tr><td colspan="6"></td></tr>
</table>

<table>
<tr><td>The District Board of Trustees of Tallahassee Community College</td><td>Traffic Crash Reconstruction Training</td><td>PT-2021-00208</td><td>402</td><td>$65,000</td><td>$65,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 2 Traffic Crash Reconstruction Training classes conducted throughout the State of Florida: Tampa and Dunedin. With an overall average course rating of 98.7%. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Traffic Crash Reconstruction Training</td><td>21</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$11,025</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Advanced Marijuana Impaired Driving Detection for Law Enforcement</td><td>M5TR-2021-00134</td><td>405(d)</td><td>N/A</td><td><s>$25,000</s>
$50,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 15 Advanced Marijuana Impaired Driving Detection for Law Enforcement training classes conducted throughout the State of Florida: Davie, Doral, Altamonte Springs, Macclenny, North Palm Beach, Cape Coral, Dunedin, Melbourne, Clermont, Naples, Lakeland, Orlando, Miami, and Tavares. 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.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Advanced Marijuana Impaired Driving Detection for Law Enforcement</td><td>179</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$40,275</td></tr>
</table>

<table>
<tr><td></td><td colspan="5"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Advanced Roadside Impaired Driving Enforcement (ARIDE)</td><td>M5TR-2021-00102</td><td>405(d)</td><td>N/A</td><td>$175,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 18 Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes conducted throughout the State of Florida; Davie, Doral, Altamonte Springs, Cape Coral, Macclenny, Melbourne Beach, Dunedin, North Palm Beach, Clermont, Gainesville, Lake Worth, Lakeland, Naples, Miami, Tarpon Springs, Jacksonville, Tavares, and Marathon. With an overall average course rating of 4.95 out of 5. The total number of students trained during the subgrant period is provided below.
<table>
<tr><th>Training</th><th>Students Trained</th></tr>
<tr><td>Advanced Roadside Impaired Driving Enforcement (ARIDE)</td><td>338</td></tr>
</table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$133,510</td></tr>
<tr><td></td><td colspan="5"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Data Driven Approaches to Crime and Traffic Safety (DDACTS)</td><td>PT-2021-00138</td><td>402</td><td>$35,700</td><td>$35,700</td></tr>
<tr><td>Project Activities:</td><td colspan="5">The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) 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 Data-Driven Approaches to Crime and Traffic Safety (DDACTS) classes scheduled but was canceled and could not be rescheduled. The total number of students trained during the subgrant period is provided below.
<table>
<tr><th>Training</th><th>Students Trained</th></tr>
<tr><td>Data-Driven Approaches to Crime and Traffic Safety (DDACTS)</td><td>0</td></tr>
</table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$0</td></tr>
</table>

<table>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Digital Photography for Traffic Crash Investigators</td><td>PT-2021-00139</td><td>402</td><td>$31,800</td><td>$31,800</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 2 Digital Photography for Traffic Crash Investigators classes conducted throughout the State of Florida: Cape Coral and Jacksonville. With an overall average course rating of 4.92 out of 5. The total number of students trained during the subgrant period is provided below.

<table>
<tr><th>Training</th><th>Students Trained</th></tr>
<tr><td>Digital Photography for Traffic Crash Investigators</td><td>17</td></tr>
</table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$13,515</td></tr>
<tr><td colspan="6"></td></tr>
</table>

University of North Florida - Institute of Police Technology and Management	**Drug Evaluation and Classification Program**	M5TR-2021-00096	405(d)	N/A	$640,000
Project Activities:	The University of Florida – Institute of Police Technology and Management (IPTM) was awarded a subgrant to facilitate the Drug Recognition Expert (DRE) Program. The subgrant included DRE new certification training and required bi-annual re-certifications. During the subgrant period, 9 courses were conducted statewide. There was a total of 159 students (42 new DRE, 112 DRE re-certifications, and 15 DRE instructor students) with 63 being municipal officers, 55 county officers, and 41 state officers. The number of certified DREs on September 30, 2021, was 376 as compared to 340 on September 20, 2020. This represents an increase of 36 DREs over the course of the project. The pandemic caused many police agencies to suspend travel for training outright to protect their employees from exposure or infection. Additionally, DREs were lost to attrition which impacted the total remaining certified. A total of 102 DREs were trained during recertification sessions. Forty-five of these were in on-site classroom training sessions. Fifty-seven DREs were trained via online training. Fifteen current DREs were trained as DRE Instructors during one course in Jacksonville, Florida. Lastly, during this project, a contract was executed with OnSolve, LLC to pilot test the implementation of a call-out to meet the needs of DREs and participating agencies. The goal is to link officers needing a DRE response with an available DRE from those agencies choosing to participate. It is anticipated that the next step in testing will be short, and that the system can be in place and operational quickly.				
Expenditures	**$324,877**				

<table>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing</td><td>M5TR-2021-00105</td><td>405(d)</td><td>N/A</td><td>$225,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 19 Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing training classes conducted throughout the State of Florida; Davie, Doral, Altamonte Springs, Cape Coral, Palatka, Macclenny, Melbourne Beach, Dunedin, North Palm Beach, Clermont, Gainesville, Lake Worth (2), Lakeland, Miami, Cape Coral, Tarpon Springs, Jacksonville, and Tavares. 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.
<table>
<tr><th>Training</th><th>Students Trained</th></tr>
<tr><td>Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing</td><td>387</td></tr>
</table>
</td></tr>
<tr><td>Expenditures</td><td colspan="5">$225,000</td></tr>
<tr><td colspan="6"></td></tr>
</table>

<table>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development</td><td>M5TR-2021-00149</td><td>405(d)</td><td>N/A</td><td>$25,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 2 Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development training classes conducted throughout the State of Florida in Jupiter and Niceville. With an overall average course rating of 4.95 out of 5. The total number of students trained during the subgrant period is provided below.
<table>
<tr><th>Training</th><th>Students Trained</th></tr>
<tr><td>Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development</td><td>34</td></tr>
</table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$25,000</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Update</td><td>M5TR-2021-00148</td><td>405(d)</td><td>N/A</td><td>$10,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 Update 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 Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Update training classes conducted throughout the State of Florida; Orlando and Miami Beach. With an overall average course rating of 4.99 out of 5. The total number of students trained during the subgrant period is provided below.</td></tr>
</table>

	Training | **Students Trained** Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Update | 20				
Expenditures	**$4,500**				
University of North Florida - Institute of Police Technology and Management	**Event Data Recorder Use in Traffic Crash Reconstruction – Level 1**	**PT-2021-00140**	**402**	**$79,500**	**$79,500**
Project Activities:	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 5 Event Data Recorder Use in Traffic Crash Reconstruction – Level 1 training classes conducted throughout the State of Florida: Dunedin, Jacksonville, Ft. Walton Beach, Sunrise, and Starke. With an overall average course rating of 4.91 out of 5. The total number of students trained during the subgrant period is provided below. **Training** | **Students Trained** Event Data Recorder Use in Traffic Crash Reconstruction – Level 1 | 58				
Expenditures	**$46,110**				

<table>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Forensic Evidence from Crash Fatalities</td><td>PT-2021-00141</td><td>402</td><td>$23,800</td><td>$23,800</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 2 Forensic Evidence from Crash Fatalities training classes conducted throughout the State of Florida: Clearwater and Crestview. With an overall average course rating of 4.84 out of 5. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Forensic Evidence from Crash Fatalities</td><td>19</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$11,305</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Human Factors in Traffic Crash Reconstruction</td><td>PT-2021-00142</td><td>402</td><td>$89,500</td><td>$89,500</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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: Dunedin, Altamonte Springs, and Palm Beach Gardens. 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.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Human Factors in Traffic Crash Reconstruction</td><td>38</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$34,010</td></tr>
<tr><td colspan="6"></td></tr>
</table>

<table>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Investigation of Motorcycle Crashes – Level 1</td><td>PT-2021-00143</td><td>402</td><td>$79,500</td><td>$79,500</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 6 Investigation of Motorcycle Crashes – Level 1 training classes conducted throughout the State of Florida: Jacksonville, Largo, Altamonte Springs, Fort Myers, and Miami. With an overall average course rating of 4.62 out of 5. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Investigation of Motorcycle Crashes – Level 1</td><td>75</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$59,625</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)</td><td>M5TR-2021-00135</td><td>405(d)</td><td>N/A</td><td>$75,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 19 Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE) training classes conducted throughout the State of Florida; Davie, Doral, Altamonte Springs, Macclenny, North Palm Beach, Cape Coral, Dunedin, Melbourne, Lake Worth, Gainesville, Naples, Lakeland, Orlando, Miami, Jacksonville, Tavares, Marathon, Orlando, and Cocoa. With an overall average course rating of 4.94 out of 5. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)</td><td>212</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$47,700</td></tr>
</table>

<table>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Medical Foundations of Visual Systems Testing</td><td>M5TR-2021-00147</td><td>405(d)</td><td>N/A</td><td>$40,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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: Miami, Tampa, and Jacksonville. With an overall average course rating of 4.93 out of 5. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Medical Foundations of Visual Systems Testing</td><td>59</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$35,105</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Occupant Kinematics for the Traffic Crash Reconstructionist</td><td>PT-2021-00144</td><td>402</td><td>$26,850</td><td>$26,850</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 3 Occupant Kinematics for the Traffic Crash Reconstructionist classes scheduled but were canceled and could not be rescheduled. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Occupant Kinematics for the Traffic Crash Reconstructionist</td><td>0</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$0</td></tr>
</table>

<table>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Pedestrian/Bicycle Crash Investigation – Level 1</td><td>PT-2021-00145</td><td>402</td><td>$79,500</td><td>$79,500</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 5 Pedestrian/Bicycle Crash Investigation – Level 1 training classes conducted throughout the State of Florida: Dunedin, Altamonte Springs, Jacksonville, Fort Myers, and Miami. With an overall average course rating of 4.94 out of 5. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Pedestrian/Bicycle Crash Investigation – Level 1</td><td>76</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$60,420</td></tr>
<tr><td colspan="6"></td></tr>
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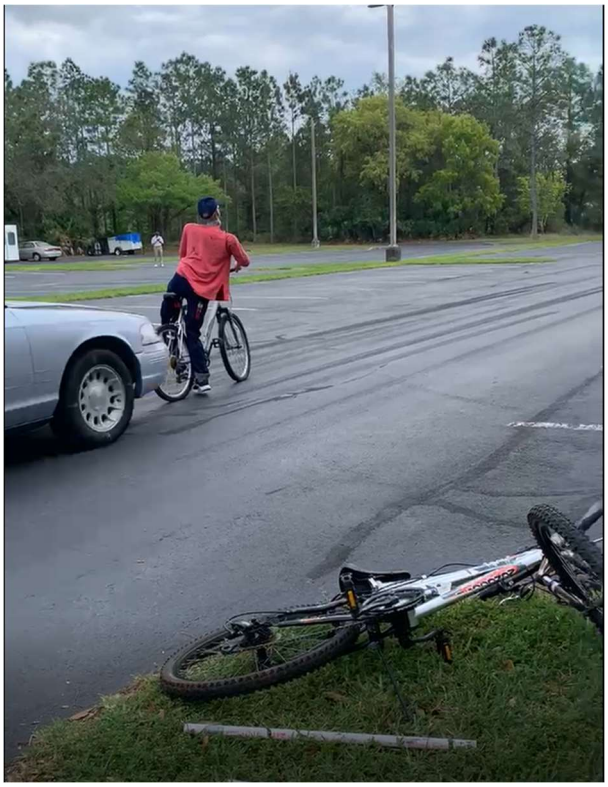


<table>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices</td><td>FHTR-2021-00125</td><td>405(h)</td><td>N/A</td><td>$400,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">The 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 36 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 4.85 out of 5. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices</td><td>495</td></tr></table></td></tr>
<tr><td>Expenditures</td><td colspan="5">$141,390</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Police Motorcycle Instructor</td><td>PT-2021-00146</td><td>402</td><td>$75,000</td><td>$75,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 3 Police Motorcycle Instructor training classes conducted throughout the State of Florida: DeLand (3). With an overall average course rating of 4.94 out of 5. The total number of students trained during the subgrant period is provided below.

<table><tr><th>Training</th><th>Students Trained</th></tr><tr><td>Police Motorcycle Instructor</td><td>53</td></tr></table></td></tr>
</table>

<table>
<tr><td>Expenditures</td><td colspan="5">$75,000</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>University of North Florida - Institute of Police Technology and Management</td><td>Sobriety Checkpoint Operations</td><td>M5TR-2021-00154</td><td>405(d)</td><td>N/A</td><td>$25,000</td></tr>
<tr><td>Project Activities:</td><td colspan="5">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 some courses. There was a total of 1 Sobriety Checkpoint Operations training classes conducted throughout the State of Florida: Cape Coral. With an overall average course rating of 5 out of 5. The total number of students trained during the subgrant period is provided below.

<table>
<tr><th>Training</th><th>Students Trained</th></tr>
<tr><td>Sobriety Checkpoint Operations</td><td>7</td></tr>
</table>
</td></tr>
<tr><td>Expenditures</td><td colspan="5">$4,165</td></tr>
</table>

SPEED/AGGRESSIVE DRIVING

DESCRIPTION OF THE PROBLEM

The chances of dying in a crash double 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

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

EFFECTIVENESS OF PROGRAM

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

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

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, are 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 AREA

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: 402

Local Benefit: $2,193,000

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 FY2021 Highway Safety Matrix. They will receive funding to conduct speed and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

Budget: **$2,193,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Heavy Enforcement of Aggressive Traffic	SC-2021-00120	$29,000	$29,000
Project Activities:	The Apopka Police Department (APD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. APD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a reduction of 3.5% crashes and 39.75% fatalities relating to speed and aggressive driving. Over the project period, a total of 516.5 overtime hours were used and 1,125 contacts were made, along with 9 safety belt citations, 1 impaired driving arrest, and 359 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 project period.			
Expenditures:	**$28,939**			

Bay County Sheriff's Office	**Speed/Aggressive Driving Subgrant**	**SC-2021-00017**	**$50,000**	**$50,000**
Project Activities:	The Bay County Sheriff's Office (BCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals, even after funding was exhausted midway through the project period. BCSO strived to reduce crashes and fatalities by 5% and ended with a reduction of 29% fatalities and 28% injuries relating to speed and aggressive driving from the previous year. BCSO issued 6 safety belt citations and 281 speeding citations. Message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project 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.			
Expenditures:	**$50,000**			
Boynton Beach Police Department	**Boynton Beach Speed/Aggressive Driving Program**	**SC-2021-00115**	**$30,000**	**$30,000**
Project Activities:	The Boynton Beach Police Department (BBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. BBPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 27% total crashes, 28% injury-related crashes, and 50% fatalities relating to speed and aggressive driving. Over the project period, a total of 476 overtime hours were used to conduct 43 enforcement operations with 1,225 contacts made, 42 safety belt citations issued, 815 speeding citations issued, and 1,679 FDOT speeding materials shared. Social media was utilized to spread awareness throughout the project period.			
Expenditures:	**$29,360**			

Bradenton Police Department	**Need for Safety**	**SC-2021-00277**	**$45,000**	**$45,000**
Project Activities:	The Bradenton Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 outreach activities were limited this subgrant year. Bradenton Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 7.8% crashes. Over the project period, a total of 416.75 overtime hours were used to conduct 75 enforcement operations with 602 contacts made, one safety belt citation issued, 200 speeding citations issued, and 364 FDOT speeding materials shared. The message board purchased with subgrant funds was deployed to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period.			
Expenditures:	**$44,032**			
Broward Sheriff's Office	**Broward Aggressive-Speed Enforcement (BASE)**	**SC-2021-00088**	**$202,500**	**$202,500**
Project Activities:	The Broward Sheriff's Office (BSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 outreach activities were limited this subgrant year. Over the project period, a total of 106 enforcement operations were conducted with 5,669 contacts made and FDOT speeding materials shared at all traffic stops. With 256 aggressive drivers cited, 40 move-over violations issued, 499 moving citations issued, 1.449 non-moving citations issued, 1 open container citation, 87 child safety restraint citations, 274 adult safety belt citations issued, and 2,305 speeding citations issued. There was a total of 80 arrests made during the project period. Social media was utilized to spread awareness throughout the project period. A total of 9 posts were created and published on all social media platforms to educate the public on enforcement.			
Expenditures:	**$190,087**			

