

# Florida Department of Transportation



## FY 2023 Highway Safety Plan Annual Report



**Ron DeSantis**  
Florida Governor

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# INTRODUCTION

The Florida Department of Transportation (FDOT) State Safety Office is pleased to present the FY2023 Annual Report detailing the planned activities, activity results, planned activities not implemented, National Highway Traffic Safety Administration (NHTSA) mobilization participation and overall progress toward meeting Florida’s “target zero” mission for fatalities and serious injuries.

## AMENDMENTS

The FDOT State Safety Office submits the Highway Safety Plan (HSP) by July 1<sup>st</sup> of each calendar year for NHTSA approval of projects to be funded in the upcoming fiscal year that will begin October 1<sup>st</sup>, in accordance with 23 CFR Part 1300. Any changes to the originally submitted HSP are 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 FY2023 subgrant year. The following legend is provided to identify the changes that were approved and implemented within each respective amendment:

Legend:

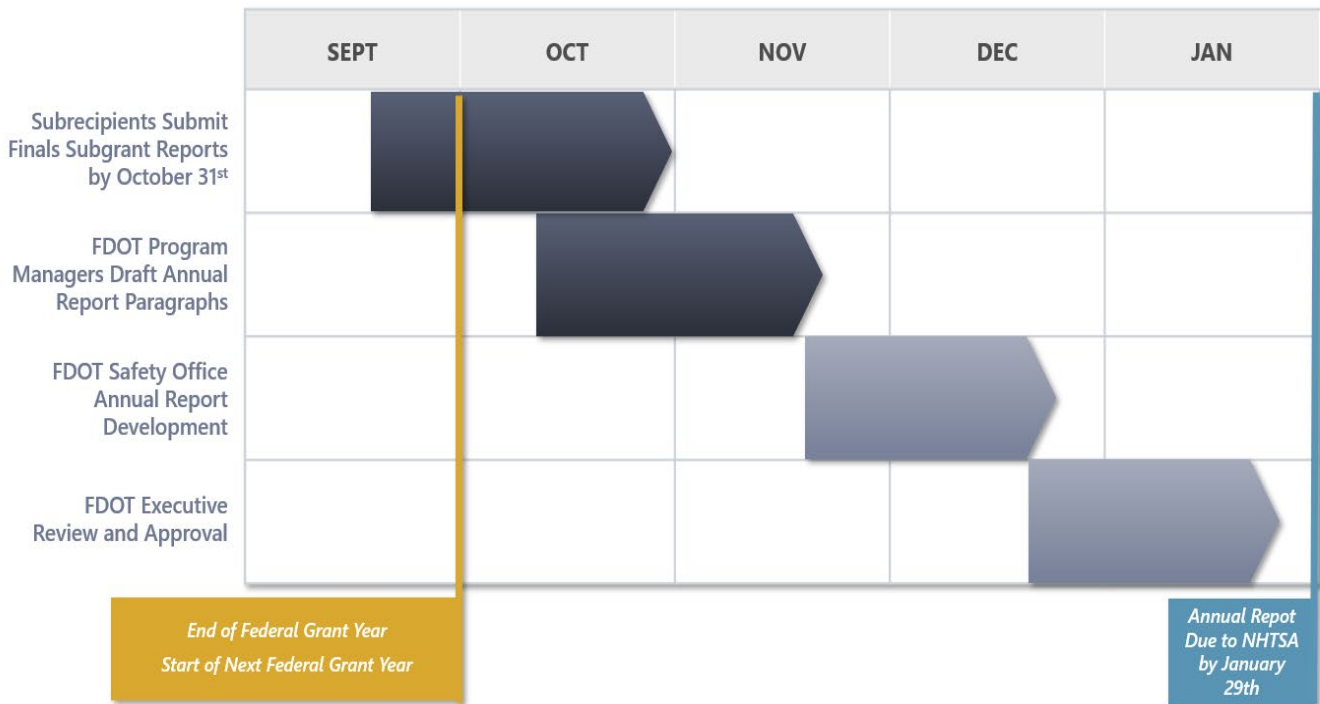
Amendment 1 Changes – Gold

Amendment 2 Changes - Red

# ANNUAL REPORT

The FDOT State Safety Office works with subrecipients to complete the required Highway Safety Plan Annual Report each year by December 29<sup>th</sup>. With the recent Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law” the submission deadline was extended to January 29<sup>th</sup>, giving us more time to complete the report and get appropriate approvals. Our FY2023 Annual Report includes all projects proposed and approved in the FY2023 Highway Safety Plan, along with a report out of activities performed by each project.

## SAFETY GRANT ANNUAL REPORT PROCESS



## FLORIDA DEPARTMENT OF TRANSPORTATION

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

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

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

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



# FLORIDA'S 2021 - 2025 STRATEGIC HIGHWAY SAFETY PLAN




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


Florida's safety vision is simple: to eliminate all transportation-related fatalities and serious injuries for all modes of travel. This priority focuses on motor vehicle safety and includes pedestrians, bicyclists, motorcyclists, micromobility device users, and transit users using the roadway system, as well as connections between the roadway system and other modes of transportation. The personal and societal costs of traffic crashes in Florida today are unacceptably high. More than 3,000 Florida residents and visitors die in a traffic crash each year, and an average of 16,000 are seriously injured. Crashes involving fatalities, serious injuries, and property damage also take a toll on our quality of life, economy, and impede the efficiency and reliability of our transportation system.

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

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




## OUR VISION



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

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



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



## OUR PLANNING PROCESS

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



### **VISION ZERO WORKSHOP**

225 ATTENDEES



### **SAFETY SUBCOMMITTEE**

6 MEETINGS  
150 ATTENDEES



### **SAFETY COALITION MEETINGS**

7 MEETINGS  
200 ATTENDEES



### **PARTNER BRIEFINGS**

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



### **SOCIAL MEDIA OUTREACH**

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

## ALIGNMENT WITH OTHER STATE PLANS

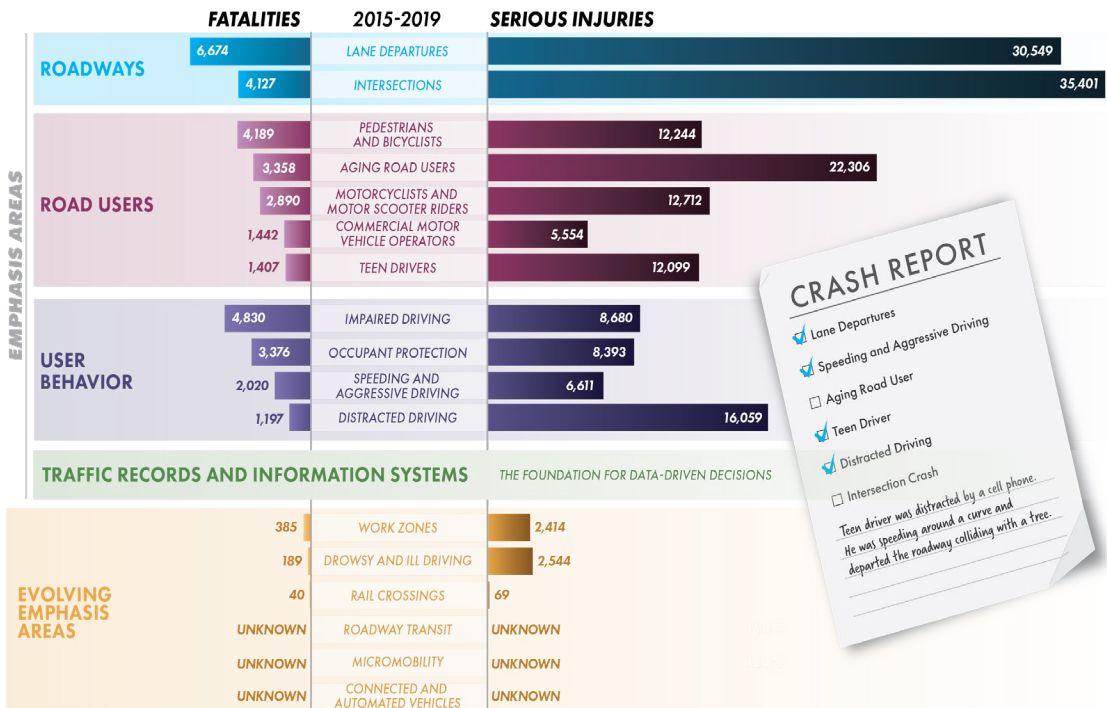
The SHSP was developed in close coordination with the state’s long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of “Safety and security for Florida’s residents, businesses, and visitors,” with the target of zero transportation fatalities or serious injuries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

## REVIEW AND ANALYSIS OF SAFETY AND RELATED DATA

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

## OUR EMPHASIS AREAS

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



## FEDERAL TRAFFIC SAFETY PROGRAMS

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



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

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

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

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

Florida’s FY 2023 HSP has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs as amended by the Fixing America’s Surface Transportation (FAST) Act. States must annually submit an HSP to NHTSA for approval describing its highway safety program and planned activities that will drive down serious injuries and fatalities on our highways.

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

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



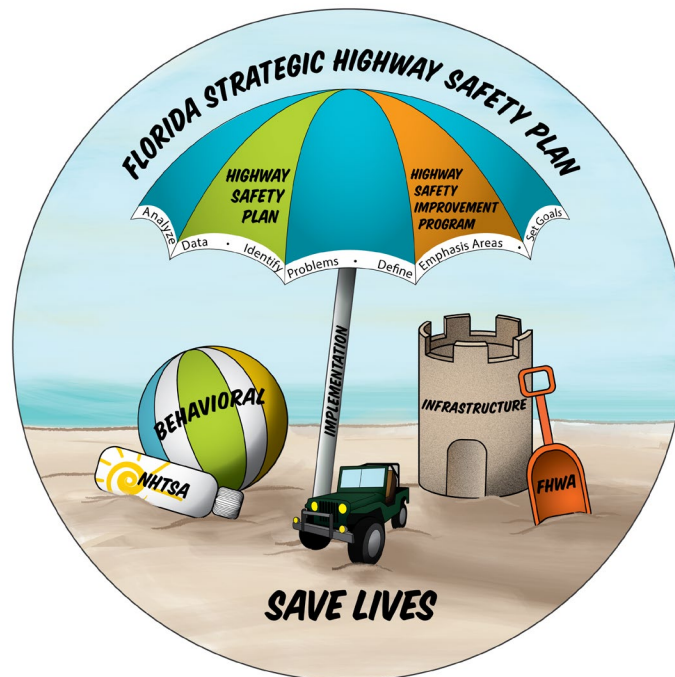
## Infrastructure Investment and Jobs Act



## FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2022-23 HSP (hereafter referred to as Florida's FY 2023 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The HSP is based on Florida's SHSP goals and objectives, crash data, and federal requirements. The highway safety programs focus on priority areas that have been proven to be effective in reducing traffic crashes, serious injuries, and fatalities. These safety programs are the focus and foundation of Florida's FY 2023 HSP and are separated into the following categories:

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



## SUBGRANTS

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

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

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

## COST REIMBURSEMENT

The FDOT State Safety Office funded the projects described within this FY 2023 HSP Annual Report with NHTSA funding. NHTSA funds are provided to the state via a cost-reimbursement process. FDOT reimburses subrecipients for subgrant eligible costs using state funds and then vouchers NHTSA for reimbursement of all claims paid within the previous month. Due to the changes in IJA, the FDOT State Safety Office has until January 28, 2024, to request reimbursement of subgrant claim costs for the FY 2023 grant year.

## COMPLIANCE WITH NHTSA GUIDELINES - PURCHASES

As per NHTSA guidelines, all subgrants awarded in the FY 2023 HSP will comply with the May 18, 2016, memorandum from NHTSA's Chief Counsel. This includes all equipment, recognition awards, educational materials, advertising media, and safety items for public distribution. The FDOT State Safety Office will continue to verify compliance with the NHTSA regional office for any questionable items.



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

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

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

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

### FY 2023 Highway Safety Plan 402 Local Benefit

Type of Funding	402 (Grants)		
FDOT Program Areas	Total Funding Amount	Total Local Benefit	Percentage
Aging Road Users	\$ 510,000	\$ 210,000	41%
Community Traffic Safety Outreach	\$ 1,375,000	\$ 635,000	46%
Distracted Driving	\$ 363,000	\$ 363,000	100%
Impaired Driving	\$ 235,000	\$ -	0%
Motorcycle Safety	\$ 2,536,500	\$ 1,677,500	66%
Occupant Protection and Child Passenger Safety	\$ 1,555,000	\$ 1,425,000	92%
Paid Media - Distracted Driving	\$ 750,000	\$ -	0%
Paid Media - Motorcycle Safety	\$ 440,000	\$ -	0%
Paid Media - Railroad Safety	\$ 750,000	\$ -	0%
Paid Media - Speeding and Aggressive Driving	\$ 750,000	\$ -	0%
Paid Media - Work Zone Safety	\$ 750,000	\$ -	0%
Pedestrian and Bicycle Safety	\$ 1,388,500	\$ -	0%
Planning and Administration	\$ 1,273,050	\$ -	0%
Police Traffic Services - LEL	\$ 1,225,000	\$ 100,000	8%
Public Traffic Safety Professionals Training	\$ 906,000	\$ 906,000	100%
Speeding and Aggressive Driving	\$ 3,632,000	\$ 3,632,000	100%
Teen Driver Safety	\$ 1,506,200	\$ 511,200	34%
Traffic Records	\$ 899,500	\$ -	0%
Work Zone Safety	\$ 835,000	\$ 835,000	100%
<b>Grand Total</b>	<b>\$ 21,679,750</b>	<b>\$ 10,294,700</b>	<b>47%</b>

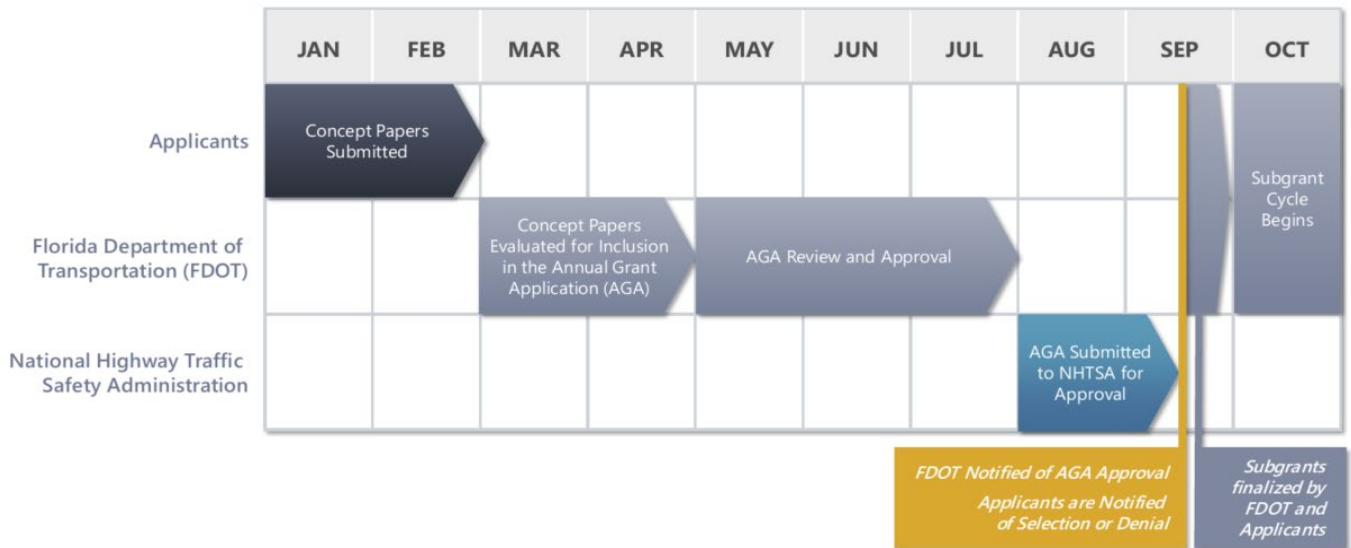


## APPLICATION PROCESS

Entities interested in applying for NHTSA funding through FDOT’s State Safety Office must submit concept papers between January 1 and the last day of February, for the next award cycle beginning October 1. Subgrants are awarded on a federal fiscal year basis (October 1 – September 30) and require performance measure delivery and reporting.