Citrus County Sheriff's Office	**Just Drive Citrus – Speed/Aggressive Driving**	**SC-2021-00062**	**$80,000**	**$80,000**
Project Activities:	The Citrus County Sheriff's Office (CCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. CCSO strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 16.11% serious injuries. Over the project period, a total of 770 overtime hours were used with 1,292 contacts made and FDOT speeding materials shared, along with 59 safety belt citations and 674 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 project period.			
Expenditures:	**$78,201**			
City of Miami Police Department	**Speed/Aggressive Driving Enforcement Saturation Patrol Project**	**SC-2021-00301**	**$232,500**	**$232,500**
Project Activities:	The City of Miami Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 and other unforeseen events, outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to complete the project. The City of Miami Police Department strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 18% in crashes and 57% in fatalities relating to speed and aggressive driving. Over the project period, a total of 206 enforcement operations were conducted throughout the project period yielding 100 safety belt citations, 1 impaired driving arrest, and 1,703 speeding citations being issued. Social media was utilized to educate the public on enforcement.			
Expenditures:	**$169,001**			
Daytona Beach Police Department	**Obey the Sign or Pay the Fine Program - Addressing Speed/Aggressive Driving**	**SC-2021-00068**	**$50,000**	**$50,000**
Project Activities:	The Daytona Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details, but due to COVID-19 related staffing shortages they were unable to submit any reimbursement claims.			
Expenditures:	**$0**			

Delray Beach Police Department	Delray Beach Police Speed/Aggressive Driving Enforcement Program	SC-2021-00177	$75,000	$75,000
Project Activities:	The Delray Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed 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 11.66% fatalities. Over the project period, a total of 869.5 overtime hours were used to conduct 333 enforcement operations with 3,043 contacts made and 300 FDOT speeding materials shared. There was a total of 1,272 citations issued, 2,071 warnings, and 5 arrests made throughout the project period. Message board(s) were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period.			
Expenditures:	$75,000			
~~Fort Myers Police Department~~	~~Speed/Aggressive Driving Initiative~~	~~SC-2021-00270~~	~~$40,000~~	~~$40,000~~
Holly Hill Police Department	Speed/Aggressive Driving Enforcement Program	SC-2021-00021	$40,000	$40,000
Project Activities:	The Holly Hill Police Department (HHPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. HHPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a reduction of 5.2% crashes relating to speed and aggressive driving. HHPD issued 59 safety belt citations and 34 speeding citations. Message board(s) were utilized to educate the public on enforcement waves throughout the project period. The agency also participated in local Neighborhood Watch Meetings to educate the public on speeding related issues.			
Expenditures:	$18,409			
~~Levy County Sheriff's Office~~	~~Speed/Aggressive Driving Enforcement Program~~	~~SC-2021-00272~~	~~$25,000~~	~~$25,000~~

Live Oak Police Department	**Speed/Aggressive Driving**	**SC-2021-00012**	**$20,000**	**$20,000**
Project Activities:	The Live Oak Police Department (LOPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 outreach activities were limited this subgrant year. LOPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 33% crashes relating to speed and aggressive driving. Over the project period, a total of 245 overtime hours were used 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 project period.			
Expenditures:	**$7,612**			
Marianna Police Department	**Operation Safe Speed**	**SC-2021-00009**	**$23,000**	**$23,000**
Project Activities:	The Marianna Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Over the project period, a total of 235 overtime hours were used to conduct 43 enforcement operations with 238 contacts made and 341 FDOT speeding materials shared. This resulted in 65 citations and 194 warnings being issued. Subgrant funded speed signs were utilized to educate the public on enforcement. Two community outreach events were conducted.			
Expenditures:	**$18,286**			

Miami Beach Police Department	**Speed/Aggressive Driving Initiative**	**SC-2021-00196**	**$75,000**	**$75,000**
Project Activities:	The Miami Beach Police Department (MBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 and unforeseen circumstances, enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. MBPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 12.6% crashes and 36.84% fatalities. Over the project period, a total of 25 enforcement operations was conducted with 1,236 contacts made and 944 FDOT speeding materials shared. There was a total of 794 citations and 437 warnings issued during the project period. Subgrant-funded message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period.			
Expenditures:	**$44,497**			
Miami-Dade Police Department	**Speed/Aggressive Driving Subgrant**	**SC-2021-00057**	**$200,000**	**$200,000**
Project Activities:	The Miami-Dade Police Department (MDPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 and unforeseen circumstances, enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to complete the project. Over the project period, a total of 37 enforcement operations were conducted with 1,200 contacts made and 1,200 FDOT speeding materials shared. There was a total of 1,097 citations, 220 warnings were issued, and 3 arrests were made during the project period. Social media and a press release were utilized to spread awareness in the project period.			
Expenditures:	**$194,397**			
Monroe County Sheriff's Office-City of Marathon	**Speed/Aggressive Driving Enforcement**	**SC-2021-00003**	**$100,000**	**$100,000**
Project Activities:	The Monroe County Sheriff's Office (MCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. MCSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 17% crashes and 11% injuries, but an increase of 5% fatalities relating to speed and aggressive driving. Over the project period, a total of 48 enforcement operations were conducted with 2,592 contacts made and 2,531 FDOT speeding materials shared. There was a total of 1,982 citations, 962 warnings issued, and 37 arrests made during the project period. Message boards			

	and Public Service Announcements (PSAs) were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period. Deputies participated in National Night Out (NNO) and summer camp outreach events, relaying the importance of driving safely and the dangers of speeding.			
Expenditures:	$100,000			
Okaloosa County Sheriff's Office	Speed/Aggressive Driving	SC-2021-00217	$30,000	$30,000
Project Activities:	The Okaloosa County Sheriff's Office (OCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. OCSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with an increase of 2.79% crashes relating to speed and aggressive driving. Enforcement activities were conducted in conjunction with the Southern Shield Operations. Message boards and face-to-face contact were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period.			
Expenditures:	$28,670			
Palm Beach County Sheriff's Office	Palm Beach County's Speed/Aggressive Driving Strategy	SC-2021-00192	$150,000	$150,000
Project Activities:	The Palm Beach County Sheriff's Office (PBCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 outreach activities being limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. The PBCSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 23% crashes and 4% fatalities. Over the project period, a total of 41 enforcement operations were conducted with 3,705 contacts made. There was a total of 3,146 citations, 2,112 warnings issued, and 7 arrests made during the project period. Message board(s) and press release(s) were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period.			
Expenditures:	$150,000			

Panama City Beach Police Department	**Targeted Enforcement Against Speed/Aggressive Driving**	**SC-2021-00022**	**$50,000**	**$50,000**
Project Activities:	The Panama City Beach Police Department (PCBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. PCBPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a reduction of 53% crashes relating to speed and aggressive driving. Over the project period, a total of 166.5 overtime hours were used to conduct 29 enforcement operations with 211 contacts made and 115 FDOT speeding materials shared. There was a total of 126 citations, 103 verbal warnings issued, and 6 arrests made during the project period. Message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period.			
Expenditures:	**$5,144**			
Pinellas County Sheriff's Office	**Strategic Policing through Education and Enforcement for Drivers (SPEED)**	**SC-2021-00230**	**$125,000**	**$125,000**
Project Activities:	The Pinellas County Sheriff's Office (PCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Over the project period, a total of 116 enforcement operations were conducted with 3,211 contacts made and 584 FDOT speeding materials shared. There was a total of 1,445 citations, 1,986 warnings issued, and 28 arrests made during the project period. Social media was utilized to spread awareness throughout the project period. Deputies participated in four educational community outreach events			
Expenditures:	**$125,000**			

Pinellas Park Police Department	**Reduce Aggressive Driving to Achieve Road Safety (RADARS)**	**SC-2021-00048**	**$54,000**	**$54,000**
Project Activities:	The Pinellas Park Police Department (PPPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Over the project period, a total of 105 enforcement operations were conducted with 1,150 contacts made and 1,150 FDOT speeding materials shared. There was a total of 798 citations, 407 verbal warnings issued, and 3 arrests made during the project period. Social media was utilized to spread awareness throughout the project period.			
Expenditures:	**$32,156**			
Santa Rosa Sheriff's Office	**Law Enforcement Speeding Solution (LESS) Program**	**SC-2021-00024**	**$125,000**	**$125,000**
Project Activities:	The Santa Rosa Sheriff's Office (SRSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 and unforeseen circumstances, enforcement details and outreach activities were limited this subgrant year. Over the project period, a total of 734 enforcement operations were conducted with 3,667 contacts made and 115 FDOT speeding materials shared. There was a total of 1,236 citations and 2,271 verbal warnings issued. Enforcement activities were conducted in conjunction with the Southern Shield Operations. Social media and press conferences were utilized to spread awareness throughout the project period. Deputies participated in three outreach events, relaying the importance of driving safely and the dangers of speeding.			
Expenditures:	**$124,928**			
St Augustine Police Department	**Traffic Safety Initiative**	**SC-2021-00248**	**$34,000**	**$34,000**
Project Activities:	The St. Augustine Police Department (SAPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Over the project period, a total of 52 enforcement operations were conducted with 432 contacts made. There was a total of 106 citations, 456 warnings issued, and 2 arrests made during the project period. Message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period. The agency conducted three educational/community outreach events.			
Expenditures:	**$20,500**			

Tampa Police Department	Project Safe Travels - Speed Reduction for Safer Roadways	SC-2021-00093	$165,000	$165,000
Project Activities:	The Tampa Police Department (TPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. TPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 7% crashes and 5% injuries. Over the project period, a total of 1,673 overtime hours were used to conduct 119 enforcement operations with 3,374 contacts made and approximately 1,500 FDOT speeding materials shared. There was a total of 1,325 citations, 2,741 warnings issued, and 74 arrests made during the project period. Social media was utilized to spread awareness throughout the project period. The agency conducted 27 educational/community outreach events, relaying the importance of driving safely and the dangers of speeding.			
Expenditures:	$143,722			
Taylor County Sheriff's Office	Speed/Aggressive Driving	SC-2021-00271	$30,000	$30,000
Project Activities:	The Taylor County Sheriff's Office (TCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet some of the project goals. TCSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 33% crashes, 63% fatalities, and 37% injuries relating to speed and aggressive driving. Over the project period, a total of 666.5 overtime hours were used to conduct 116 enforcement operations with 709 contacts made and 708 FDOT speeding materials shared. There was a total of 159 citations and 570 warnings issued during the project period.			
Expenditures:	$26,440			

West Palm Beach Police Department	**West Palm Beach Police Department Speed/Aggressive Driving Subgrant**	**SC-2021-00176**	**$113,000**	**$113,000**
Project Activities:	The West Palm Beach Police Department (WPBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. The agency exceeded the project goals. WPBPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a decrease of 124% crashes, 30% fatalities, 29% injuries relating to speed and aggressive driving. Over the project period, a total of 47 enforcement operations were conducted with 2,500 contacts made and 500 FDOT speeding materials shared. There was a total of 964 citations, 119 warnings issued, and 1 arrest made during the project period. Message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness throughout the project period. The agency conducted educational/community outreach events, relaying the importance of driving safely and the dangers of speeding.			
Expenditures:	**$100,649**			

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 40,000 crashes resulting in 200 fatalities and 2,500 serious injuries each year. Nationally, drivers aged 16 and 17 have the highest crash rates of any age group.

Teen drivers do not have years of experience in recognizing and avoiding dangerous situations. The Centers for Disease Control and Prevention (CDC) finds that teens often engage in risky behaviors. In one-third of the 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

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

EFFECTIVENESS OF PROGRAM

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

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

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, are expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

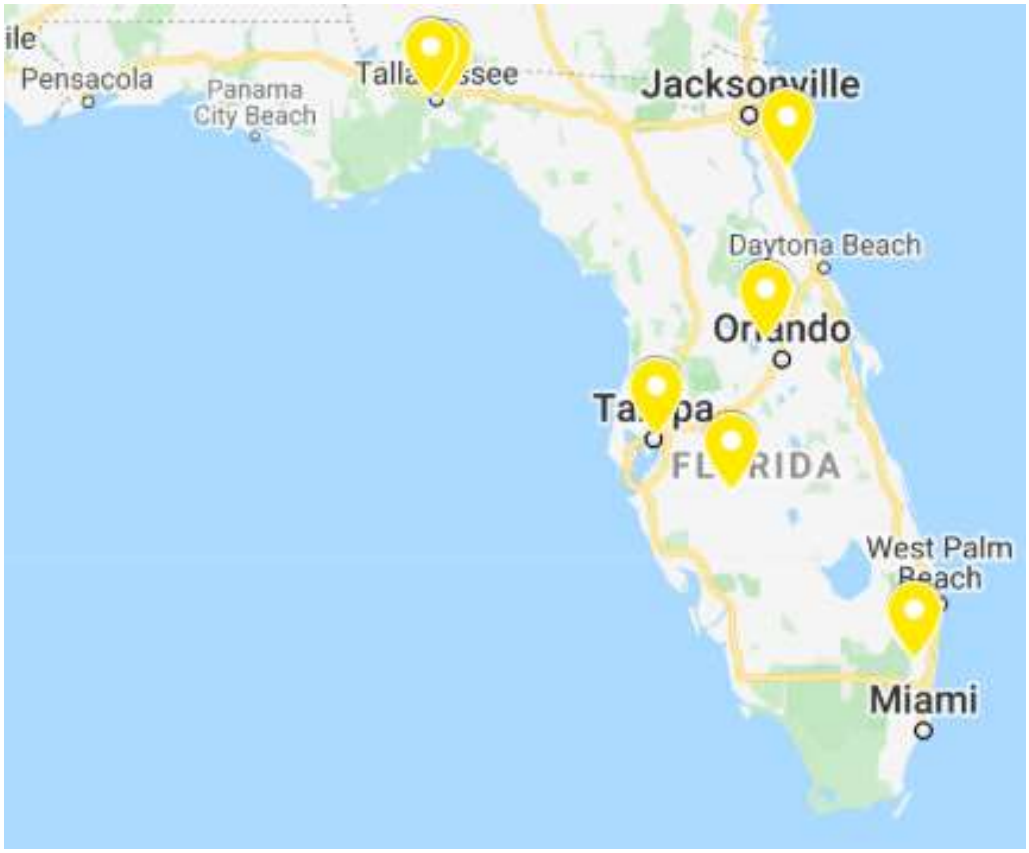
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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 PROJECT LOCATIONS

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



Agency:	Apopka Police Department
Project Name:	Apopka Reinforces Teen Safety
Project Number:	TSP-2021-00121
Funding Source:	402
Local Benefit:	$5,000
Project Description:	The City of Apopka, in collaboration with the Apopka Police Department, will continue to utilize a combination of community outreach and education, and enforcement to assist in eliminating local teen motor vehicle crashes. Apopka Police Department will conduct in-school teen driver safety presentations to teens, faculty, and care givers at local high schools. Educational material regarding GDL laws, and other traffic safety laws will be distributed during community outreach events, as well as during enforcement contacts. Various social media outlets will be used to disseminate educational information to Apopka residents as well. The Apopka Police Department will also conduct several "Wolfpack" high-visibility enforcement operations within the vicinity of Apopka High School.
Budget:	**$5,000**
Project Activities:	The Apopka Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. Due to COVID-19 and unforeseen circumstances, enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Apopka Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 6% in crashes, 71% injuries, and 100% in fatalities relating to teen driving. Over the project period, a total of 52.75 overtime hours were used to conduct 14 enforcement operations which resulted in 45 educational materials being distributed, and 41 speeding citations being issued. Officers also facilitated 2 presentations at local high schools relaying the importance of driving safely.
Expenditures:	**$3,448**

Agency: Children and Parent Resource Group, Inc.