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

### SAFETY GRANT PROCESS



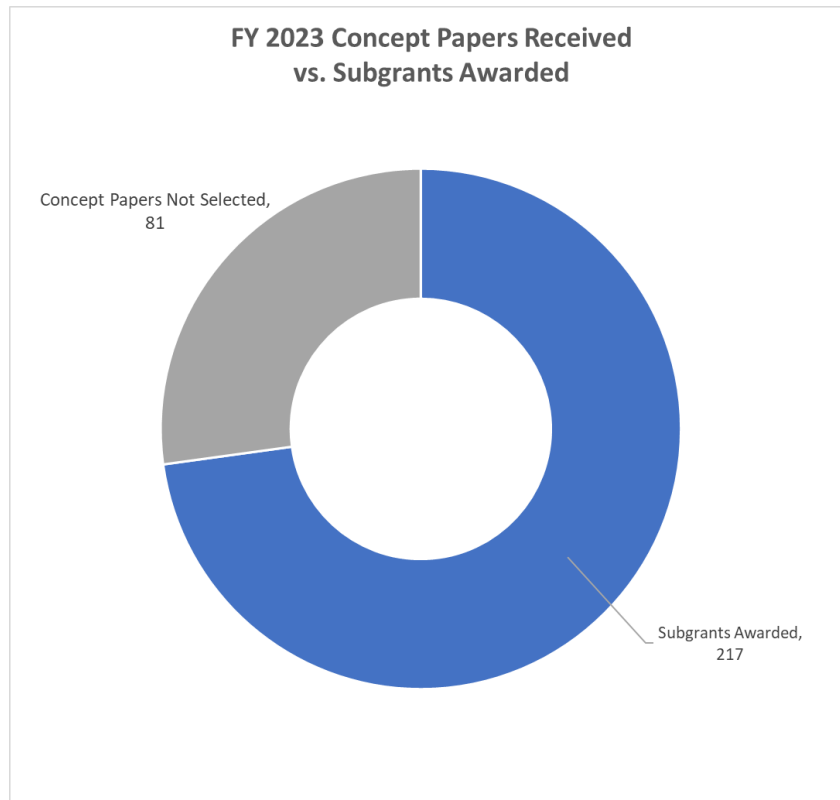
## CONCEPT PAPERS

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

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

### FY 2023 Highway Safety Plan Concept Papers Received vs. Subgrants Awarded

FDOT Program Areas	Concept Papers Received	Subgrants Awarded	Difference	Percentage Awarded
Aging Road Users	4	2	2	50%
Community Traffic Safety Outreach	12	11	1	92%
Distracted Driving	18	8	10	44%
Impaired Driving	39	32	7	82%
Motorcycle Safety	25	24	1	96%
Occupant Protection and Child Passenger Safety	27	24	3	89%
Paid Media (FDOT Only)	6	6	0	100%
Pedestrian and Bicycle Safety	18	7	11	39%
Planning and Administration (FDOT Only)	3	3	0	100%
Police Traffic Services	2	2	0	100%
Public Traffic Safety Professionals Training	43	31	12	72%
Speed/Aggressive Driving	57	40	17	70%
Teen Driver Safety	17	9	8	53%
Traffic Records	7	4	3	57%
Traffic Records Coordinating Committee (TRCC)	8	5	3	63%
Work Zone Safety	12	9	3	75%
<b>Grand Total</b>	<b>298</b>	<b>217</b>	<b>81</b>	<b>73%</b>



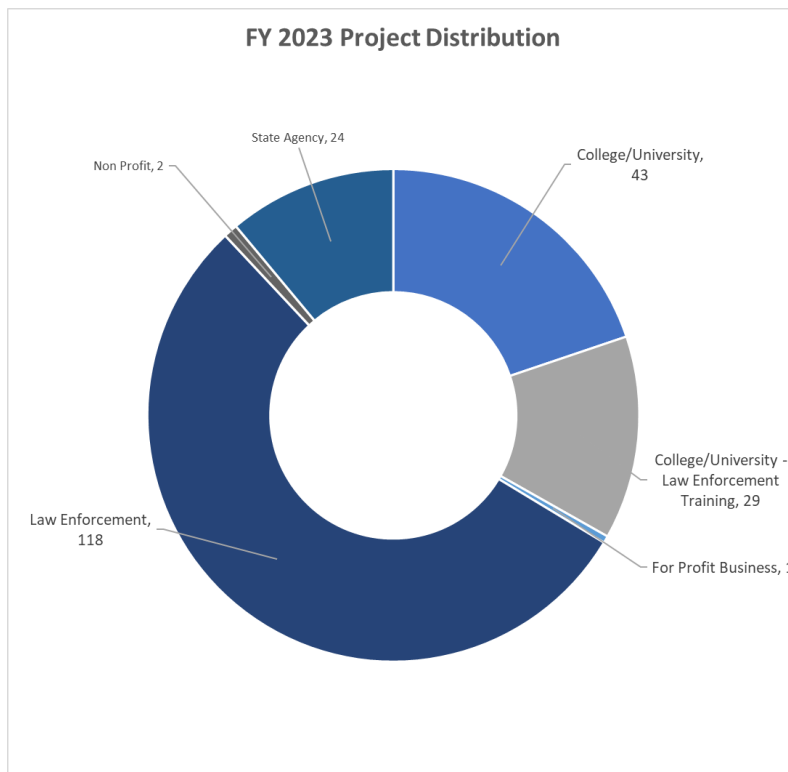
## PROJECT DISTRIBUTION

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

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

### FY 2023 Highway Safety Plan Project Distribution

Agency Type	Projects Awarded	Sum of Final Funding Amount
College/University	43	\$ 18,019,550
College/University - Law Enforcement Training	29	\$ 1,563,000
For Profit Business	1	\$ 56,000
Law Enforcement	118	\$ 10,631,000
Non Profit	2	\$ 310,000
State Agency	24	\$ 9,438,200
<b>Grand Total</b>	<b>217</b>	<b>\$ 40,017,750</b>



## RISK ASSESSMENT

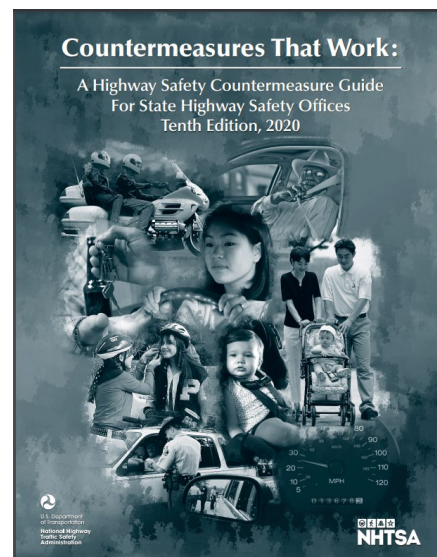
FDOT's State Safety Office is required by NHTSA to evaluate and document the risk for each entity applying for federal subgrant funds prior to making an award. The FDOT State Safety Office assesses the applicant's risk of noncompliance with Federal and State statutes, Federal and State regulations, terms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



## ANALYSIS

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

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



# PROBLEM IDENTIFICATION

## CARGO SHIFT OR LOSS (UNSECURED LOAD)

The FDOT State Safety Office also annually reviews the number of serious injuries and fatalities caused by crashes involving unsecured loads on non-commercial vehicles. Examination of five years of cumulative data (2016-2020) reveals that a total of 10 fatalities and 93 serious injuries were sustained by Florida motorists due to unsecure loads, or an average of two fatalities and a little over 18 serious injuries per year. This review provides Florida decision-makers with critical information about crashes involving cargo shift or loss for non-commercial vehicles throughout the state. An analysis of the data indicates that the incidents occur rarely and randomly throughout the state. The FDOT State Safety Office and its traffic safety partners will monitor this data annually to determine the need for future countermeasures.

The FDOT State Safety Office 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.