Project Name: Life Changing Experience Community Education Project

Project Number: TSP 2021-00015

Funding Source: 402

Local Benefit: $52,000

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

Budget: $52,000

Agency:	Coral Springs Police Department
Project Name:	Teen Driver Safety
Project Number:	TSP-2021-00199
Funding Source:	402
Local Benefit:	$33,000
Project Description:	The Coral Springs Police Department will conduct high-visibility, zero-tolerance enforcement operations in areas identified as having high frequency teen driver-related traffic crashes and/or fatalities to assist in eliminating local teen motor vehicle crashes. The Coral Springs Police Department will also conduct bi-monthly "Wolfpack" high visibility enforcement operations within the vicinity of school zones and areas frequented by inexperienced teen drivers. Educational content will be disseminated through all available social media outlets for Coral Springs residents to increase knowledge and awareness of GDL laws and other teen traffic safety laws.
Budget:	**$33,000**
Project Activities:	The Coral Springs Police Department (CSPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. Due to COVID-19, enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet some of the project goals. CSPD strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 5.1% in crashes. Over the project period, a total of 327.5 overtime hours were used to conduct 69 Enforcement operations. There were 926 contacts made, 147 verbal warnings, 52 safety belt citations, 563 speeding citations, and 2 arrests made. Message boards and social media posts focused on program presentations and new laws were utilized to educate and inform teen drivers about safety.
Expenditures:	**$24,810**

Agency:	Florida Department of Highway Safety and Motor Vehicles
Project Name:	Teen Driver Safety
Project Number:	TSP-2021-00070
Funding Source:	402
Local Benefit:	~~$113,250~~ $94,550
Project Description:	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, Graduated Driver License (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.
Budget:	~~$113,250~~ $94,550
Project Activities:	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. Due to the impact of the COVID-19 pandemic, there were travel restrictions and presentations at schools, and outreach events were limited. Although this period brought challenges, the agency pushed through to exceed the project goals. Seventy-six outreach events were held during which time 2,287 older teens participated in various hands-on 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 scale of 1-4. The survey results showed an overall average of 3.89, thus exceeding this goal.
Expenditures:	$8,000

Agency:	Hillsborough County Sheriff's Office
Project Name:	Teen Driver Education and Enforcement Operation
Project Number:	TSP-2021-00157
Funding Source:	402
Local Benefit:	$100,000
Project Description:	The Hillsborough County Sheriff's Office (HCSO) will utilize a combination of targeted high visibility enforcement (HVE), and community outreach and education to reduce the number of teen-related motor vehicle crashes and fatalities. HCSO will analyze available crash data to identify areas and times for bi-monthly HVE operations. Awareness and education will be disseminated to Hillsborough County residents using local media channels, as well as conducting 10 in-school traffic safety presentations to teens, faculty, and care givers at local high schools through the HCSO Teen Driver Education and Enforcement Program.
Budget:	**$100,000**
Project Activities:	The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the majority of the project goals. HCSO strived to reduce crashes and fatalities by 3% during the subgrant period and ended with a reduction of 5% in crashes. Over the project period, a total of 97 enforcement operations were conducted. There were 2,754 contacts made, 2,264 verbal warnings, 83 safety belt citations, and 276 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.
Expenditures:	**$96,077**

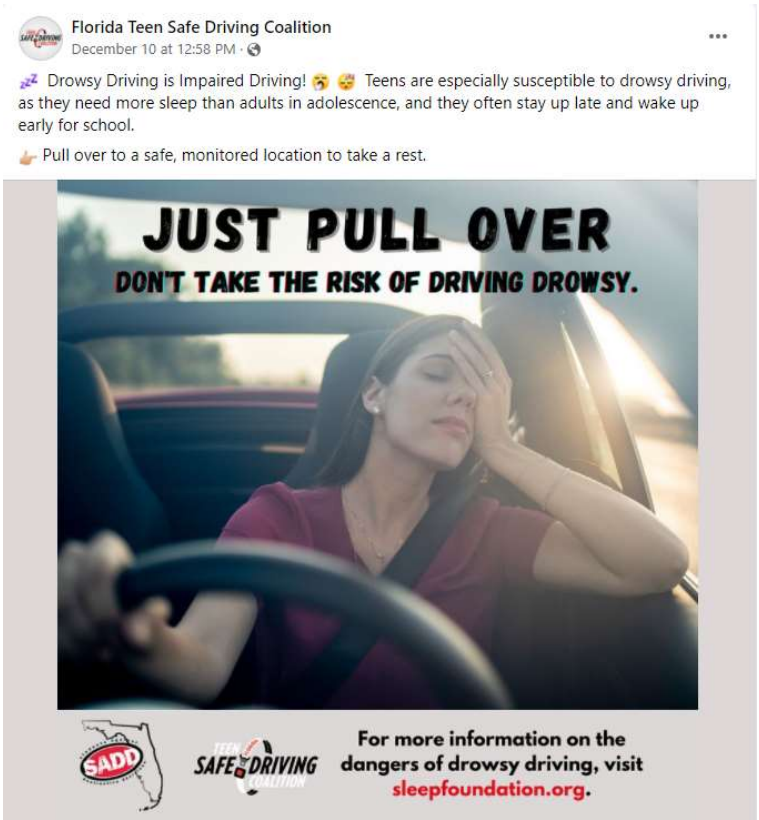
Agency:	St. Johns County Tax Collector
Project Name:	St. Johns County Driver Education Program
Project Number:	TSP-2021-00011
Funding Source:	402
Local Benefit:	$12,800
Project Description:	St. Johns County Tax Collector will receive funding to expand their teen driver education program and offer it at a new high school. The program offers high school students ages 14-19 two phases of driver education. The 14-hour classroom lecture portion educates teens on traffic laws/rules/signs and an additional 25 hours of behind the wheel driving with a certified driving instructor.
Budget:	**$12,800**
Project Activities:	The St. Johns County Tax Collector's (SJCTC) Office utilized subgrant funding to implement the SJCTC Driver Education Program. Due to COVID-19 restrictions in the school district and along with options of taking the Learner Permit course online, driver education registration was limited this subgrant year. Traffic cones and computer licensing software were purchased to execute free driver education for local teens. Driver education courses were scheduled and advertised at all six high schools in St. Johns County. There was a total of 494 out of 900 students that completed either the classroom driver permit lecture or the behind the wheel training, an 54.89% goal completion. SJCTC certified 4 out of the 5 instructors through the state-certified program, an 80% goal completion.
Expenditures:	**$3,813**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Florida Teen Traffic Safety
Project Number:	TSP-2021-00237
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 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:	**$324,000**
Project Activities:	The District Board of Trustees of Tallahassee Community College was 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. Due to the impact of the COVID-19 pandemic, the meeting style changed to a hybrid of virtual/in-person, some Weeks of Awareness Presentations at schools, and other scheduled in-person meetings

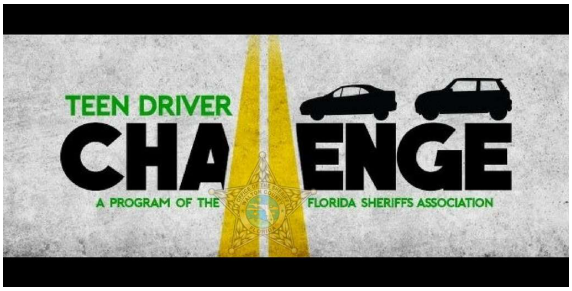
were canceled. During the subgrant year, FTSDC held quarterly coalition meetings; 1 being in-person and the remainder via virtual conferencing using the Zoom meeting software. During these meetings, strategic plan objectives, performance, and evaluations were discussed and updated. The total number of Coalition members averaged 48 official members. The coalition created 18 unique pieces of teen traffic safety educational materials on different traffic-related topics. A total of 16 subcommittees were created. The FTSDC website was utilized to provide up-to-date teen driver traffic-related resources. During the project period, there was a 57.12% increase in unique visitors and a 52.06% increase in unique page views from the prior year. Social media was utilized to conduct outreach with results of a gain of 302 new followers, a reach of 238,133 people, 435 posts, 4,750 likes, 405 comments, and 982 shares across platforms. Materials purchased throughout the subgrant period helped to expand on the impact of the Coalition throughout the State.

COVID-19 halted all efforts to complete the Scheduled Weeks of Awareness and as a result, this program was unable to present at any high schools during the FY2021 subgrant period.

Expenditures: $120,357



Agency:	Wauchula Police Department
Project Name:	Wauchula Police Department Teen Driver Safety
Project Number:	TSP-2021-00181
Funding Source:	402
Local Benefit:	$20,000
Project Description:	The Wauchula Police Department in collaboration with The Florida Sheriffs Association, will expand the Teen Driver Challenge program to their local area. The program will allow the Wauchula Police Department to provide teens with knowledge and hands-on experience in collision avoidance and safe driving techniques. A web portal will be available to enable parents to easily register their teens, as well as for the use of instructors to collect and exchange data related to the courses.
Budget:	**$20,000**
Project Activities:	The Wauchula Police Department (WPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Over the project period, a total of 363 overtime hours were used to conduct 52 enforcement operations. There were 311 contacts made, 272 warnings, 6 safety belt citations, 21 speeding citations, 3 arrests, and 258 educational materials shared at traffic stops. There was a total of 20 social media posts utilized to educate and inform teen drivers about safety and promote the Agency's 3 Teen Driver Courses. During the project period, only 1 Teen Driver Course was able to be executed.
Expenditures:	**$15,683**



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

- Develop and maintain complete, accurate, uniform, and timely traffic records data
- Promote the use of traffic records data for decision-making purposes and ensure its accessibility
- Facilitate collaboration of multi-agency initiatives and projects that improve traffic records information systems
- Create the same key data fields and definitions among Florida's six data categories to allow end users to link traffic records data

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

Projects selected 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 the Florida Department of Transportation, Florida Department of Health, Florida Department of Highway Safety and Motor Vehicles, the State Court System, Florida Highway Patrol, Florida Sheriff's Association, Florida 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 AREA

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 PROJECT LOCATIONS

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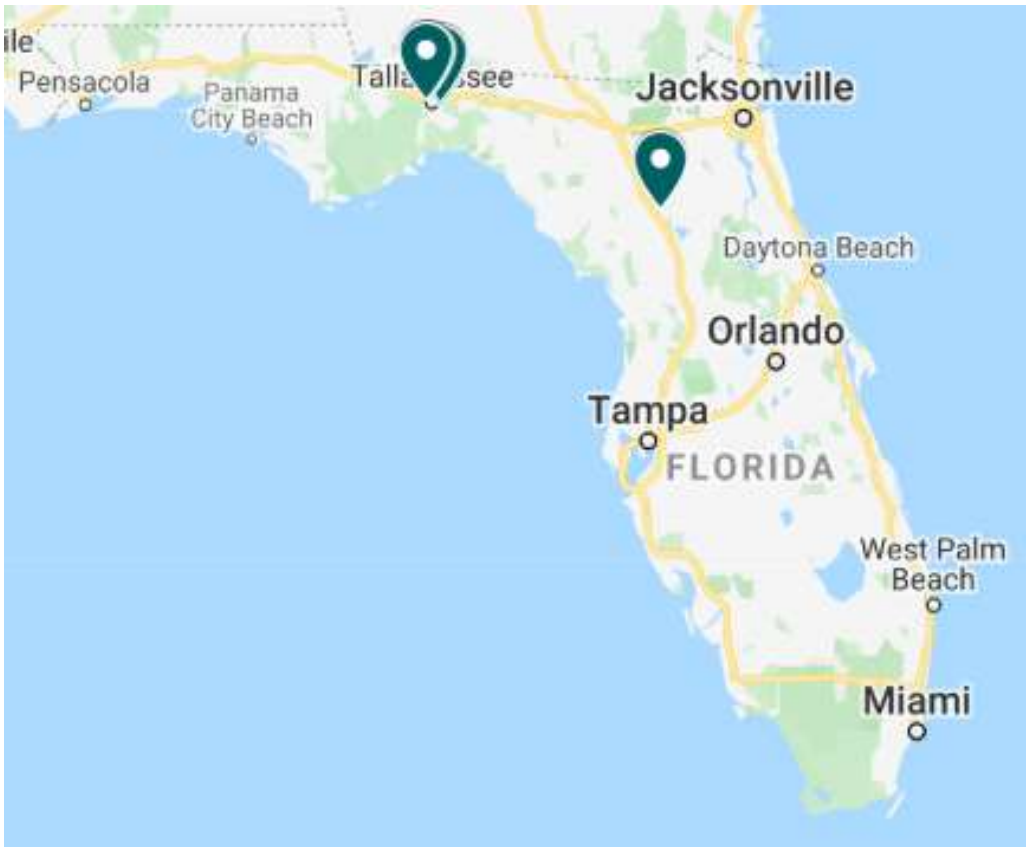



CRASH DATA SYSTEM
FLORIDA TRAUMA REGISTRY
ROADWAY CHARACTERISTICS INVENTORY (RCI)
FLORIDA'S TRAFFIC RECORDS SYSTEM
PREHOSPITAL EMS TRACKING AND REPORTING SYSTEM (EMSTARS)
DRIVERS LICENSE SYSTEM
CITATION/ ADJUDICATION DATA SYSTEM
VEHICLE REGISTRATION SYSTEM

Agency:	Florida Department of Health, Division of Emergency Preparedness and Community Support (DEPCS), Bureau of Emergency Medical Oversight
Project Name:	Field Data Collection for National Emergency Medical Services Information System (NEMSIS)
Project Number:	M3DA-2021-00076
Funding Source:	405(c)
Local Benefit:	N/A
Problem ID:	The Health Information and Policy Analysis Section operates the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Currently that program and data repository is administered 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.
Project Description:	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, the Florida Department of Highway Safety and Motor Vehicles, and the Florida Department of Transportation, the FDOH team will also be researching and implementing, if possible, 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: **$442,225**

Project Activities: The Florida Department of Health (FDOH) was awarded a subgrant for the continuation of the field data collection for the National EMS Information System (NEMSIS). The NEMSIS is an expanding accessibility program that maintains the standards for the Emergency Medical Service Tracking and Reporting System (EMSTARS). This fiscal year, the new FDOH Biospatial repository received their NEMSIS certification and was successfully established as the new state repository. All EMS data being submitted to Biospatial is now being transmitted and accepted by the NEMSIS repository as well. The Biospatial platform provides dashboard analytics that aim to improve the EMS data quality submittals for all EMSTARS participating agencies.

At the end of FY2021, 223 EMS agencies submitted EMS runs through EMSTARS of which 220 agencies were submitting by the NEMSIS Version 3 (V3) standards. Goals for this project were to increase the percentage of EMS run report submissions into the state incident level database, increase the percentage of EMS run reports received within 10 hours of the run, and to link additional data sources to the EMS state repository. By the end of this fiscal year, 98.65% of EMS runs were submitted into the state database which exceeded the 95% goal. The measurement goal to receive

EMS run reports within 10 hours of the run was set at 65% and by the end of this fiscal year measured at 84%. The NEMSIS Compliance team continued efforts on linking crash reports and trauma data via the Biospatial platform which provides access to clinical and operational dashboards with near-real time information used to improve national bio-preparedness, operations, and responses. Current EMS data integrations within Biospatial were expanded to include the Agency for Health Care Administration's Health Information Exchange patient data as well as the continued linkage with the Electronic Surveillance System for the Early Notification of Community-based Epidemics (ESSENCE).

The FDOH continued contractual service agreements for a Project Manager, Technical Business Analyst, Data Modeler/Data Migration Specialist, and Business Intelligence Analyst. Additional contractual services were awarded for Data and Network Hosting and Change Order fees but not utilized due to the transition to Biospatial. The contractors were contracted to lead and support the EMSTARS project for NEMSIS compliance by working with EMS provider agencies on identifying problems and providing a resolution. The NEMSIS team participated in the National Association of State EMS Officials annual meetings to assist with the finalization of the V3.5 Data Dictionary, and the NEMSIS Technical Advisory Conference workshops to continue to maintain Florida data standards, business rules, and implementation of best practices consistent with NEMSIS. Contractors also participated and provided feedback for the Florida Cloud-Based Traffic Safety Information System TRCC Feasibility Study which provided a better understanding of Florida's six traffic records datasets and recommendations for the integration and linkage of these datasets.

Expenditures: **$288,553**

Agency:	Florida Department of Highway Safety and Motor Vehicles
Project Name:	Crash and Uniform Traffic Citation (UTC) Data Improvement
Project Number:	M3DA-2021-00041
Funding Source:	405(c)
Local Benefit:	N/A
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. The National Highway Traffic Safety Administration 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.
Project Description:	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. The crash program staff will develop a location accuracy report and establish minimum accuracy location standards that law enforcement agencies should meet. This will encourage law enforcement agencies to utilize the tools available for improved geolocation of crash reports. The UTC program staff will continue its ongoing improvement efforts and conduct four train-the-trainer workshops with the Florida Clerk of Courts. These workshops will focus on what constitutes accurate and complete UTC citation submissions and will include targeted content based on the specific accuracy and completeness issues in their counties, which were previously identified by the established

performance metrics. Project funding will be provided for personnel services, training materials and travel expenses to conduct these workshops throughout the state.

Budget: **$123,300**

Project Activities: The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a subgrant for the Crash and UTC Data Improvement Project. Crash data objectives were to develop and initiate a process to provide crash location accuracy reports to Law Enforcement Agencies (LEAs) on a quarterly basis to increase crash location accuracy data by 5%. UTC data objectives were to increase data accuracy and completeness by 3% and to conduct four train-the-trainer UTC workshops with the Clerks of Court (COC) and LEAs.