## DATA-DRIVEN APPROACH

The FDOT State Safety Office has developed objective, data-driven tools to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2016-2020), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

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

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

- **Aging Road Users (Drivers 65+)** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was age 65 or older at the time of the crash
- **Distracted Driving** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver was coded as distracted
- **Impaired Driving** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver was coded as either having a positive blood alcohol content, a positive drug test result, or in which a driver refused to be tested for alcohol or drugs
- **Motorcyclists** – serious injuries plus fatalities of drivers and passengers of a motorcycle (does not include moped)
- **Occupant Protection** – serious injuries plus fatalities of drivers and passengers of a vehicle other than a motorcycle, moped, or ATV who were coded as not using a restraint system
- **Pedestrian or Bicyclist** – serious injuries plus fatalities of pedestrians or bicyclists
- **Speed or Aggressive Driving** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was coded with driver actions related to speeding (any single action) or aggressive driving (two or more of certain moving violations, such as careless driving, improper passing, and several others)
- **Teen Drivers** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was aged 15-20

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

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

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

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



# HIGHWAY SAFETY MATRIX

FY2023 Highway Safety Matrix - Ranking of Florida Counties																													
Group I - Population of 200,001 and above - 26 Counties				Group II - Population of 50,001 to 200,000 - 15 Counties				Group III - Population of up to 50,000 - 26 Counties																					
Florida County (Group I)	Aging Road Users (Drivers 65+)	Disabled Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group II)	Aging Road Users (Drivers 65+)	Disabled Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group III)	Aging Road Users (Drivers 65+)	Disabled Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	19	15	19	17	19	22	18	23	Bay	7	2	5	4	4	1	3	2	8	Baker	22	7	11	15	9	15	20	6	13
Brevard	12	13	14	11	14	13	10	12	15	Charlotte	6	7	6	5	12	5	7	12	6	Bradford	16	18	9	11	12	7	21	16	8
Broward	3	9	12	2	4	2	2	4	2	Citrus	2	1	4	1	2	3	1	3	1	Calhoun	21	8	21	20	22	24	19	18	22
Clay	26	26	22	26	26	26	26	26	26	Columbia	8	9	2	15	1	13	4	4	15	Desoto	3	9	8	1	6	1	12	5	1
Collier	18	14	18	23	19	18	23	20	24	Flagler	12	12	11	6	14	14	12	15	13	Dixie	20	17	16	22	13	12	16	19	6
Duval	14	10	2	9	5	7	11	9	6	Hernando	1	3	3	2	5	4	2	1	3	Franklin	24	23	25	23	26	18	24	25	24
Escambia	20	17	19	20	18	15	21	19	16	Highlands	3	6	9	8	6	8	6	5	14	Gadsden	7	3	3	7	5	9	2	12	17
Hillsborough	6	2	1	3	2	4	3	3	4	Indian River	4	10	10	11	7	7	8	6	5	Gilchrist	17	21	7	14	10	22	10	10	21
Lake	15	15	17	15	15	21	15	16	12	Martin	9	15	8	7	9	6	5	10	7	Glades	14	13	14	9	16	20	17	23	16
Lee	11	6	4	10	9	10	6	11	14	Monroe	11	4	14	3	15	2	13	14	12	Gulf	19	20	23	18	20	23	23	22	7
Leon	24	25	24	25	23	22	19	24	25	Nassau	13	14	7	14	11	15	14	7	4	Hamilton	18	16	15	19	17	11	6	11	23
Manatee	7	12	9	13	13	11	16	6	8	Putnam	14	13	1	10	3	10	11	11	10	Hardee	1	5	6	3	4	10	13	4	14
Marion	13	18	6	16	8	16	14	17	19	Santa Rosa	10	5	12	9	10	11	9	9	9	Hendry	8	6	12	4	8	2	9	13	2
Miami-Dade	4	7	8	1	1	1	4	2	5	Sumter	5	8	13	12	8	9	15	8	2	Holmes	9	19	20	17	19	19	15	7	9
Okaloosa	25	22	26	24	24	24	20	21	21	Walton	15	11	15	13	13	12	10	13	11	Jackson	5	1	5	6	3	5	7	3	5
Orange	8	1	5	5	6	3	5	1	1											Jefferson	12	12	19	26	15	17	11	17	19
Osceola	17	3	20	17	21	17	24	15	17											Lafayette	23	24	26	21	23	21	22	24	25
Palm Beach	2	8	10	7	3	6	1	7	11											Levy	4	4	2	2	1	6	3	2	11
Pasco	1	4	3	8	12	8	12	5	9											Liberty	25	26	22	25	25	26	25	26	26
Pinellas	5	11	7	6	7	5	8	8	13											Madison	13	11	18	16	21	13	8	21	18
Polk	16	16	13	12	10	12	9	14	20											Okcechobee	6	22	4	5	7	4	4	8	4
Saint Johns	23	23	21	22	25	25	25	25	22											Suwannee	2	2	1	8	2	3	1	1	10
Saint Lucie	22	24	23	21	20	23	17	23	18											Taylor	11	15	10	13	11	8	5	9	15
Sarasota	10	21	16	14	16	14	13	13	3											Union	26	25	24	24	24	25	26	20	20
Seminole	21	20	25	18	22	20	18	22	10											Wakulla	10	10	13	10	18	14	18	14	12
Volusia	9	5	11	4	11	9	7	10	7											Washington	15	14	17	12	14	16	14	15	3

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

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


Florida Department of Transportation  
 State Safety Office  
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**FDOT** **FY2023 Highway Safety Matrix - Ranking of Florida Cities** **TRAVEL ZERO**  
 (Based on total actual serious injuries and fatalities during 2016-2020)

Group I - Population of 75,000 and above - 36 Cities									
Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Boca Raton	18	18	21	30	20	27	24	31	8
Boynton Beach	31	32	19	26	27	28	29	34	22
Cape Coral	16	7	9	10	15	23	8	13	29
Clearwater	12	14	16	14	21	10	22	22	17
Coral Springs	32	28	33	34	33	34	27	30	25
Davie	26	29	13	17	19	24	11	16	15
Deerfield Beach	33	31	34	31	35	25	28	32	16
Deltona	28	12	36	24	36	36	21	25	32
Fort Lauderdale	9	11	26	6	13	5	18	11	12
Fort Myers	13	6	6	9	8	12	6	7	18
Gainesville	8	5	7	8	10	9	16	9	20
Hialeah	11	30	10	13	9	7	20	12	19
Hollywood	20	23	11	16	7	17	15	19	7
Homestead	35	36	30	36	29	30	35	23	33
Jacksonville	2	3	1	2	1	4	3	2	4
Kissimmee	5	2	8	7	11	8	23	3	9
Lakeland	17	20	17	15	14	19	17	20	23
Largo	15	9	28	18	34	11	36	28	24
Melbourne	14	13	12	11	22	21	19	15	14
Miami	6	8	5	4	4	3	5	5	6
Miami Beach	30	34	31	23	31	16	26	36	27
Miami Gardens	29	15	24	29	16	18	7	14	26
Miramar	36	27	27	35	24	31	30	27	11
North Port	19	25	29	27	28	33	25	21	2
Orlando	1	1	2	1	2	1	2	1	1
Palm Bay	10	16	15	12	23	22	10	10	21
Palm Coast	25	24	18	25	30	35	33	33	28
Pembroke Pines	23	33	32	33	32	26	34	29	31
Plantation	7	19	20	22	17	20	13	8	5
Pompano Beach	21	17	23	21	18	14	12	18	10
Port Saint Lucie	27	26	25	28	25	29	31	26	34
Saint Petersburg	4	10	4	5	5	6	4	6	13
Sunrise	34	35	35	32	26	32	32	35	36
Tallahassee	22	22	14	19	12	13	14	17	30
Tampa	3	4	3	3	3	2	1	4	3
West Palm Beach	24	21	22	20	6	15	9	24	35

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

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Florida Department of Transportation  
 State Safety Office

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**FDOT** **FY2023 Highway Safety Matrix - Ranking of Florida Cities** **TARGET ZERO**  
 (Based on total actual serious injuries and fatalities during 2016-2020)