The FLHSMV team worked with University of Florida's Signal Four (S4) Analytics Team to develop and initiate a process to provide crash location accuracy reports to LEAs for analysis. A crash accuracy location scorecard was created and incorporated into the quarterly crash Accuracy, Completeness, and Timeliness (ACT) reports, which are now being distributed to all LEAs.

The FLHSMV analyzed UTC data and established all data quality baseline measurements and a tracking mechanism to improve data accuracy and completeness of UTC data by 3%. Due to the COVID-19 pandemic, UTC workshops were planned to be conducted virtually to reach the maximum number of stakeholders, and ultimately had 335 participants representing 59 LEAs and 19 COCs.

The FLHSMV team surpassed the UTC 3% accuracy goal by +0.20% and also exceeded the UTC completeness goal by +0.16%. Additional data improvements are expected following the four COC workshops as they also focused on improving data-collection and quality for citations by identifying common issues and providing specific targeted feedback to the agencies in attendance.

Expenditures: **$115,226**

Agency:	Florida Department of Highway Safety and Motor Vehicles
Project Name:	Driver Data Improvement
Project Number:	M3DA-2021-00060
Funding Source:	405(c)
Local Benefit:	N/A
Problem ID:	Improving the data quality attributes of the driver datasets support the Florida Department of Highway Safety and Motor Vehicles' (FLHSMV) 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. With Florida having over 17.3 million licensed drivers, 3,135 traffic fatalities in 2018, and being the third most populated state in the nation, the need to ensure there is high quality traffic data is paramount to driving safety improvement. This project directly affects Florida's driver traffic data system, by improving the accessibility, completeness, and timeliness of the traffic records data.
Project Description:	Due to the high volume of incoming drivers in Florida, an electronic and automated process is needed to request and update the driver history record (DHR) from other jurisdictions to Florida's driver data set. A Project Analyst with expertise in process improvement, project management, data analysis and reporting, data security, and systems evaluation will be hired to determine the best technical solution available to perform driver system improvements. A comparison of the automated capabilities for data extraction, loading, and integration among third-party systems is required to make in an informed recommendation to improve the overall quality of the data in our driver record system. The FLHSMV will develop a timeliness performance measure for updating the driver history records to the Florida driver data system and will also establish a completeness performance measure for how many driver history records are successfully updated to the record. Project funding will be provided for personnel and office supplies expenses.
Budget:	**$59,000**

Project Activities:

The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a subgrant for the Driver Data Improvement Project. Objectives were to recommend a viable, comprehensive automated solution for receiving and loading Driver History Records (DHRs) from other jurisdictions and to develop a driver record timeliness and completeness performance measure to include baseline measurements to establish numeric goals to evaluate performance.

An analytical dashboard was created to replicate results for the out-of-state surrenders which allowed for the ability to quantify the number of drivers coming into Florida by month, identify which jurisdiction those drivers were coming from, and create a completeness baseline measurement for the number of DHR's Florida has requested. Additionally, the FLHSMV team worked to revise the established dashboard query to account for the recent migration of the driver database to a new data model, as part of the FLHSMV's Motorist Modernization project. The team also established the timeliness performance measure, which evaluated the time between when a DHR was requested on a particular driver and when that record was received and updated to the Florida record.

The project also reviewed the voluntary State-to-State (S2S) Verification Service supplied by AAMVA and currently has intentions of joining the system to include the driver history exchange services by January 2024-2025. This will allow for the ability to electronically request and receive complete driver histories, including convictions, from other jurisdictions.

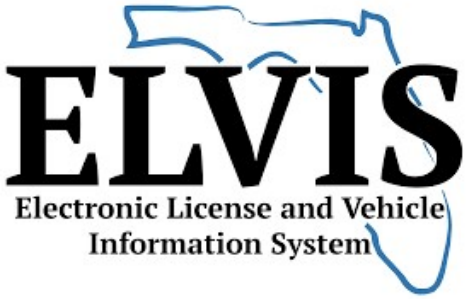
Expenditures: **$25,423**

Agency:	Florida State University
Project Name:	Electronic License and Vehicle Information System (ELVIS)
Project Number:	TR-2021-00100
Funding Source:	402
Local Benefit:	$542,490
Project Description:	The Florida State University will maintain and upgrade a data tool to provide access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data that will be provided without charge to Florida law enforcement agencies. This web-based solution will improve the accuracy and quality of traffic records data collected by these law enforcement agencies, while also reducing the redundancy and labor costs associated with manual entry. The proposed Electronic License and Vehicle Information System will provide all Florida law enforcement agencies the ability to run queries and to import contact (vehicle and driver) information into multiple traffic data forms. Resources will be allocated to a full-time Systems Architect, Systems Administrator, IT Support Specialist, part-time Principal Investigator, along with maintenance of the tool, operational costs and travel to conduct trainings and provide technical support, as well as finalizing a secondary site for disaster recovery efforts.
Budget:	**$542,490**
Project Activities:	The Florida State University College of Engineering was awarded a subgrant to continue the Electronic License and Vehicle Information System (ELVIS) Project. At the end of FY2021 ELVIS had a total of 224 agencies and 24,237 users, an increase when compared to FY2020's total of 205 agencies and 20,758 users. ELVIS users submitted a total of 10,027,427 queries and were able to successfully export 10,038,290 driver and vehicle records. The ability to run these queries were due to the continued maintenance of parsing algorithms for the Department of Motor Vehicles data for all 50 states, the District of Columbia, Puerto Rico, and six Canadian provinces. In addition, parsed data was made available to six different vendors throughout the state of Florida.

The ELVIS team provided support activities, added new agencies, developed new analytical tools to aid LEAs in identifying security threats, and added two-factor advanced authentication sign-in methods to include challenge response authentication to remain in compliance with Federal Bureau of Investigation CJIS policies. The team expanded and improved the randomization and legibility of the "Audit Report" features which generate automatic samplings of users and queries based on percentages of the agency's user base. This aids LEAs in responding to mandatory audits by the Florida Department of Law Enforcement as well as discovering misuse on their own during weekly reviews.

A total of 45 LEA trainings and 15 demonstrations of the free web-based solution were remotely conducted across the state as well as a virtual user forum held on August 9, 2021. The ELVIS project maintained a yearly availability of 99.51% for the 12-month period at their primary hosting site at the Tallahassee Police Department. Due to travel restrictions associated with the COVID-19 pandemic, plans to install the hardware at the secondary disaster recovery site were postponed.

Expenditures: **$406,868**



Agency:	Florida State University
Project Name:	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training
Project Number:	M3DA-2021-00129
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. A few agencies still complete paper forms by hand despite corresponding issues with accuracy and timeliness. The data collected assists in identifying safety problem areas to plan accordingly in reducing crashes, serious injuries, and fatalities. To accomplish data collection and storage, each law enforcement agency must endure costs associated with hardware, software, virtual private network costs and staff to manage, maintain, and support the infrastructure. The Traffic and Criminal Software (TraCS) offers a cost-effective, field-based collection solution, proving an alternative for agencies that would otherwise continue filling out reports on paper. The TraCS project will improve traffic records data by means of timeliness, accuracy, completeness, uniformity, integration, and accessibility for Florida's Crash, Citation/Adjudication, Roadway, Vehicle and Driver data systems.
Project Description:	The Florida State University (FSU) College of Engineering will continue development and enhancements to the Traffic and Criminal Software (TraCS) National Model software, including providing updates to meet state and federal guidelines. The TraCS staff will support current and future officers and IT staff at user agencies with technical support, training and begin rewriting external interfaces for case and form management, Florida Crime Information Center and National Crime Information Center imports through various vendors and Signal Four Analytics' Geolocation tool to work on both physical and web-based platforms. Currently TraCS Florida has approximately 20,000 users and is responsible for about 31% of statewide electronic crash report submittals. Due to the vast number of users, data storage capacity limits are continuously being increased and with staff resources

being dedicated to technical support, managing the primary and secondary hosting site has become burdensome. It has become apparent that the migration of the primary and secondary sites to a centralized cloud environment hosting facility, approved by the Florida Department of Law Enforcement, is necessary. The cloud-based solution will ensure minimal to no downtime since operations will not be dependent on physical hardware and it is designed to fail over instantaneously if hardware fails or when the service load is greater than what a physical server can handle. 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.

Resources will be allocated to full-time positions such as a Systems Architect, Application Developer, Programmer, Systems Administrator, an IT Support Specialist, and a part-time Principal Investigator and Technician position. Funds will also be used for data hosting and service fees, network infrastructure needs, maintenance and operational expenses, travel for training, and an enterprise national model fee.

Budget: **$924,268**

Project Activities: The Florida State University College of Engineering was awarded a subgrant for Florida's TraCS (Traffic and Criminal Software) project which provides a free electronic solution to Florida law enforcement agencies that submit electronic crash and citation forms. At the end of FY2021, TraCS had 192 affiliated agencies with approximately 26,636 users, and expanded by 4 agencies and 6,354 users from FY2020.

There was a total of 232,612 TraCS generated crash reports submitted to the FLHSMV's state database which related to approximately 35% of all electronic crashes being submitted statewide. TraCS crash reports were loaded into the database in a combined average of about 6.1 days with a 99.99% error free rate. This is below the 10-day requirement mandated by state statute and an improvement from last fiscal year's 7.40-day average.

The TraCS team met maintained two data hosting sites, a primary site at Panama City Police Department (PCPD) and a secondary disaster recovery site at the Clermont Police Department (CPD). Halfway through the fiscal year the primary hosting site was migrated to a cloud-based data hosting service with DSM and the PCPD site became the backup database.

The integration with Signal Four Analytics' Geo-Location tool has also continued. The interface for this tool was rewritten to improve data quality to allow for additional fields to be imported onto TraCS forms and to transmit this data to the S4 Team. The tool has been mandated for use by 91% of TraCS user base for a total of 24,231 users at 183 agencies which has slightly increased from last fiscal year's 72% usage across 14,585 users and 160 agencies.

The TraCS team conducted remote software sessions to help troubleshoot and resolve issues for 6,335 work orders pertaining to agency software and hardware issues. Training materials were updated and created using various mediums to include online Wiki articles, the TraCS Florida YouTube channel, and PowerPoints. In addition, a total of 28 training sessions were conducted remotely and 4 in person. Other efforts by the TraCS team focused on working with agencies, vendors, and state departments to ensure the TraCS software package continued to meet federal and state security measures and requirements to ultimately support state initiatives.

Expenditures: **$848,553**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Traffic Records Coordinating Committee Support
Project Number:	TR-2021-00268
Funding Source:	402
Local Benefit:	$0
Project Description:	Tallahassee Community College will contract with a consultant to provide technical advice and support to the Traffic Records Coordinating Committee (TRCC) Executive Board and its subcommittees. The technical advisor will assist in the update of the Traffic Records Strategic Plan as well as host and maintain the Florida TRCC website.
Budget:	~~$27,500~~ $48,828
Project Activities:	Tallahassee Community College was awarded a subgrant to contract with Cambridge Systematics to obtain administrative support for the Traffic Records Coordinating Committee (TRCC). Cambridge Systematics provided general and logistical support for four TRCC meetings, compiled meeting minutes, maintained and hosted the TRCC website, and assisted with the updating of the TRCC Strategic Plan and Traffic Records Action Plan. This fiscal year, additional support was required to assist with the TRCC's special project, the Florida Cloud-Based Traffic Safety Information System Feasibility Study, which provided a better understanding of Florida's six traffic records datasets and recommendations for the integration and linkage of these datasets. Cambridge Systematics provided summary reports for all workshops and interviews conducted for this project.
Expenditures:	$39,916

Agency:	University of Florida
Project Name:	Central Crash Data Repository and Improved Crash Data Quality
Project Number:	TR-2021-00249
Funding Source:	402
Local Benefit:	$0
Project Description:	The Florida Department of Highway Safety and Motor Vehicles' (FLHSMV) crash database annually receives approximately 700,000 crash reports. As the statutory custodian of Florida's crash data, FLHSMV distributes daily copies of statewide crash data and images to two statewide recipients, the Florida Department of Transportation and University of Florida's Signal Four Analytics creating three copies of the same information. Considering a 10-year period, the 6 million records of crash data distributed at least 3 times accumulates to about 18 million records duplicated across various databases. Also, approximately 300,000 of the total crash reports submitted require law enforcement agencies to submit crash diagrams. To reduce the time for an officer to prepare these diagrams, law enforcement agencies have been using aerial photography through Signal Four Analytics as a reference layer which increases the accuracy of information. However, the current FLHSMV ingestion process is unable to support these high-resolution aerial photographs causing a reduction in resolution of the photo and sometimes causing the diagram to be unreadable. This project with the University of Florida will finalize a web service to serve the crash report images to authorized recipients, within necessary privileges and security constraints, from one single location hosted at FLHSMV, thus eliminating the need to distribute multiple copies. In coordination with FLHSMV, the University of Florida team will finalize the functional and technical specifications needed to support the submittal of aerial photo-based crash diagrams in the FLHSMV's current ingestion process to contribute to data quality improvements at present and prepare the necessary requirements to support the web-based geolocation diagramming tool in development. Lastly, the synchronization between the FLHSMV, Signal Four Analytics', and FDOT's crash databases will be finalized to provide users the necessary confidence on the reliability

of Signal Four Analytics' datasets as it will contain the manually verified crash location by FDOT staff and matches the original source from FLHSMV. This project was originally awarded towards the end of quarter two in FY2020. The University of Florida team will continue their efforts during this fiscal year to complete Phase I.

Budget: $189,339

Project Activities: The University of Florida's (UF) Signal Four (S4) Analytics team was awarded a subgrant to improve the accessibility of the crash data and to implement revisions needed to the current ingestion process of the crash diagrams to obtain their original aerial photo resolution when submitted by Law Enforcement Agencies (LEAs). These revisions were coordinated with the crash custodian agency, FLHSMV, and aimed to improve the crash data quality and prepare the necessary requirements to support the web-based diagramming tool being developed by the S4 team.

Revisions to the submission and acceptance of aerial photo-based crash diagrams began by reviewing specific pdf and tiff samples to identify possible issues. The problem was identified during the conversion process of the data such as scaling issues which were repaired and resolved. The FLHSMV is working on implementing the S4 team's identified resolution and an operational demonstration is planned as the next step.

Expenditures: $151,307

Agency:	University of Florida
Project Name:	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
Project Number:	M3DA-2021-00229
Funding Source:	405(c)
Local Benefit:	N/A
Problem ID:	The Traffic Records Coordinating Committee's (TRCC) vision is to provide users access to quality traffic records data when, where, and in the form needed. The TRCC has invested considerable resources in the development of Signal Four (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. The location on these traffic data sets proves to be key in attaining data linkage. The biggest challenge to link and integrate Emergency Medical Services (EMS) data is that not all EMS agencies are required to collect the location of the scene and will vary across which national standard that EMS agency follows.
Project Description:	The University of Florida's S4 Analytics team will continue to provide a statewide crash and citations analytical system that allows local, regional, and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform, and timely fashion. This project will address several S4 Analytics feature requests and overall system improvements. It will expand the integration of citations with crashes statewide via spatial attributes, expand the new reporting module that provides interactive summary charts of crashes and citations, perform data quality analysis, database updates, system monitoring and updates,

marketing, training, and lastly finalize the migration of the system to a new HTML5 web platform. A new task this fiscal year is to explore data integration and data linkage possibilities of EMS data into the S4 database by obtaining a selected subset of EMS data, establishing linkage of elements, exploring linkage methods, applying these methods for a pilot dataset, and evaluate results and recommendations. Resources will contribute to personnel services to maintain S4 Analytics, conduct improvements, travel for marketing and training, equipment expenses, and in coordination with the Florida Department of Health team, begin exploring data integration and linkage between four traffic data sets.

Budget: **$467,346**

Project Activities: The University of Florida (UF) was awarded a subgrant for the continuation of the Expanding Accessibility, Utilization and Data Integration of Signal Four (S4) Analytics project. The S4 Analytics team continued to make enhancements to the system to improve the geospatial platform of crashes and citation data to assist traffic safety stakeholders and users in safety decision-making. This fiscal year continued with transitioning the system migration to a newer platform. Because this was such a heavy task to accomplish at once, the S4 team was required to maintain both the older S4 Analytics System and new version throughout the year to ensure traffic safety users had access to the data as needed. By the end of this fiscal year, the S4 Analytics System was entirely moved to a new platform.