Group II - Population of 15,000-74,999 - 103 Cities																			
Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Altamonte Springs	63	26	56	50	69	55	44	54	5	New Smyrna Beach	19	17	35	11	46	36	35	32	13
Apopka	20	6	14	22	16	20	12	16	29	North Lauderdale	98	58	89	74	77	69	58	83	75
Auburndale	51	88	65	56	62	57	80	55	66	North Miami	66	61	29	48	43	19	40	39	71
Aventura	50	34	71	72	85	30	64	65	35	North Miami Beach	54	80	78	52	57	31	41	50	74
Bartow	68	87	58	59	75	89	94	67	97	Oakland Park	35	54	63	32	27	10	10	45	52
Belle Glade	89	103	68	86	49	87	74	75	65	Ocala	4	4	4	5	2	4	6	4	14
Bonita Springs	38	53	11	28	39	50	38	51	41	Ocoee	32	16	28	55	56	45	21	28	21
Bradenton	1	3	2	3	4	2	11	1	4	Opa-locka	88	45	99	62	61	56	29	74	98
Casselberry	70	84	84	47	73	73	66	59	59	Ormond Beach	6	9	15	6	30	13	7	18	53
Clermont	14	13	13	17	11	37	16	6	9	Oviedo	74	73	70	82	70	95	98	87	77
Cocoa	15	12	9	10	13	14	5	11	22	Palmbach Gardens	31	40	49	95	19	54	30	37	49
Coconut Creek	62	68	77	65	55	71	73	71	34	Palm Springs	84	86	16	36	21	40	17	43	92
Cooper City	75	74	92	83	72	96	68	89	83	Palmetto Bay	79	99	95	96	94	81	90	60	90
Coral Gables	22	15	41	49	25	12	79	36	50	Panama City	17	10	5	13	7	9	8	21	17
Crestview	71	29	79	69	52	64	47	35	87	Parkland	100	92	91	99	98	98	99	88	58
Cutler Bay	73	90	82	81	78	53	101	69	76	Pensacola	26	30	6	16	8	8	31	24	20
Dania Beach	40	60	31	25	48	33	20	47	43	Pinecrest	101	102	98	98	102	93	97	103	64
Daytona Beach	8	7	12	1	5	5	3	5	2	Pinellas Park	7	14	8	8	15	7	13	8	12
DeBary	80	62	75	76	74	91	72	84	95	Plant City	46	50	33	29	9	46	27	19	55
DeLand	18	8	34	19	17	24	53	7	81	Port Orange	11	25	24	9	37	17	51	12	11
Delray Beach	5	19	17	12	10	6	2	15	18	Punta Gorda	33	22	19	37	41	61	33	68	19
Doral	92	82	69	79	83	70	88	81	25	Riviera Beach	94	83	64	88	80	62	59	94	57
Dunedin	58	77	43	51	79	60	65	58	80	Rockledge	48	43	23	43	47	63	45	38	27
Edgewater	60	75	74	44	59	77	62	73	30	Royal Palm Beach	83	81	42	87	58	86	63	93	79
Esteros	2	1	1	2	1	1	1	2	7	Safety Harbor	96	96	100	92	97	99	86	102	99
Eustis	27	24	37	26	29	75	24	22	37	Saint Augustine	56	36	60	27	65	27	49	40	102
Fort Pierce	49	38	66	41	31	25	14	29	26	Saint Cloud	45	20	27	46	26	38	52	33	16
Fort Walton Beach	103	95	86	103	101	103	85	96	96	Sanford	44	28	32	18	12	29	15	25	15
Greenacres	21	37	30	53	28	39	42	30	54	Sarasota	3	11	3	4	3	3	4	3	3
Groveland	65	44	45	61	60	90	70	62	38	Sebastian	67	85	94	70	91	88	82	90	60
Haines City	69	64	36	68	40	79	46	53	85	Seminole	28	48	18	33	81	35	26	48	44
Hallandale Beach	36	42	57	38	51	42	54	57	78	Stuart	24	79	46	30	32	44	37	41	32
Hialeah Gardens	87	93	97	93	100	74	92	91	93	Sunny Isles Beach	95	101	96	101	95	67	91	101	91
Jacksonville Beach	91	70	44	60	92	41	69	78	94	Sweetwater	99	94	85	94	96	82	93	92	61
Jupiter	57	27	62	54	22	76	57	44	72	Tamarac	37	67	61	45	36	51	18	34	70
Key West	55	56	80	7	53	22	61	61	36	Tarpon Springs	30	55	72	39	34	49	76	23	88
Lady Lake	41	89	47	78	42	68	84	80	101	Tavares	39	65	54	34	54	83	75	79	45
Lake Mary	85	23	40	63	67	84	48	76	31	Temple Terrace	76	100	93	84	90	66	60	99	86
Lake Wales	61	49	88	73	35	65	56	77	47	Titusville	16	41	21	14	14	34	9	17	51
Lake Worth	47	59	22	24	20	15	39	31	23	Venice	9	35	26	23	38	23	22	20	10
Lauderdale Lakes	64	46	90	75	71	32	55	72	82	Vero Beach	34	47	38	77	45	58	71	63	24
Lauderhill	53	71	48	66	33	26	23	42	48	Wellington	43	51	25	67	23	48	19	27	33
Leesburg	10	32	10	15	24	21	25	13	28	West Melbourne	86	69	73	85	99	80	96	82	89
Longwood	59	18	81	57	64	59	95	49	6	West Park	97	76	102	80	88	85	78	70	69
Lynn Haven	81	78	87	91	87	102	83	85	63	Weston	78	57	55	64	68	52	50	64	39
Maitland	77	21	53	89	66	92	77	66	8	Wildwood	52	52	59	71	76	94	87	98	46
Marco Island	90	97	76	97	93	97	103	97	100	Winter Garden	72	33	39	58	84	72	67	46	73
Margate	13	31	52	42	18	11	34	9	40	Winter Haven	42	72	50	35	50	47	32	52	42
Miami Lakes	102	98	83	100	86	101	102	95	84	Winter Park	29	2	51	20	44	18	43	10	1
Mount Dora	82	66	103	102	103	100	100	100	103	Winter Springs	93	91	67	90	89	78	89	86	56
Naples	12	5	7	31	6	16	28	14	62	Zephyrhills	25	63	101	40	63	43	81	56	67
New Port Richey	23	39	20	21	82	28	36	26	68										

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

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
# FY2023 Highway Safety Matrix - Ranking of Florida Cities



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

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

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

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

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



# PERFORMANCE PLAN

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

## CORE OUTCOME MEASURES

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

## BEHAVIOR MEASURES

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

## ACTIVITY MEASURES

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

## FLORIDA-SPECIFIC MEASURES

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

## TARGETS

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



## DATA FORECASTS

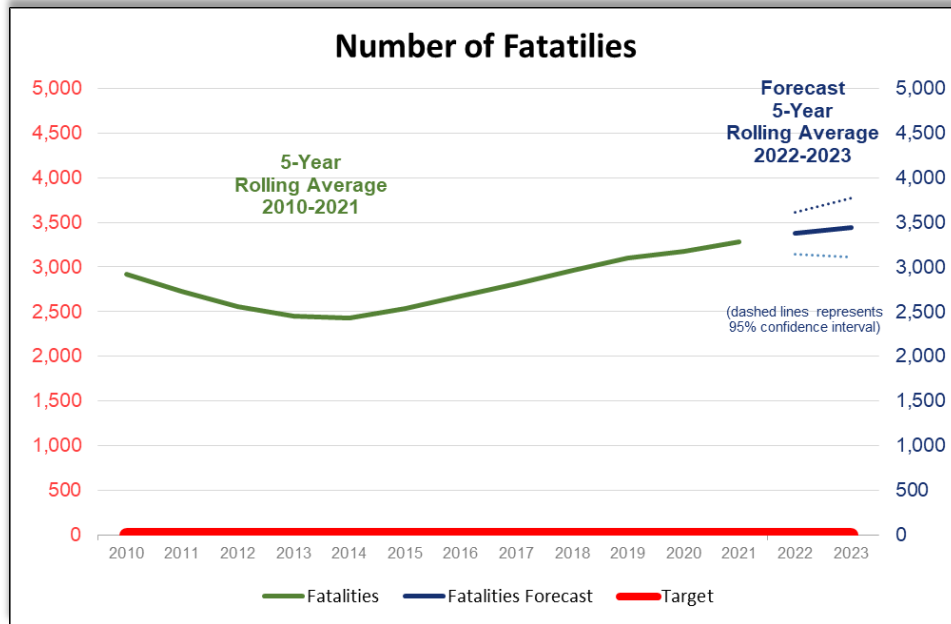
Understanding that zero fatalities cannot be reached within the HSP FY 2023 year, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including vehicle miles traveled (VMT), gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only Vehicle Miles Traveled (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five-year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2022 and 2023 are based on monthly data from 2006 through 2021 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2022 and 2023 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to COVID-19 anomalies.