S4 Analytics currently contains 36,194,736 historical and current citations data as well as 6,742,160 crash reports. Thirty-three new agencies and 856 new users gained access to the S4 Analytics system during this subgrant cycle. At present, there are 4,218 active users representing 556 agencies in the system. The number of unique logins totaled 87,812 where 78,874 logins were from the old S4 System and 8,938 in the new version. The number of queries issued in the old S4 System were 287,064 and 33,123 in the new version for a total of 320,187 queries. Data retrievals or downloads for this year totaled 1,058,303 records.

The S4 team continued to communicate and support LEAs through four virtual webinars to introduce the new S4 Analytics application.

Expenditures: **$438,381**

Agency:	University of Florida
Project Name:	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality
Project Number:	TR-2021-00251
Funding Source:	402
Local Benefit:	$0
Project Description:	The Florida Department of Transportation's (FDOT) current crash location system has several limitations that is preventing FDOT staff to map crashes in a timely fashion. This system is out of date, slow, requires extensive training, and can only handle on-system crashes, i.e., crashes only on state-maintained roads. FDOT uses a second system to locate off-road system crashes which operates differently from the on-system and as such requires different training and different data management practices. Due to these challenges and the sheer number of crashes in the state (over 700,000 annually) FDOT experiences delays in providing timely geolocated crashes to Florida traffic improvement stakeholders. Of those 700,000 crash reports submitted by law enforcement agencies, 300,000 crash reports include a crash diagram based on Florida's crash data requirements and federal recommendations provided in the Model Minimum Uniform Crash Criteria Guidelines. This crash diagram is also necessary for the FDOT staff to accurately locate crashes. At this time, many Florida law enforcement agencies do not have a diagramming tool and could use a geo-location tool which would eliminate the discrepancies between the crash address information and the depiction of the same location on the crash diagram. Funded under the Traffic Records Coordinating Committee, Signal Four (S4) Analytics provides the automated geolocation 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 will reduce these three systems to a single unified geolocation system for the State of

Florida, by enhancing the S4 Geolocation tool to provide a verified crash location not only for FDOT analysts but Florida's traffic improvement stakeholders. This project will also develop a web-based diagram tool to work in compatibility with S4's Geo-location tool to improve location accuracy, reduce the time for an officer to complete the crash diagram in the field thus improving timeliness of the data, and aims to increase the utilization of the crash data. This project was originally awarded towards the end of quarter two in FY2020. The UF team will continue their efforts during this fiscal year to complete Phase I.

Budget: $556,758

Project Activities: The University of Florida's (UF) Signal Four (S4) Analytics team was awarded a subgrant to improve crash data quality and timeliness by developing a web-based geolocation-based crash diagramming tool and enhancing the Signal Four's Geo-location tool for the FDOT crash analysts to verify all crash report locations.

In FY2021 the S4 team began finalizing the necessary parameters for the semi-automatic generation of the diagram such as crash type, vehicle count, types, colors, and direction of travel for the development of the initial method to place the vehicles on the diagram. An alpha version of the diagram is ready to be discussed with the e-crash vendor TraCS to begin coordinating implementation in the next subgrant cycle.

The Geo-location team collaborated with FDOT to develop a user interface to include necessary variables to track the geolocation editor processing. Quality assurance/quality control measures were developed for high-level architecture of the system and major task groups. Logical and physical database models were created to ensure validity of the logical database. Map functionality was incorporated to include both ESRI and Google search features along with the input of the mapped crashes. Additional components of the editor screen have been added to the user interface. A demonstration to the FDOT staff of these developments is forthcoming.

Expenditures: $455,216

Agency:	University of Florida
Project Name:	Unified and Sustainable Solution to Improve Geo-location Accuracy and Timeliness of Crashes and Citations
Project Number:	M3DA-2021-00224
Funding Source:	405(c)
Local Benefit:	N/A
Problem ID:	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 geolocation efforts which creates major concerns about the integrity of the data and therefore raises questions about the validity of any crash analysis that depends upon it. The University of Florida's Signal Four Analytics' Geo-Location tool resolves the issues stated above by allowing crashes and citations to be geolocated at the time of report completion therefore the timely geolocated data will be immediately available after the report is submitted to the state repository. This solution will improve traffic records data by means of accessibility, accuracy, completeness, integration, timeliness and uniformity for Florida's Crash, Citation/Adjudication, EMS/Injury Surveillance and Roadway traffic data systems.
Project Description:	This project with the University of Florida will address the error rate in location data by providing a solution to automatically geo-locate crashes and citations. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the state. The project will create a unified geo-location and validation service that can be accessed via the internet by any electronic crash and citation data collection system of any vendor in Florida. This web service solution accomplishes the geolocation and validation of the location by using the Florida Department of Transportation's Unified Roadway Basemap. It has become apparent that citations suffer from the same problem in relation to accurate crash location data. Therefore, the Geo-Location tool will continue efforts in partner with

the Traffic and Criminal Software (TraCS) agencies to incorporate the tool not only on their e-crash system but also on their e-citation system. A new task to be accomplished this fiscal year will be to coordinate with the Florida Department of Health on exploring the use of this tool to map EMS reports and/or to identify possible solutions to obtain location data from EMS reports as we plan on data integration and linkage.

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

Budget: **$168,546**

Project Activities: The University of Florida (UF) Signal Four (S4) Analytics team was awarded a subgrant for the continued development of a web-based geo-location tool that is currently being mandated for crash reporting by 188 Traffic and Criminal Software (TraCS) law enforcement agencies (LEAs) consisting of 24,231 officers and by 24 LEAs consisting of 1,864 users for citation reporting.

Version 3 of the Geo-location Tool was released Spring of FY21 to support the issuance of multiple citations one crash report and the option to save locations where citations are frequently issued. These features have been made available to all LEAs mapping citations using the tool and are currently being implemented by six LEAs.

A total of 187,228 crash reports were geo-located this fiscal year compared to 163,549 in FY2020 and the number of citations geo-located was 85,714. The S4 team continues to improve this tool and provide service and support 24 hours a day, 7 days a week, 365 days a year.

Expenditures: **$139,801**

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

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, are expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

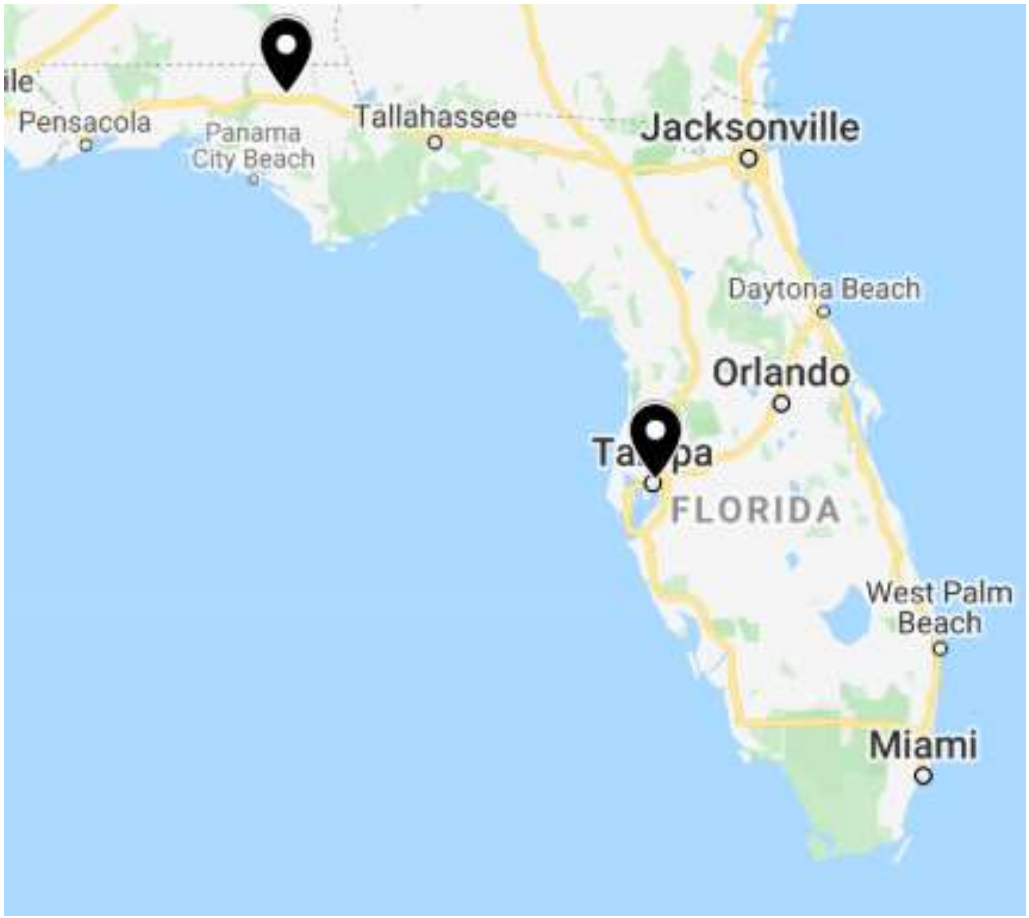
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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 PROJECT LOCATIONS

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



Agency: Hillsborough County Sheriff's Office

Project Name: Work Zone Education and Enforcement Operation

Project Number: RS-2021-00159

Funding Source: 402

Local Benefit: $131,000

Project Description: The Hillsborough County Sheriff's office will receive funding for overtime salaries and benefits to conduct high visibility enforcement in work zones within their county, along with conducting work zone safety and education presentation in the community. They will also post about subgrant activities using their social media accounts, media releases, and portable message boards.

Budget: **$131,000**

Project Activities: Hillsborough County Sheriff's Office conducted 112 Enforcement operations during the project period yielding 3,353 traffic stops. From that activity, 292 speeding, 68 safety belt, and 286 other citations were issued, with 3 arrests, and 2,668 written warnings issued. There were 10 community outreach events attended and work zone safety educational material was distributed during the outreach events and enforcement operations. Social media was also utilized to educate the public on work zone safety measures.

Expenditures: **$121,697**

Agency:	Washington County Sheriff's Office
Project Name:	Increasing Safety and Reducing Work Zone Accidents
Project Number:	RS-2021-00245
Funding Source:	402
Local Benefit:	$80,000
Project Description:	The Washington County Sheriff's Office will receive funding to conduct speed/aggressive driving countermeasures in designated work zones areas within their county. Funding will be used to cover overtime salaries and benefits for successful enforcement as well as one speed message board.
Budget:	**$80,000**
Project Activities:	Washington County Sheriff's office conducted 131 enforcement operations during the project period yielding over 500 traffic stops, 168 speeding citations, 5 DUI arrests, and 8 safety belt citations along with multiple other infractions in which warnings were issued. The message boards were utilized in active work zone locations and social media messaging was used to educate the public on work zone safety measures throughout the project period.
Expenditures:	**$55,440**

PROJECT LIST

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding	Expenditures	% Expended
402	Impaired Driving	AL-2021-00286	Florida Impaired Driving Coalition	$0	$ 207,381	$ 140,225	68%
402	Aging Road Users	CP-2021-00025	Safe Mobility for Life Coalition	$0	$ 350,000	$ 228,538	65%
402	Community Traffic Safety Outreach	CP-2021-00026	Public Information and Education Program - District 1	$35,000	$ 35,000	$ 34,935	100%
402	Community Traffic Safety Outreach	CP-2021-00028	Public Information and Education Program - District 3	$40,000	$ 40,000	$ 38,071	95%
402	Community Traffic Safety Outreach	CP-2021-00084	Public Information and Education Program - District 2	$40,000	$ 40,000	$ 28,857	72%
402	Community Traffic Safety Outreach	CP-2021-00186	Public Information and Education Program - District 6	$50,000	$ 50,000	$ 2,723	5%
402	Community Traffic Safety Outreach	CP-2021-00252	Community Traffic Safety Support	$0	$ 520,000	$ 450,287	87%
402	Aging Road Users	CP-2021-00273	Aging Road User Information Systems	$197,725	$ 197,725	$ 186,831	94%
402	Aging Road Users	CP-2021-00290	Aging Road User Program	$15,000	$ 15,000	$ -	0%
402	Community Traffic Safety Outreach	CP-2021-00295	Public Information and Education Program - District 4	$40,000	$ 40,000	$ 29,999	75%
402	Community Traffic Safety Outreach	CP-2021-00298	Public Information and Education Program - District 5	$50,000	$ 50,000	$ 35,750	72%
402	Community Traffic Safety Outreach	CP-2021-00316	Florida's Traffic Safety Resource Center	$250,000	$ 250,000	$ 122,638	49%
402	Distracted Driving	DD-2021-00079	Calhoun County Distracted Driving Program	$36,500	$ 36,500	$ 35,600	98%
402	Distracted Driving	DD-2021-00118	Apopka Distracted Driving Program	$20,000	$ 20,000	$ 19,839	99%
402	Distracted Driving	DD-2021-00200	Coral Springs Distracted Driving Program	$16,000	$ 16,000	$ 14,671	92%
402	Distracted Driving	DD-2021-00241	Gainesville Distracted Driving Program	$25,000	$ 25,000	$ 2,867	11%
402	Distracted Driving	DD-2021-00294	Miami-Dade Distracted Driving Program	$150,000	$ 150,000	$ 138,816	93%
405d	Paid Media - Impaired Driving	F24PEM-2021-00314	Impaired Driving Billboard Campaign	$0	$ 203,605	$ 203,601	100%
405h	Paid Media - Pedestrian and Bicycle Safety	FHPE-2021-00074	Pedestrian and Bicycle Safety Public Education Program - Billboard and Transit Advertising	$0	$ 1,000,000	$ 990,205	99%
405h	Public Traffic Safety Professionals Training	FHTR-2021-00125	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	$0	$ 400,000	$ 141,390	35%
405h	Pedestrian and Bicycle Safety	FHX-2021-00304	Pedestrian and Bicycle Safety High Visibility Enforcement Model	$0	$ 500,000	$ -	0%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00010	Miami Beach Occupant Protection and Child Passenger Initiative	$0	$ 60,000	$ 59,244	99%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00014	Occupant Protection	$0	$ 20,000	$ 1,957	10%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00091	Fort Lauderdale Occupant Protection Campaign	$0	$ 60,000	$ 59,134	99%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00094	Homestead Police Department Occupant Protection Project	$0	$ 45,000	$ 25,821	57%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00130	DeFuniak Springs Vehicle Occupant Safety Program	$0	$ 15,000	$ 10,687	71%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00133	Sit Tight and Belt Right	$0	$ 100,000	$ 96,844	97%

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding	Expenditures	% Expended
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00165	Wauchula Occupant Protection and Child Safety Program	$0	$ 20,000	$ 18,744	94%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00174	West Palm Beach Police Department Occupant Protection Program	$0	$ 100,000	$ 82,346	82%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00190	Palm Beach County Occupant Protection Strategy	$0	$ 200,000	$ 200,000	100%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00205	Delray Beach Occupant Protection and Child Passenger Safety Program	$0	$ 50,000	$ 50,000	100%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00221	Suwannee County Occupant Protection Program	$0	$ 25,000	$ 24,844	99%
~~405b~~	~~Occupant Protection and Child Passenger Safety~~	~~M1HVE-2021-00228~~	~~Columbia County Occupant Protection Program~~	~~$0~~	~~$ 24,000~~	$ -	0%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00263	Occupant Protection and Child Passenger Safety Program	$0	$ 20,000	$ 19,715	99%
405b	Occupant Protection and Child Passenger Safety	M1HVE-2021-00302	Miami-Dade Occupant Protection and Child Passenger Safety Program	$0	$ 200,000	$ 194,160	97%
405b	Occupant Protection and Child Passenger Safety	M1X-2021-00087	Statewide Safety Belt and Child Passenger Safety Surveys	$0	$ 321,000	$ 319,764	100%
405b	Police Traffic Services - LEL	M1X-2021-00127	Florida Law Enforcement Liaison Occupant Protection Awareness Program	$0	$ 75,000	$ 54,227	72%
405b	Occupant Protection and Child Passenger Safety	M1X-2021-00215	Florida's Occupant Protection Resource Center	$0	$ 382,800	$ 235,651	62%
405b	Occupant Protection and Child Passenger Safety	M1X-2021-00276	Child Passenger Safety Seat Fitting Station Database and Mapping	$0	$ 91,300	$ 84,955	93%
405c	Traffic Records	M3DA-2021-00041	Crash and Uniform Traffic Citation (UTC) Data Improvement	$0	$ 123,300	$ 115,227	93%
405c	Traffic Records	M3DA-2021-00060	Driver Data Improvement	$0	$ 59,000	$ 25,423	43%
405c	Traffic Records	M3DA-2021-00076	Field Data Collection for National Emergency Medical Services Information System (NEMSIS)	$0	$ 442,225	$ 288,553	65%
405c	Traffic Records	M3DA-2021-00129	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	$0	$ 924,268	$ 848,554	92%
405c	Traffic Records	M3DA-2021-00224	Unified and Sustainable Solution to Improve Geo-location Accuracy and Timeliness of Crashes and Citations	$0	$ 168,546	$ 139,801	83%
405c	Traffic Records	M3DA-2021-00229	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	$0	$ 467,346	$ 438,381	94%
405d	Public Traffic Safety Professionals Training	M5CS-2021-00107	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	$0	$ 70,000	$ 41,563	59%
405d	Impaired Driving	M5CS-2021-00236	Traffic Safety Resource Prosecutor Program (TSRP)	$0	$ 464,400	$ 218,960	47%
405d	Impaired Driving	M5HVE-2021-00004	Think Before You Drink Campaign	$0	$ 25,000	$ 17,744	71%
405d	Impaired Driving	M5HVE-2021-00016	Enhanced Impaired Driving Enforcement Overtime	$0	$ 35,000	$ 11,738	34%
405d	Impaired Driving	M5HVE-2021-00019	Bradford County Impaired Driving Enforcement	$0	$ 65,000	$ 15,746	24%
405d	Impaired Driving	M5HVE-2021-00020	Orlando Police Department Impaired Driving Enforcement Team	$0	$ 105,000	$ 104,926	100%
405d	Impaired Driving	M5HVE-2021-00033	Impaired Driving Enforcement and Education Program	$0	$ 75,200	$ -	0%
405d	Impaired Driving	M5HVE-2021-00044	Impaired Driving Enforcement Subgrant	$0	$ 36,000	$ 11,792	33%
405d	Impaired Driving	M5HVE-2021-00056	Enhanced Impaired Driving Enforcement Mobile Equipment and Overtime	$0	$ 372,300	$ 303,112	81%
405d	Impaired Driving	M5HVE-2021-00058	Pasco County Impaired Driving	$0	$ 15,000	$ 7,937	53%
405d	Impaired Driving	M5HVE-2021-00092	Cape Coral High Visibility Enforcement Impaired Driving	$0	$ 71,000	$ 70,573	99%
405d	Impaired Driving	M5HVE-2021-00119	Arresting Impaired Motorists	$0	$ 12,000	$ 8,802	73%
405d	Impaired Driving	M5HVE-2021-00131	Last Call	$0	$ 375,000	$ 359,812	96%
405d	Impaired Driving	M5HVE-2021-00156	Operation, Outreach, Education and Enforcement Impaired Driving Safety Program	$0	$ 30,000	$ 21,936	73%
405d	Impaired Driving	M5HVE-2021-00160	Operation Trident: Outreach, Education, and Enforcement	$0	$ 401,000	$ 341,575	85%

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding	Expenditures	% Expended
~~405d~~	~~Impaired Driving~~	~~M5HVE-2021-00169~~	~~Enhanced Impaired Driving Enforcement~~	~~$0~~	~~$ 78,000~~	$ -	0%
405d	Impaired Driving	M5HVE-2021-00172	Impaired Driving Initiative	$0	$ 75,000	$ 73,002	97%
405d	Impaired Driving	M5HVE-2021-00175	Baker County Sheriff's Office Impaired Driver Program	$0	$ 40,000	$ 32,678	82%
405d	Impaired Driving	M5HVE-2021-00191	City of Lake Worth Beach Impaired Driving Strategy	$0	$ 75,000	$ 63,987	85%
~~405d~~	~~Impaired Driving~~	~~M5HVE-2021-00218~~	~~Impaired Driving Education and Enforcement in Destin~~	~~$0~~	~~$ 30,000~~	$ -	0%
405d	Impaired Driving	M5HVE-2021-00226	Driving Under the Influence Enhancement Project	$0	$ 50,000	$ 50,000	100%
405d	Impaired Driving	M5HVE-2021-00240	The City of Gainesville Safe Gator Program	$0	$ 65,000	$ 3,653	6%
405d	Impaired Driving	M5HVE-2021-00246	Impaired Driving Task Force	$0	$ 26,500	$ 18,196	69%
~~405d~~	~~Impaired Driving~~	~~M5HVE-2021-00267~~	~~Impaired Driving Enforcement Program~~	~~$0~~	~~$ 19,000~~	$ -	0%
~~405d~~	~~Impaired Driving~~	~~M5HVE-2021-00268~~	~~Impaired Driving Initiative~~	~~$0~~	~~$ 52,000~~	$ -	0%
405d	Impaired Driving	M5HVE-2021-00279	Sober Streets	$0	$ 42,850	$ 32,410	76%
405d	Impaired Driving	M5HVE-2021-00299	Impaired Driving	$0	$ 225,000	$ 216,199	96%
~~405d~~	~~Impaired Driving~~	~~M5HVE-2021-00302~~	~~Driving Under the Influence Awareness and Enforcement Program~~	~~$0~~	~~$ 36,000~~	$ -	0%
405d	Paid Media - Impaired Driving	M5PEM-2021-00187	Impaired Driving Sports Media Campaign	$0	$ 216,000	$ 216,000	100%
405d	Paid Media - Impaired Driving	M5PEM-2021-00209	Impaired Driving Major College Sports Marketing	$0	$ 459,000	$ 325,960	71%
405d	Paid Media - Impaired Driving	M5PEM-2021-00210	Impaired Driving Professional Sports Marketing	$0	$ 2,000,000	$ 1,233,394	62%
405d	Paid Media - Motorcycle Safety	M5PEM-2021-00281	Impaired Motorcyclist Prevention Campaign	$0	$ 500,000	$ 354,260	71%
405d	Paid Media - Impaired Driving	M5PEM-2021-00307	Impaired Driving Statewide Media Campaign	$0	$ 1,500,000	$ 1,485,946	99%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00054	Training for Driver License Hearings	$0	$ 43,000	$ 350	1%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00096	Drug Evaluation and Classification Program	$0	$ 640,000	$ 324,877	51%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00102	Advanced Roadside Impaired Driving Enforcement (ARIDE)	$0	$ 175,000	$ 133,510	76%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00105	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	$0	$ 225,000	$ 225,000	100%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00134	Advanced Marijuana Impaired Driving Detection for Law Enforcement	$0	~~$35,000~~ $50,000	$ 40,275	81%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00135	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	$0	$ 75,000	$ 47,700	64%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00147	Medical Foundations of Visual Systems Testing	$0	$ 40,000	$ 35,105	88%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00148	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Update	$0	$ 10,000	$ 4,500	45%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00149	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	$0	$ 25,000	$ 25,000	100%
405d	Public Traffic Safety Professionals Training	M5TR-2021-00154	Sobriety Checkpoint Operations	$0	$ 25,000	$ 4,165	17%
405d	Impaired Driving	M5X-2021-00077	Impaired Driving Media Awareness Survey	$0	$ 60,000	$ 60,000	100%
405d	Impaired Driving	M5X-2021-00104	Drug Recognition Expert (DRE) Call-Out	$0	$ 50,000	$ 12,191	24%
405d	Police Traffic Services - LEL	M5X-2021-00106	Florida Law Enforcement Liaison Impaired Driving Awareness Program	$0	$ 75,000	$ 61,241	82%
405d	Impaired Driving	M5X-2021-00137	MADD Florida Safe and Aware	$0	$ 295,000	$ 276,185	94%
405d	Impaired Driving	M5X-2021-00315	Improving Highway Safety Through Data Analysis	$0	$ 1,307,000	$ 1,045,077	80%
405f	Paid Media - Motorcycle Safety	~~M9MA-2021-00285~~ M11MA-2021-00285	Share the Road Media Campaign	$0	$ 250,800	$ 242,895	97%
402	Motorcycle Safety	MC-2021-00005	Increasing the Safety of Motorcyclists Through Enforcement and Education	$55,000	$ 55,000	$ 33,957	62%

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding	Expenditures	% Expended
402	Motorcycle Safety	MC-2021-00050	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	$195,000	$ 195,000	$ 192,887	99%
402	Motorcycle Safety	MC-2021-00055	Safe Motorcycle and Rider Techniques (SMART)	$24,300	$ 24,300	$ 23,001	95%
~~402~~	~~Motorcycle Safety~~	~~MC-2021-00064~~	~~Motorcycle/Scooter Enforcement Project~~	~~$75,000~~	~~$ 75,000~~	$ -	0%
402	Motorcycle Safety	MC-2021-00081	Teen Motorcycle/Scooter Safety Awareness Campaign	$76,000	$ 76,000	$ 57,985	76%
402	Motorcycle Safety	MC-2021-00085	Motorcycle Awareness Survey	$0	$ 60,000	$ 60,000	100%
402	Motorcycle Safety	MC-2021-00098	Motorcycle Safety Subgrant	$14,000	$ 14,000	$ 2,287	16%
402	Motorcycle Safety	MC-2021-00101	Broward Motorcycle Safety Enforcement Program	$125,000	$ 125,000	$ 124,871	100%
402	Motorcycle Safety	MC-2021-00108	Safe Motorcycle and Rider Techniques (SMART)	$152,000	$ 152,000	$ 101,112	67%
402	Motorcycle Safety	MC-2021-00117	Motorcycle Education and Injury Prevention Program in Trauma Centers	$232,800	$ 232,800	$ 194,572	84%
402	Motorcycle Safety	MC-2021-00173	Motorcycle Safety Campaign	$75,000	$ 75,000	$ 75,000	100%
402	Motorcycle Safety	MC-2021-00184	Safe Motorcycle and Rider Techniques (SMART)	$66,000	$ 66,000	$ 38,700	59%
402	Motorcycle Safety	MC-2021-00213	Preventing Street Racing Through Legal Alternatives	$85,800	$ 85,800	$ 72,897	85%
402	Motorcycle Safety	MC-2021-00238	Motorcycle/Scooter Safety and Education Program	$50,000	$ 50,000	$ 21,108	42%
402	Motorcycle Safety	MC-2021-00280	Florida's Comprehensive Motorcycle Safety Program	$0	$ 506,000	$ 435,606	86%
402	Motorcycle Safety	MC-2021-00282	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	$95,700	$ 95,700	$ 73,186	76%
402	Motorcycle Safety	MC-2021-00283	Motorcycle Program Evaluation and Data Collection	$0	$ 115,500	$ 86,297	75%
402	Motorcycle Safety	MC-2021-00291	Motorcycle Safety & Education Program	$25,000	$ 25,000	$ 24,987	100%
402	Motorcycle Safety	MC-2021-00300	Motorcycle Safety Initiative Overtime Patrol	$80,000	$ 80,000	$ 76,323	95%
402	Occupant Protection and Child Passenger Safety	OP-2021-00278	Florida's Occupant Protection Coalition	$0	$ 105,600	$ 68,769	65%
402	Occupant Protection and Child Passenger Safety	OP-2021-00287	Florida's Occupant Protection Assessment	$0	$ 71,500	$ 52,480	73%
402	Planning and Administration	PA-2021-00235	Traffic Safety Fiscal Assistant	$0	$ 55,000	$ 55,000	100%
402	Planning and Administration	PA-2021-00311	Operation of the Highway Traffic Safety Grant Section	$0	$ 350,000	$ 322,664	92%
402	Planning and Administration	PA-2021-00312	Highway Safety Travel and Training	$0	~~$40,000~~ $20,000	$ 1,504	8%
402	Paid Media - Motorcycle Safety	PM-2021-00284	Motorcycle Safety Paid Media Campaign	$0	$ 440,000	$ 343,312	78%
402	Paid Media - Occupant Protection	PM-2021-00306	Florida Click It or Ticket Media Campaign	$0	$ 1,500,000	$ 1,488,876	99%
402	Paid Media - Distracted Driving	PM-2021-00308	Distracted Driving Media Campaign	$0	$ 500,000	$ 498,919	100%
~~402~~	~~Paid Media - Work Zone Safety~~	~~PM-2021-00309~~	~~Work Zone Safety Campaign~~	~~$0~~	~~$ 500,000~~	$ -	0%
402	Paid Media - Railroad Safety	PM-2021-00310	Railroad Crossing Safety Media Campaign	$0	$ 500,000	$ 499,717	100%
~~402~~	~~Paid Media - Distracted Driving~~	~~PM-2021-00314~~	~~Distracted Driving Billboard Campaign~~	~~$0~~	~~$ 300,000~~	$ -	0%
402	Paid Media - Work Zone Safety	PM-2021-00317	Work Zone Safety Campaign	$0	$ 500,000	$ 499,989	100%
402	Pedestrian and Bicycle Safety	PS-2021-00067	Florida's Comprehensive Pedestrian and Bicycle Safety Program	$0	~~$650,000~~ $700,000	$ 440,754	63%
402	Pedestrian and Bicycle Safety	PS-2021-00113	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	$0	$ 100,000	$ 72,463	72%
402	Pedestrian and Bicycle Safety	PS-2021-00116	Pedestrian and Bicycle Safety Program Assessment	$0	$ 40,000	$ 13,860	35%
402	Pedestrian and Bicycle Safety	PS-2021-00122	Pedestrian and Bicycle Program Evaluation and Data Collection	$0	$ 300,000	$ 295,882	99%