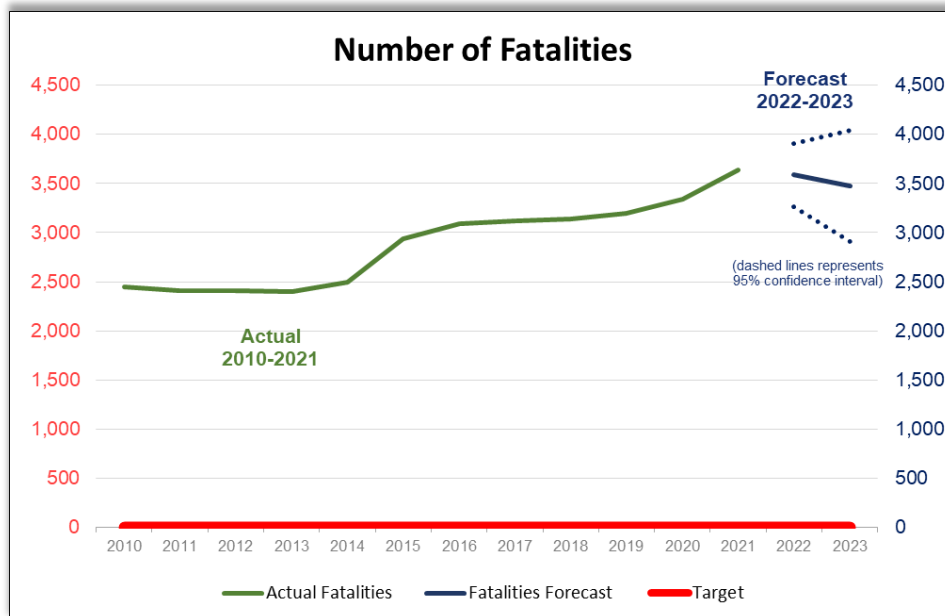
## C1 - NUMBER OF FATALITIES

- **Target:** Florida's target for fatalities is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted as 3,445 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reduce the upward trend to ultimately reduce the number of traffic fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2022 and 2023.



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

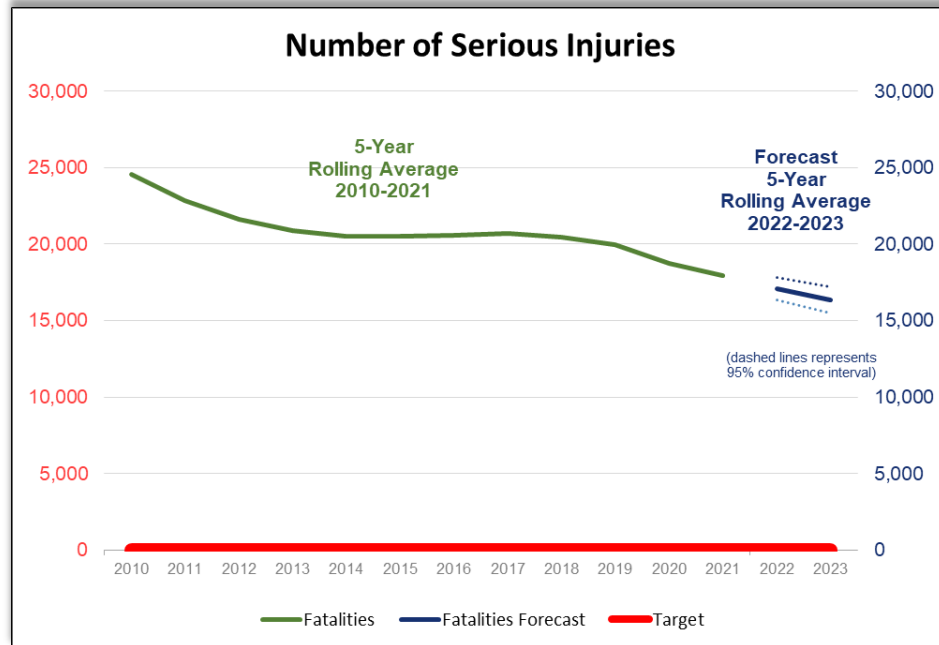




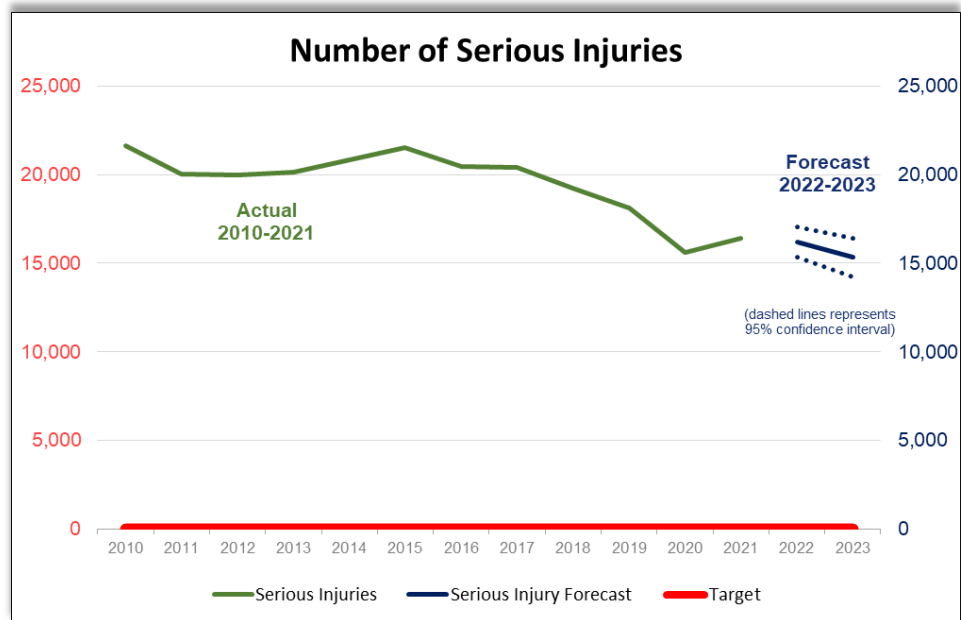
## C2 - NUMBER OF SERIOUS INJURIES

- **Target:** Florida's target for serious injuries is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted as 16,330 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injuries could slowly trend downward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could trend downward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of serious injuries for each year and the data forecast for 2022 and 2023.



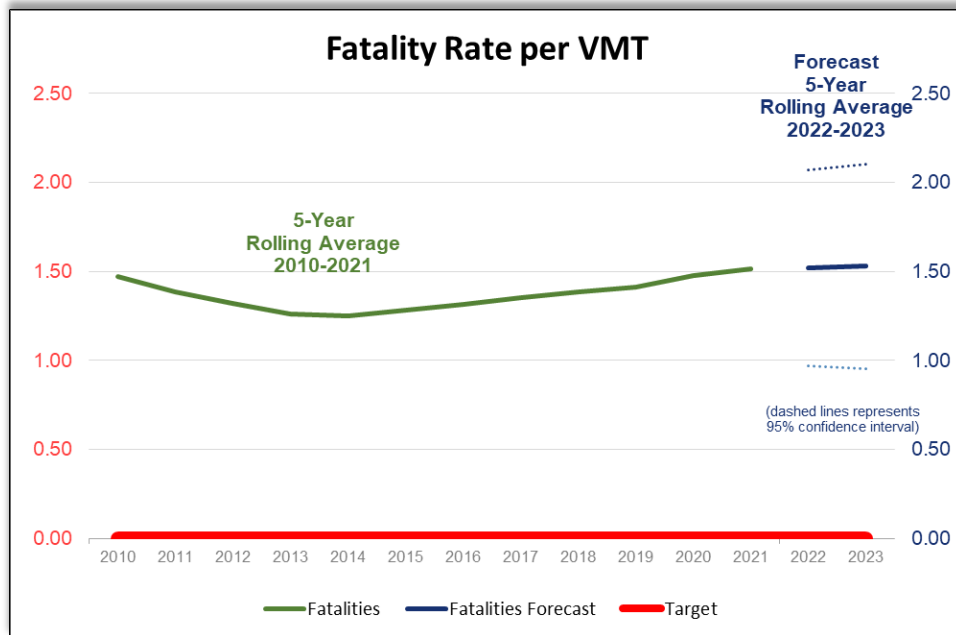
- **Actual Annual Graph:** The chart below reflects the annual serious injuries for each year and the data forecast for 2022 and 2023.