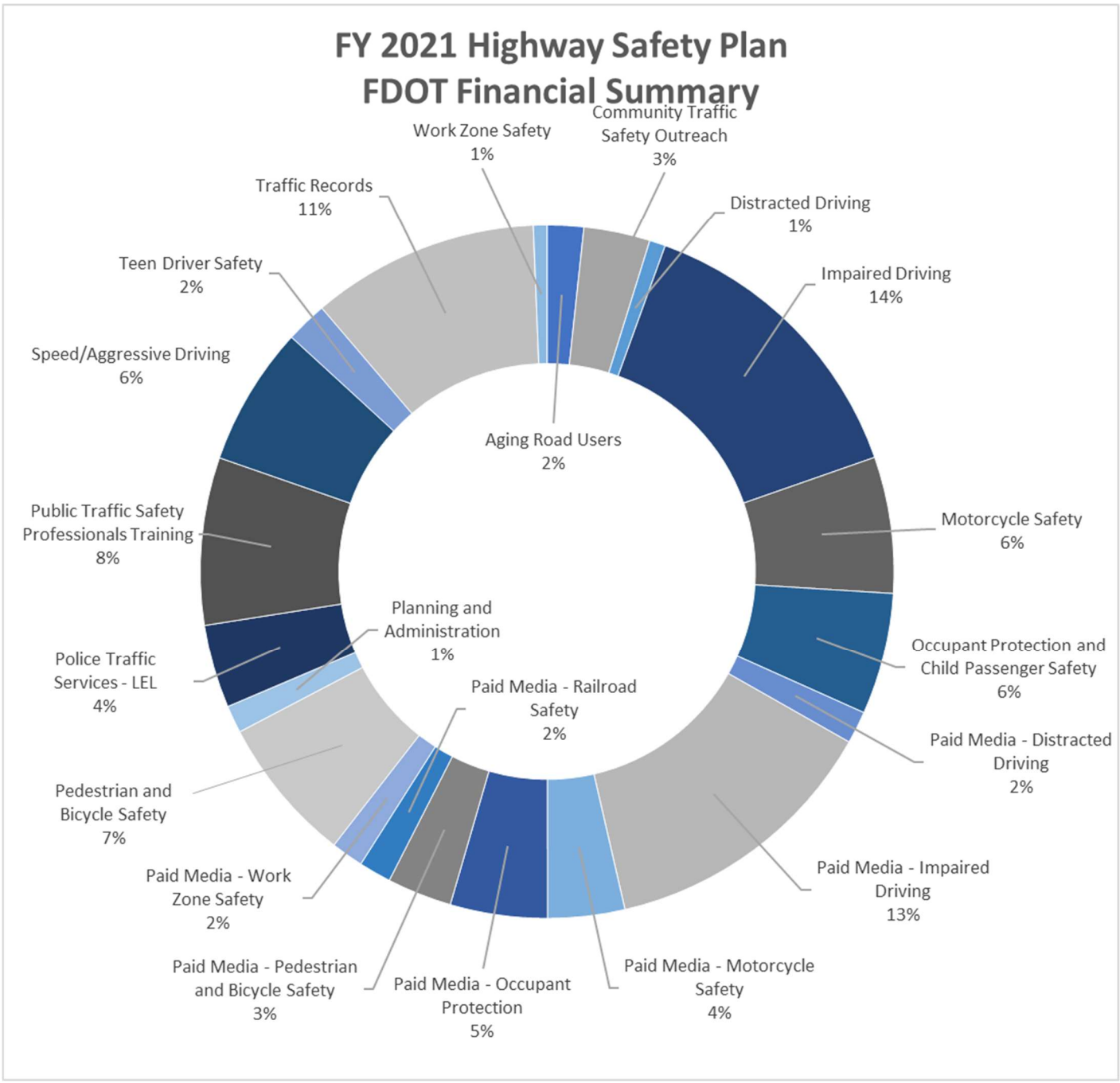
Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding	Expenditures	% Expended
402	Pedestrian and Bicycle Safety	PS-2021-00255	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Pilot Program	$56,000	$ 56,000	$ 48,010	86%
402	Pedestrian and Bicycle Safety	PS-2021-00288	Florida's Pedestrian and Bicycle Safety Resource Center	$610,500	$ 610,500	$ 266,674	44%
402	Police Traffic Services - LEL	PT-2021-00095	Florida Law Enforcement Liaison Program	$0	$ 950,000	$ 871,146	92%
402	Police Traffic Services - LEL	PT-2021-00097	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	$0	$ 150,000	$ 9,367	6%
~~402~~	~~Police Traffic Services - LEL~~	~~PT-2021-00124~~	~~NHTSA Region 4 and Law Enforcement Liaison Conference~~	~~$0~~	~~$ 45,000~~	$ -	0%
402	Public Traffic Safety Professionals Training	PT-2021-00138	Data Driven Approaches to Crime and Traffic Safety (DDACTS)	$35,700	$ 35,700	$ -	0%
402	Public Traffic Safety Professionals Training	PT-2021-00139	Digital Photography for Traffic Crash Investigators	$31,800	$ 31,800	$ 13,515	43%
402	Public Traffic Safety Professionals Training	PT-2021-00140	Event Data Recorder Use in Traffic Crash Reconstruction - Level 1	$79,500	$ 79,500	$ 46,110	58%
402	Public Traffic Safety Professionals Training	PT-2021-00141	Forensic Evidence from Crash Fatalities	$23,800	$ 23,800	$ 11,305	48%
402	Public Traffic Safety Professionals Training	PT-2021-00142	Human Factors in Traffic Crash Reconstruction	$89,500	$ 89,500	$ 34,010	38%
402	Public Traffic Safety Professionals Training	PT-2021-00143	Investigation of Motorcycle Crashes - Level 1	$79,500	$ 79,500	$ 59,625	75%
402	Public Traffic Safety Professionals Training	PT-2021-00144	Occupant Kinematics for the Traffic Crash Reconstructionist	$26,850	$ 26,850	$ -	0%
402	Public Traffic Safety Professionals Training	PT-2021-00145	Pedestrian/Bicycle Crash Investigation - Level 1	$79,500	$ 79,500	$ 60,420	76%
402	Public Traffic Safety Professionals Training	PT-2021-00146	Police Motorcycle Instructor	$75,000	$ 75,000	$ 75,000	100%
402	Public Traffic Safety Professionals Training	PT-2021-00202	Speed Measurement Instructor Training	$28,350	$ 28,350	$ 2,678	9%
402	Public Traffic Safety Professionals Training	PT-2021-00206	Speed Measurement Training	$45,000	$ 45,000	$ 12,401	28%
402	Public Traffic Safety Professionals Training	PT-2021-00208	Traffic Crash Reconstruction Training	$65,000	$ 65,000	$ 11,025	17%
402	Public Traffic Safety Professionals Training	PT-2021-00211	Advanced Traffic Homicide Investigation Training	$68,250	$ 68,250	$ 17,325	25%
402	Public Traffic Safety Professionals Training	PT-2021-00212	Basic Traffic Homicide Investigation Training	$75,600	$ 75,600	$ 50,426	67%
402	Public Traffic Safety Professionals Training	PT-2021-00225	Crash Scene Mapping with Speed Lasers Training	$35,000	$ 35,000	$ 21,420	61%
402	Work Zone Safety	RS-2021-00159	Work Zone Education and Enforcement Operation	$131,000	$ 131,000	$ 121,698	93%
402	Work Zone Safety	RS-2021-00245	Increasing Safety and Reducing Work Zone Accidents	$80,000	$ 80,000	$ 55,440	69%
402	Speed/Aggressive Driving	SC-2021-00003	Speed/Aggressive Driving Enforcement	$100,000	$ 100,000	$ 100,000	100%
402	Speed/Aggressive Driving	SC-2021-00009	Operation Safe Speed	$23,000	$ 23,000	$ 18,287	80%
402	Speed/Aggressive Driving	SC-2021-00012	Speed/Aggressive Driving	$20,000	$ 20,000	$ 7,613	38%
402	Speed/Aggressive Driving	SC-2021-00017	Speed/Aggressive Driving Subgrant	$50,000	$ 50,000	$ 50,000	100%
402	Speed/Aggressive Driving	SC-2021-00021	Speed/Aggressive Driving Enforcement Program	$40,000	$ 40,000	$ 18,410	46%
402	Speed/Aggressive Driving	SC-2021-00022	Targeted Enforcement Against Speed/Aggressive Driving	$50,000	$ 50,000	$ 5,145	10%
402	Speed/Aggressive Driving	SC-2021-00024	Law Enforcement Speeding Solution (LESS) Program	$125,000	$ 125,000	$ 124,929	100%
402	Speed/Aggressive Driving	SC-2021-00048	Reduce Aggressive Driving to Achieve Road Safety (RADARS)	$54,000	$ 54,000	$ 32,157	60%
402	Speed/Aggressive Driving	SC-2021-00057	Speed/Aggressive Driving Subgrant	$200,000	$ 200,000	$ 194,397	97%
402	Speed/Aggressive Driving	SC-2021-00062	Just Drive Citrus - Speed/Aggressive Driving	$80,000	$ 80,000	$ 78,201	98%
402	Speed/Aggressive Driving	SC-2021-00068	Obey the Sign or Pay the Fine Program - Addressing Speed/Aggressive Driving	$50,000	$ 50,000	$ -	0%
402	Speed/Aggressive Driving	SC-2021-00088	Broward Aggressive-Speed Enforcement (BASE)	$202,500	$ 202,500	$ 190,087	94%
402	Speed/Aggressive Driving	SC-2021-00093	Project Safe Travels - Speed Reduction for Safer Roadways	$165,000	$ 165,000	$ 143,723	87%

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding	Expenditures	% Expended
402	Speed/Aggressive Driving	SC-2021-00115	Boynton Beach Speed/Aggressive Driving Program	$30,000	$ 30,000	$ 29,361	98%
402	Speed/Aggressive Driving	SC-2021-00120	Heavy Enforcement of Aggressive Traffic	$29,000	$ 29,000	$ 28,940	100%
402	Speed/Aggressive Driving	SC-2021-00176	West Palm Beach Police Department Speed/Aggressive Driving Subgrant	$113,000	$ 113,000	$ 100,649	89%
402	Speed/Aggressive Driving	SC-2021-00177	Delray Beach Police Speed/Aggressive Driving Enforcement Program	$75,000	$ 75,000	$ 75,000	100%
402	Speed/Aggressive Driving	SC-2021-00192	Palm Beach County's Speed/Aggressive Driving Strategy	$150,000	$ 150,000	$ 150,000	100%
402	Speed/Aggressive Driving	SC-2021-00196	Speed/Aggressive Driving Initiative	$75,000	$ 75,000	$ 44,497	59%
402	Speed/Aggressive Driving	SC-2021-00217	Speed/Aggressive Driving	$30,000	$ 30,000	$ 28,670	96%
402	Speed/Aggressive Driving	SC-2021-00230	Strategic Policing through Education and Enforcement for Drivers (SPEED)	$125,000	$ 125,000	$ 125,000	100%
402	Speed/Aggressive Driving	SC-2021-00248	Traffic Safety Initiative	$34,000	$ 34,000	$ 20,500	60%
~~402~~	~~Speed/Aggressive Driving~~	~~SC-2021-00270~~	~~Speed/Aggressive Driving Initiative~~	~~$ 40,000~~	~~$ 40,000~~	$ -	0%
402	Speed/Aggressive Driving	SC-2021-00271	Speed/Aggressive Driving	$30,000	$ 30,000	$ 26,441	88%
~~402~~	~~Speed/Aggressive Driving~~	~~SC-2021-00272~~	~~Speed/Aggressive Driving Enforcement Program~~	~~$25,000~~	~~$ 25,000~~	$ -	0%
402	Speed/Aggressive Driving	SC-2021-00277	Need for Safety	$45,000	$ 45,000	$ 44,032	98%
402	Speed/Aggressive Driving	SC-2021-00301	Speed/Aggressive Driving Enforcement Saturation Patrol Project	$232,500	$ 232,500	$ 169,001	73%
402	Traffic Records	TR-2021-00100	Electronic License and Vehicle Information System (ELVIS)	$542,490	$ 542,490	$ 406,868	75%
402	Traffic Records	TR-2021-00249	Central Crash Data Repository and Improved Crash Data Quality	$0	$ 189,339	$ 151,308	80%
402	Traffic Records	TR-2021-00251	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality	$0	$ 556,758	$ 455,216	82%
402	Traffic Records	TR-2021-00268	Traffic Records Coordinating Committee Support	$0	~~$27,500~~ $48,828	$ 39,917	82%
402	Teen Driver Safety	TSP-2021-00011	St. Johns County Driver Education Program	$12,800	$ 12,800	$ 3,814	30%
~~402~~	~~Teen Driver Safety~~	~~TSP-2021-00015~~	~~Life Changing Experience Community Education Project~~	~~$52,000~~	~~$ 52,000~~	$ -	0%
402	Teen Driver Safety	TSP-2021-00070	Teen Driver Safety	~~$113,250~~ $94,550	~~$113,250~~ $94,550	$ 8,000	8%
402	Teen Driver Safety	TSP-2021-00121	Apopka Reinforces Teen Safety	$5,000	$ 5,000	$ 3,448	69%
402	Teen Driver Safety	TSP-2021-00157	Teen Driver Education and Enforcement Operation	$100,000	$ 100,000	$ 96,078	96%
402	Teen Driver Safety	TSP-2021-00181	Wauchula Police Department Teen Driver Safety	$20,000	$ 20,000	$ 15,684	78%
402	Teen Driver Safety	TSP-2021-00199	Teen Driver Safety	$33,000	$ 33,000	$ 24,810	75%
402	Teen Driver Safety	TSP-2021-00237	Florida Teen Traffic Safety	$0	$ 324,000	$ 120,358	37%

FINANCIAL SUMMARY

FY 2021 Highway Safety Plan
FDOT Financial Summary

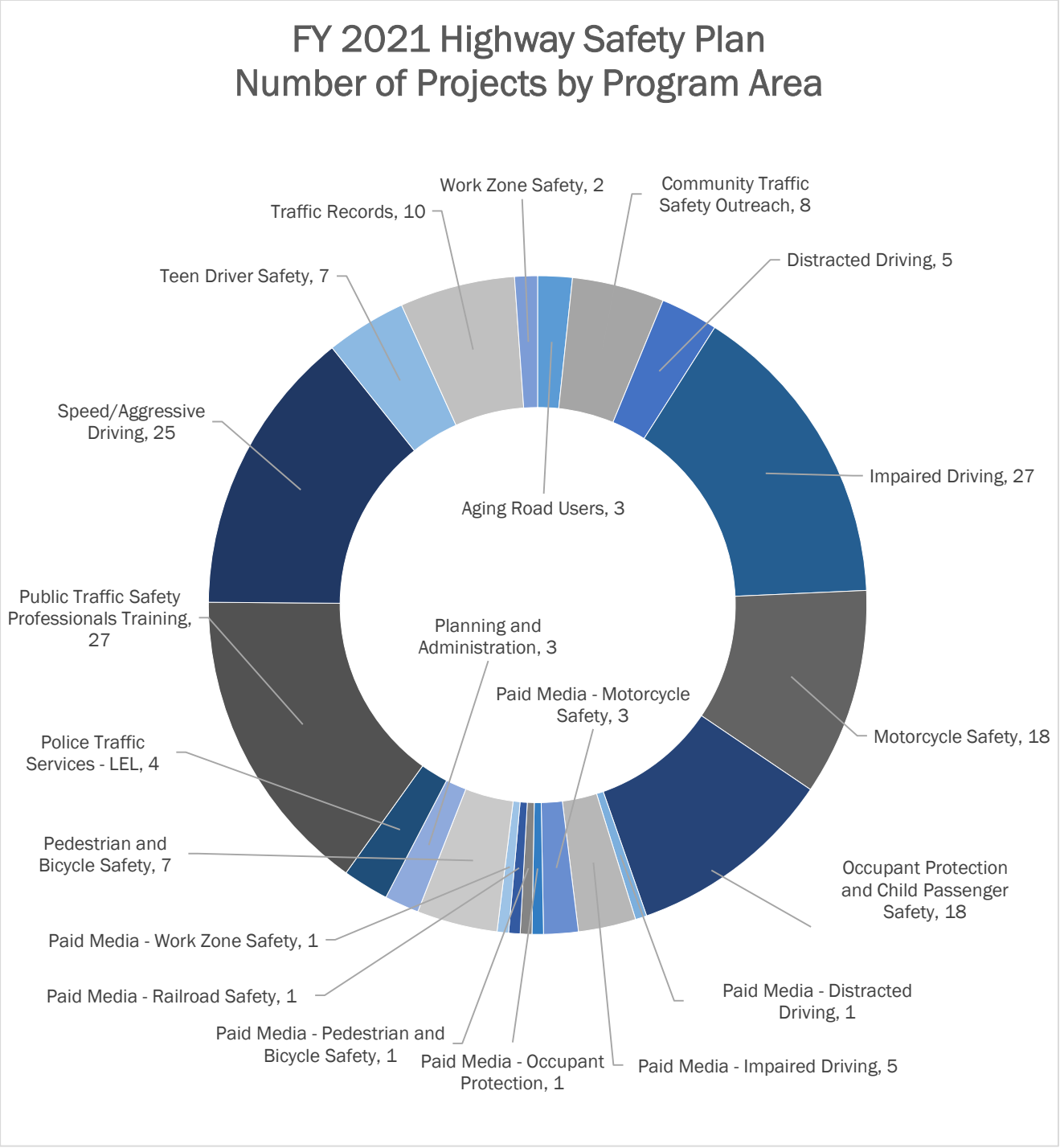
Sum of Final Funding Amount	Funding Source							
FDOT Program Areas	402 (Grants)	405b (Occupant Protection)	405c (Traffic Records)	405d (Impaired Driving)	405f (Motorcyclist Safety)	405h (Non-Motorized Safety)	405d (Impaired Driving 24/7)	Grand Total
Aging Road Users	$ 562,725							$ 562,725
Community Traffic Safety Outreach	$ 1,025,000							$ 1,025,000
Distracted Driving	$ 247,500							$ 247,500
Impaired Driving	$ 207,381			$ 4,393,250				$ 4,600,631
Motorcycle Safety	$ 2,033,100							$ 2,033,100
Occupant Protection and Child Passenger Safety	$ 177,100	$ 1,710,100						$ 1,887,200
Paid Media - Distracted Driving	$ 500,000							$ 500,000
Paid Media - Impaired Driving				$ 4,175,000			$ 203,605	$ 4,378,605
Paid Media - Motorcycle Safety	$ 440,000			$ 500,000	$ 250,800			$ 1,190,800
Paid Media - Occupant Protection	$ 1,500,000							$ 1,500,000
Paid Media - Pedestrian and Bicycle Safety						$ 1,000,000		$ 1,000,000
Paid Media - Railroad Safety	$ 500,000							$ 500,000
Paid Media - Work Zone Safety	$ 500,000							$ 500,000
Pedestrian and Bicycle Safety	$ 1,756,500					$ 500,000		$ 2,256,500
Planning and Administration	$ 425,000							$ 425,000
Police Traffic Services - LEL	$ 1,100,000	$ 75,000		$ 75,000				$ 1,250,000
Public Traffic Safety Professionals Training	$ 838,350			$ 1,378,000		$ 400,000		$ 2,616,350
Speed/Aggressive Driving	$ 2,128,000							$ 2,128,000
Teen Driver Safety	$ 589,350							$ 589,350
Traffic Records	$ 1,337,415		$ 2,184,685					$ 3,522,100
Work Zone Safety	$ 211,000							$ 211,000
Grand Total	**$ 16,078,421**	**$ 1,785,100**	**$ 2,184,685**	**$ 10,521,250**	**$ 250,800**	**$ 1,900,000**	**$ 203,605**	**$ 32,923,861**


FY 2021 Highway Safety Plan
FDOT Financial Summary
Work Zone Safety 1%
Community Traffic Safety Outreach 3%
Traffic Records 11%
Distracted Driving 1%
Teen Driver Safety 2%
Impaired Driving 14%
Speed/Aggressive Driving 6%
Aging Road Users 2%
Public Traffic Safety Professionals Training 8%
Motorcycle Safety 6%
Planning and Administration 1%
Police Traffic Services - LEL 4%
Occupant Protection and Child Passenger Safety 6%
Paid Media - Railroad Safety 2%
Paid Media - Distracted Driving 2%
Pedestrian and Bicycle Safety 7%
Paid Media - Impaired Driving 13%
Paid Media - Work Zone Safety 2%
Paid Media - Pedestrian and Bicycle Safety 3%
Paid Media - Occupant Protection 5%
Paid Media - Motorcycle Safety 4%

PROJECT COUNT

FY 2021 Highway Safety Plan
Count of Projects

FDOT Program Areas	Count of Projects	Funding Amount
Aging Road Users	3	$ 562,725
Community Traffic Safety Outreach	8	$ 1,025,000
Distracted Driving	5	$ 247,500
Impaired Driving	27	$ 4,600,631
Motorcycle Safety	18	$ 2,033,100
Occupant Protection and Child Passenger Safety	18	$ 1,887,200
Paid Media - Distracted Driving	1	$ 500,000
Paid Media - Impaired Driving	5	$ 4,378,605
Paid Media - Motorcycle Safety	3	$ 1,190,800
Paid Media - Occupant Protection	1	$ 1,500,000
Paid Media - Pedestrian and Bicycle Safety	1	$ 1,000,000
Paid Media - Railroad Safety	1	$ 500,000
Paid Media - Work Zone Safety	1	$ 500,000
Pedestrian and Bicycle Safety	7	$ 2,256,500
Planning and Administration	3	$ 425,000
Police Traffic Services - LEL	4	$ 1,250,000
Public Traffic Safety Professionals Training	27	$ 2,616,350
Speed/Aggressive Driving	25	$ 2,128,000
Teen Driver Safety	7	$ 589,350
Traffic Records	10	$ 3,522,100
Work Zone Safety	2	$ 211,000
Grand Total	**177**	**$ 32,923,861**


FY 2021 Highway Safety Plan
Number of Projects by Program Area
Work Zone Safety, 2
Community Traffic Safety Outreach, 8
Traffic Records, 10
Distracted Driving, 5
Teen Driver Safety, 7
Speed/Aggressive Driving, 25
Impaired Driving, 27
Aging Road Users, 3
Public Traffic Safety Professionals Training, 27
Planning and Administration, 3
Paid Media - Motorcycle Safety, 3
Motorcycle Safety, 18
Police Traffic Services - LEL, 4
Pedestrian and Bicycle Safety, 7
Occupant Protection and Child Passenger Safety, 18
Paid Media - Work Zone Safety, 1
Paid Media - Distracted Driving, 1
Paid Media - Railroad Safety, 1
Paid Media - Pedestrian and Bicycle Safety, 1
Paid Media - Occupant Protection, 1
Paid Media - Impaired Driving, 5

$5,000 EQUIPMENT LIST

Florida FY2021 HSP - $5,000 Equipment List

FDOT Program Area					
Implementing Agency / Project Name	**Project Number**	**Funding Source**	**Item**	**Maximum Units**	**Maximum Unit Cost**
Aging Road Users					
N/A					
Community Traffic Safety Outreach					
N/A					
Distracted Driving					
Calhoun County Sheriff's Office / Calhoun County Distracted Driving Program	DD-2021-00079	402	Message Board	1	$20,000
Impaired Driving					
Baker County Sheriff's Office / Baker County Sheriff's Office Impaired Driver Program	MSHVE-2021-00175	405 (d)	Intoxilyzer and Printer	1	$10,000
Bradenton Police Department / Sober Streets	MSHVE-2021-00279	405 (d)	Message Board	1	$22,000
Bradford County Sheriff's Office / Bradford County Impaired Driving Enforcement	MSHVE-2021-00019	405 (d)	Message Board	1	$15,000
Columbia County Sheriff's Office / Enhanced Impaired Driving Enforcement	MSHVE-2021-00169	405 (d)	Intoxilyzer and Printer	1	$10,000
Florida Department of Law Enforcement / Improving Highway Safety Through Data Analysis	MSX-2021-00315	405 (d)	LC/MS/MS triple quad instrument	4	$307,000
Florida Highway Patrol / Enhanced Impaired Driving Enforcement Mobile Equipment and Overtime	MSHVE-2021-00056	405 (d)	Intoxilyzer	11	$8,500
Hillsborough County Sheriff's Office / Operation Trident: Outreach, Education, and Enforcement	MSHVE-2021-00160	405 (d)	Intoxilyzer	6	$8,500
Lee County Sheriff's Office / Impaired Driving Enforcement and Education Program	MSHVE-2021-00033	405 (d)	In-Car Video System	4	$6,000
Martin County Sheriff's Office / Driving Under the Influence Awareness and Enforcement	MSHVE-2021-00303	405 (d)	Message Board	1	$20,000
Punta Gorda Police Department / Think Before You Drink Campaign	MSHVE-2021-00004	405 (d)	Message Board	1	$15,500
Putnam County Sheriff's Office / Impaired Driving Task Force 2020-2021	MSHVE-2021-00246	405 (d)	Message Board	1	$15,000

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Florida FY2021 HSP - $5,000 Equipment List

Tampa Police Department / Last Call	MSHVE-2021-00131	405 (d)	Fatal Vision Community Event Pack Fatal Vision Marijuana Campaign Kit	1 1	$6,000 $5,000
Motorcycle Safety					
Tampa Police Department / Safe Motorcycle and Rider Techniques (SMART)	MC-2021-00108	402	Trailer	1	$22,000
Occupant Protection					
N/A					
Paid Media					
N/A					
Pedestrian and Bicycle Safety					
N/A					
Planning and Administration					
N/A					
Police Traffic Services – LEL					
N/A					
Public Traffic Safety Professionals Training					
N/A					
Speed/Aggressive Driving					
Bradenton Police Department / Need for Safety	SC-2021-00277	402	Message Board	1	$20,000
Citrus County Sheriff's Office / Just Drive Citrus – Speed and Aggressive Driving	SC-2021-00062	402	Speed Measurement Trailer	1	$20,000
Marianna Police Department / Operation Safe Speed	SC-2021-00009	402	Speed Measurement Trailer	1	$8,000
Miami Beach Police Department / Speed/Aggressive Driving Initiative	SC-2021-00196	402	Speed Measurement Trailer	1	$12,000
St Augustine Police Department / Traffic Safety Initiative	SC-2021-00248	402	Speed Measurement Trailer	1	$8,000
Tampa Police Department / Project safe Travelers- Speed Reduction for Safer Roadways	SC-2021-00093	402	Speed Measurement Trailer	2	$20,000

Last Updated: 07/01/20

Florida FY2021 HSP - $5,000 Equipment List

Teen Driver Safety					
N/A					
Traffic Records					
N/A					
Work Zone Safety					
Washington County Sheriff's Office / Increasing Safety and Reducing Work Zone Accidents	RS-2021-00245	402	Speed Measurement Trailer	1	$20,000

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

Last Updated: 07/01/20
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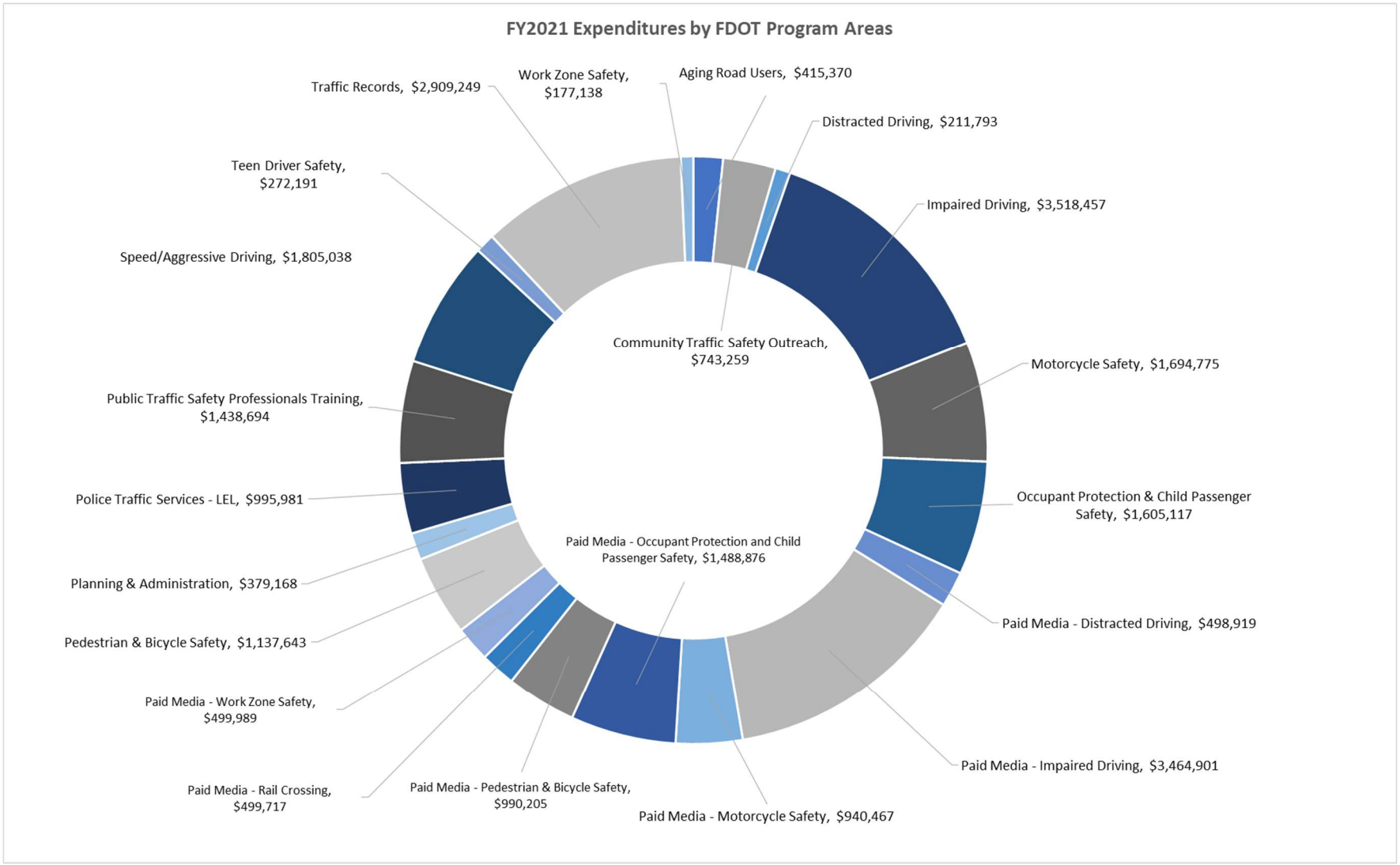
FLORIDA FY2021 HSP - FINANCIAL EXPENDITURES

FY2021 Annual Report
Financial Summary

FDOT Program Areas	NHTSA Funding	402	405 (b)	405 (c)	405 (d)	405(d) - 24/7	405 (f)	405 (h)	Grand Total	Percentage Expended
Aging Road Users	Awarded	$ 562,725							$ 562,725	
	Expenditures	$ 415,370							$ 415,370	74%
Community Traffic Safety Outreach	Awarded	$ 1,025,000							$ 1,025,000	
	Expenditures	$ 743,259							$ 743,259	73%
Distracted Driving	Awarded	$ 247,500							$ 247,500	
	Expenditures	$ 211,793							$ 211,793	86%
Impaired Driving	Awarded	$ 207,381			$ 4,393,250				$ 4,600,631	
	Expenditures	$ 140,225			$ 3,378,232				$ 3,518,457	76%
Motorcycle Safety	Awarded	$ 2,033,100							$ 2,033,100	
	Expenditures	$ 1,694,775							$ 1,694,775	83%
Occupant Protection and Child Passenger Safety	Awarded	$ 177,100	$ 1,710,100						$ 1,887,200	
	Expenditures	$ 121,249	$ 1,483,868						$ 1,605,117	85%
Paid Media - Distracted Driving	Awarded	$ 500,000							$ 500,000	
	Expenditures	$ 498,919							$ 498,919	100%
Paid Media - Impaired Driving	Awarded				$ 4,175,000	$ 203,605			$ 4,378,605	
	Expenditures				$ 3,261,300	$ 203,601			$ 3,464,901	79%
Paid Media - Motorcycle Safety	Awarded	$ 440,000			$ 500,000		$ 250,800		$ 1,190,800	
	Expenditures	$ 343,312			$ 354,260		$ 242,895		$ 940,467	79%
Paid Media - Occupant Protection and Child Passenger Safety	Awarded	$ 1,500,000							$ 1,500,000	
	Expenditures	$ 1,488,876							$ 1,488,876	99%
Paid Media - Pedestrian and Bicycle Safety	Awarded							$ 1,000,000	$ 1,000,000	
	Expenditures							$ 990,205	$ 990,205	99%
Paid Media - Rail Crossing	Awarded	$ 500,000							$ 500,000	
	Expenditures	$ 499,717							$ 499,717	100%
Paid Media - Work Zone Safety	Awarded	$ 500,000							$ 500,000	
	Expenditures	$ 499,989							$ 499,989	100%
Pedestrian and Bicycle Safety	Awarded	$ 1,756,500						$ 500,000	$ 2,256,500	
	Expenditures	$ 1,137,643						$ -	$ 1,137,643	50%
Planning & Administration	Awarded	$ 425,000							$ 425,000	
	Expenditures	$ 379,168							$ 379,168	89%
Police Traffic Services - LEL	Awarded	$ 1,100,000	$ 75,000		$ 75,000				$ 1,250,000	
	Expenditures	$ 880,513	$ 54,227		$ 61,241				$ 995,981	80%
Public Traffic Safety Professionals Training	Awarded	$ 838,350			$ 1,378,000			$ 400,000	$ 2,616,350	
	Expenditures	$ 415,259			$ 882,045			$ 141,390	$ 1,438,694	55%
Speed/Aggressive Driving	Awarded	$ 2,128,000							$ 2,128,000	
	Expenditures	$ 1,805,038							$ 1,805,038	85%
Teen Driver Safety	Awarded	$ 589,350							$ 589,350	
	Expenditures	$ 272,191							$ 272,191	46%
Traffic Records	Awarded	$ 1,337,415		$ 2,184,685					$ 3,522,100	
	Expenditures	$ 1,053,309		$ 1,855,940					$ 2,909,249	83%
Work Zone Safety	Awarded	$ 211,000							$ 211,000	
	Expenditures	$ 177,138							$ 177,138	84%
Awarded Total		**$ 16,078,421**	**$ 1,785,100**	**$ 2,184,685**	**$ 10,521,250**	**$ 203,605**	**$ 250,800**	**$ 1,900,000**	**$ 32,923,861**	
Expenditures Total		**$ 12,777,743**	**$ 1,538,095**	**$ 1,855,940**	**$ 7,937,078**	**$ 203,601**	**$ 242,895**	**$ 1,131,595**	**$ 25,686,947**	
Difference		**79%**	**86%**	**85%**	**75%**	**100%**	**97%**	**60%**	**78%**	


FY2021 Expenditures by FDOT Program Areas
Traffic Records, $2,909,249
Work Zone Safety, $177,138
Aging Road Users, $415,370
Distracted Driving, $211,793
Teen Driver Safety, $272,191
Impaired Driving, $3,518,457
Speed/Aggressive Driving, $1,805,038
Community Traffic Safety Outreach, $743,259
Motorcycle Safety, $1,694,775
Public Traffic Safety Professionals Training, $1,438,694
Occupant Protection & Child Passenger Safety, $1,605,117
Police Traffic Services - LEL, $995,981
Paid Media - Occupant Protection and Child Passenger Safety, $1,488,876
Paid Media - Distracted Driving, $498,919
Planning & Administration, $379,168
Pedestrian & Bicycle Safety, $1,137,643
Paid Media - Work Zone Safety, $499,989
Paid Media - Impaired Driving, $3,464,901
Paid Media - Rail Crossing, $499,717
Paid Media - Pedestrian & Bicycle Safety, $990,205
Paid Media - Motorcycle Safety, $940,467