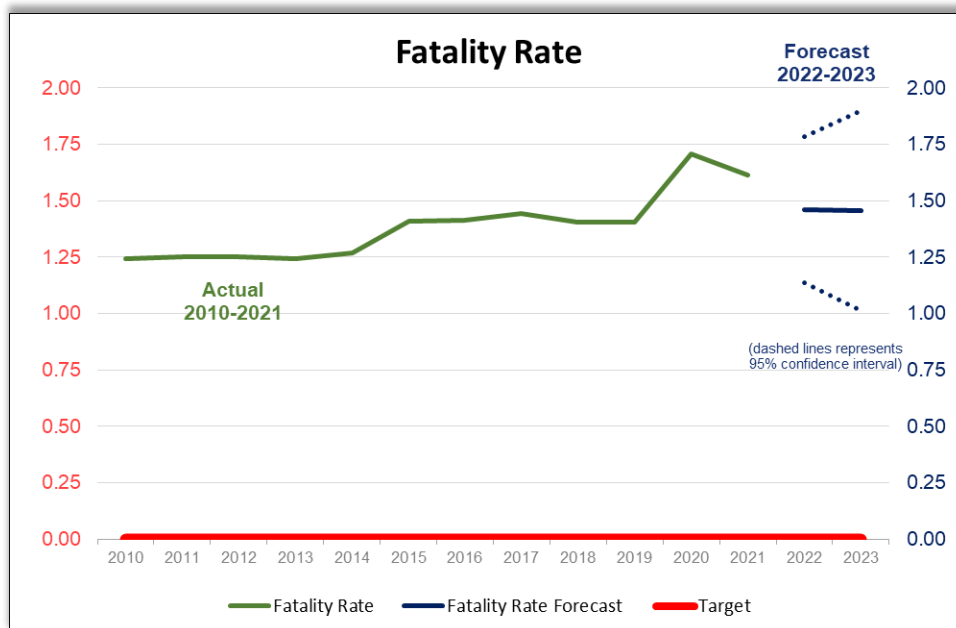
## C3 - FATALITY RATE PER 100M VMT

- **Target:** Florida's target for fatality rate is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for fatality rate per 100M VMT on Florida's roads is forecasted as 1.53 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatality rate could slowly trend upward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatality rate could trend upward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the upward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average for fatality rate per 100M VMT for each year and the data forecast for 2022 and 2023.



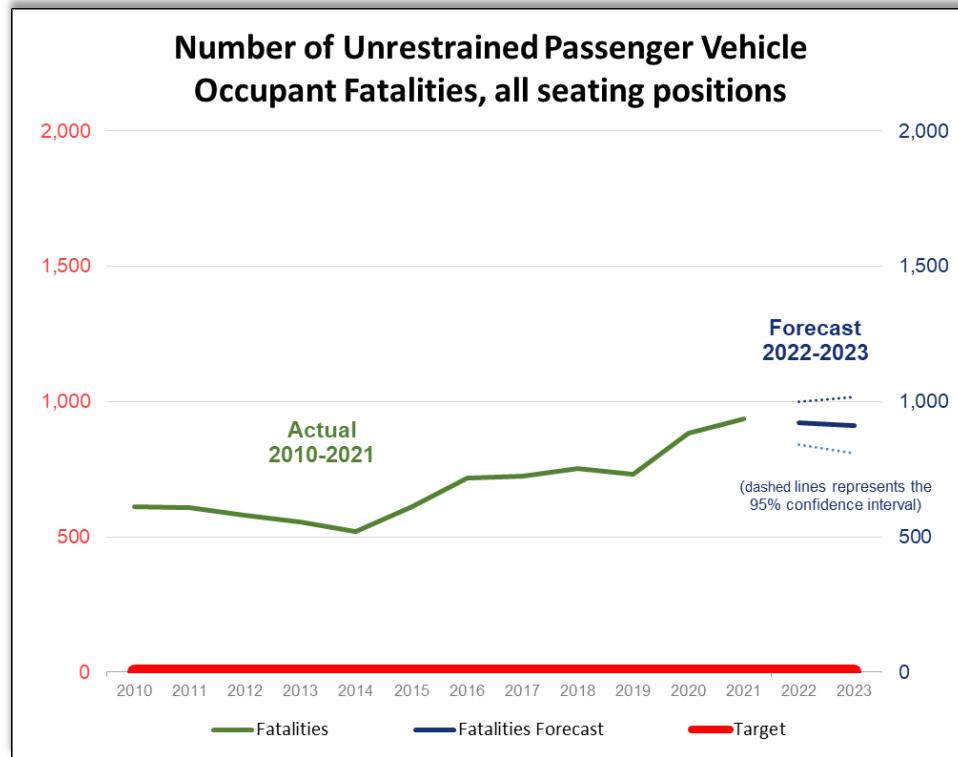
- **Actual Annual Graph:** The chart below reflects the annual fatality rate per 100M VMT for each year and the data forecast for 2021 and 2022.



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

- **Target:** Florida’s target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida’s roads is forecasted as 913 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida’s annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could slowly trend downward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could trend downward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the downward trend to ultimately reduce the number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

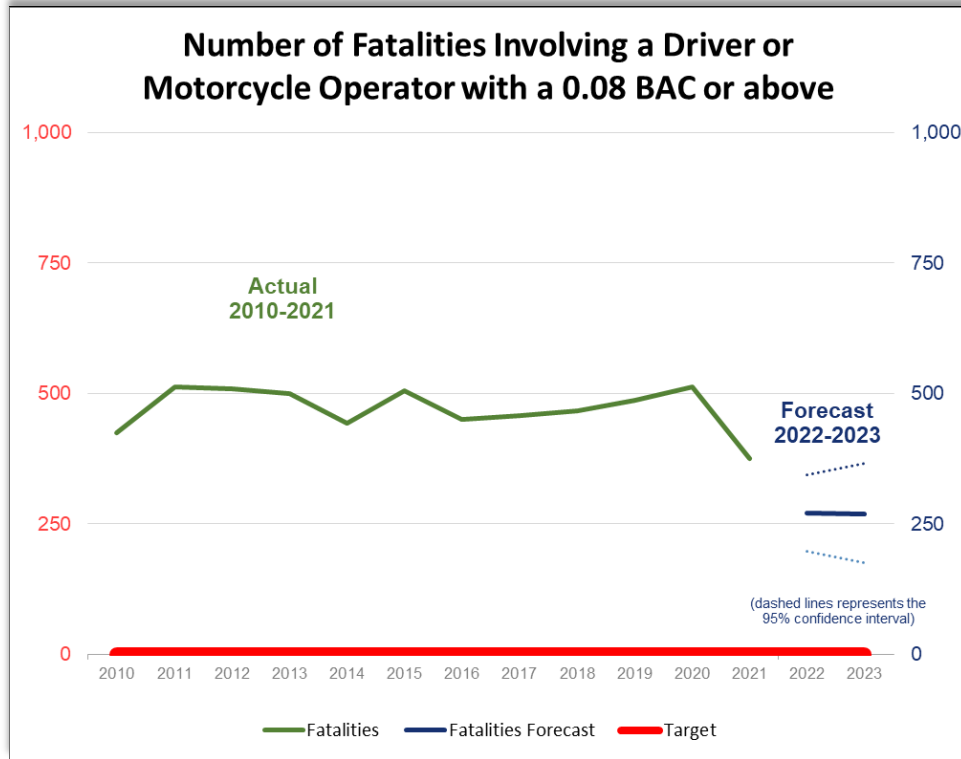
- **Actual Annual Graph:** The chart below reflects the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecast for 2022 and 2023.



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

- **Target:** Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above on Florida's roads is forecasted as 271 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's annual total for the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above could slowly trend downward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's fatalities involving a driver or motorcycle operator with a .08 BAC or above could slowly trend downward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the downward trend to ultimately reduce the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above for each year and the data forecast for 2022 and 2023.

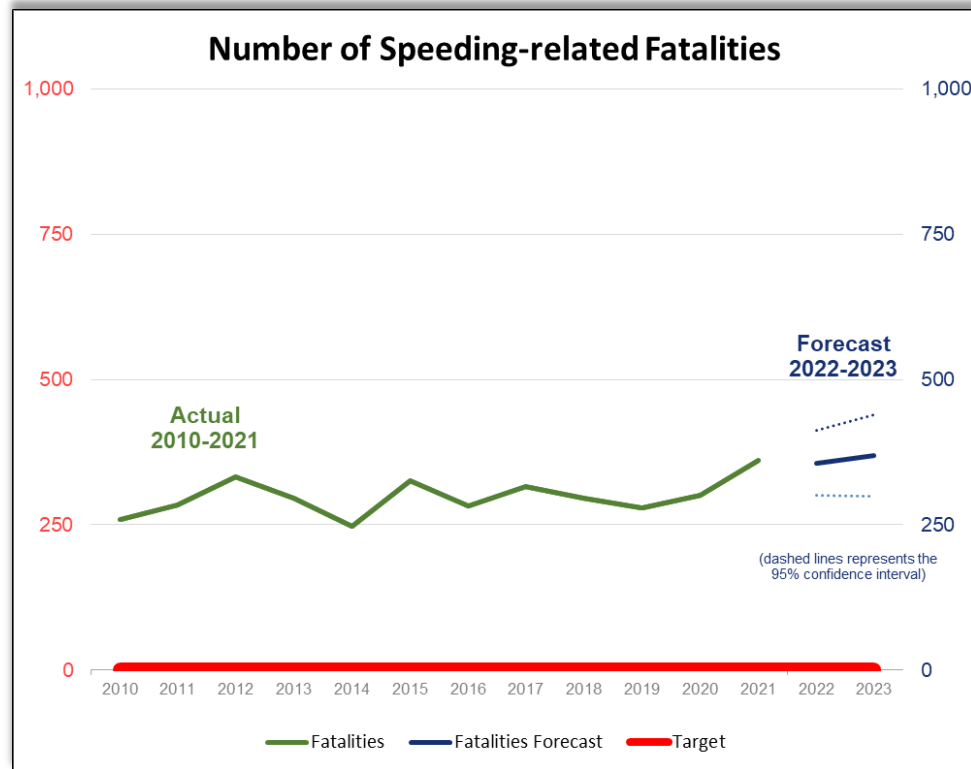




## C6 - NUMBER OF SPEEDING-RELATED FATALITIES

- **Target:** Florida’s target for the number of speeding-related fatalities is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of speeding-related fatalities on Florida’s roads is forecasted as 369 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida’s annual total for the number of speeding-related fatalities could trend upward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s annual total for the number of speeding-related fatalities could trend upward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of speeding-related fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

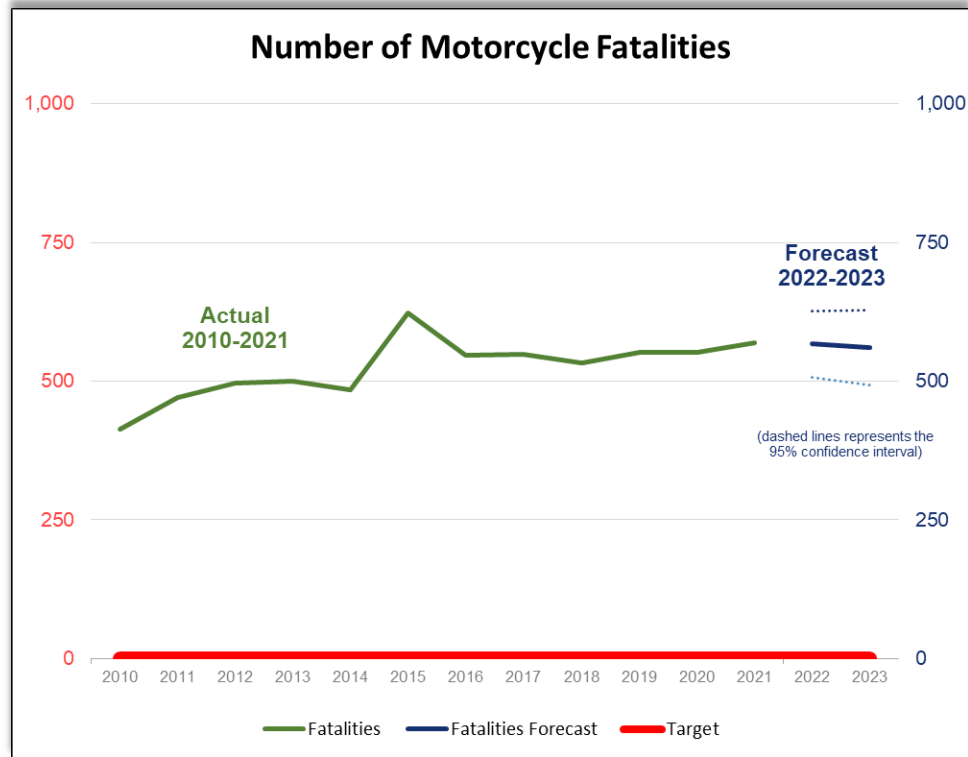
- **Actual Annual Graph:** The chart below reflects the annual total for the number of speeding-related fatalities for each year and the data forecast for 2022 and 2023.



## C7 - NUMBER OF MOTORCYCLIST FATALITIES

- **Target:** Florida's target for the number of motorcyclist fatalities is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of motorcycle fatalities on Florida's roads is forecasted as 561 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's annual total for the number of motorcyclist fatalities could trend downward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates the annual total for the number of motorcycle fatalities could slowly trend downward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will continue this trend and ultimately reduce the number of motorcyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

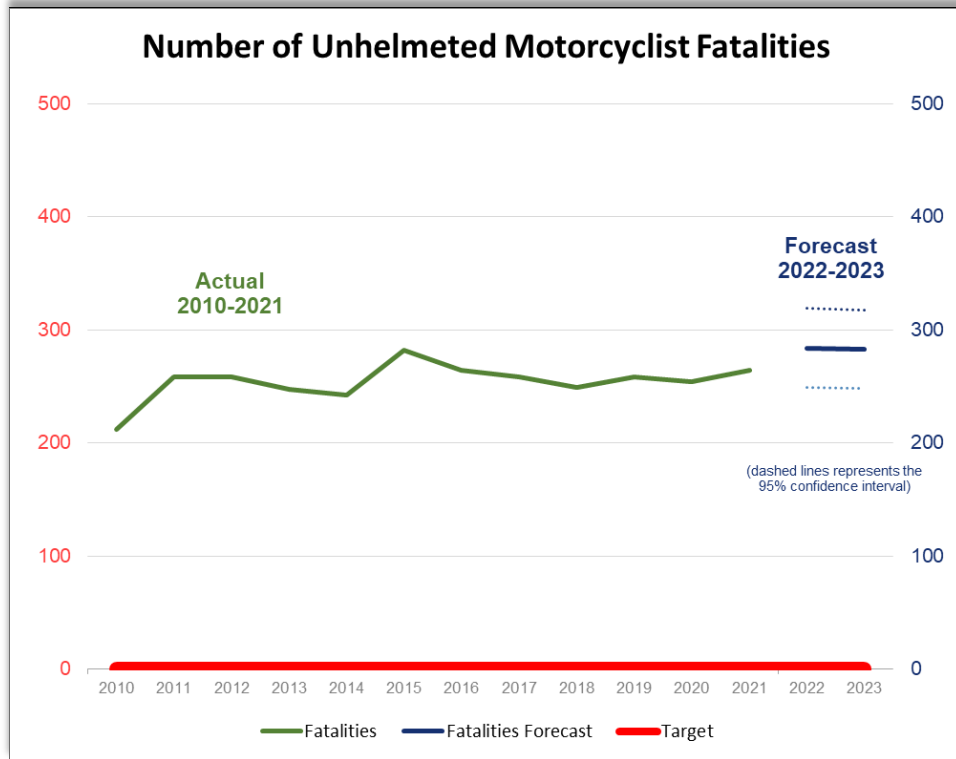
- **Actual Annual Graph:** The chart below reflects the annual total for the number of motorcyclist fatalities for each year and the data forecast for 2022 and 2023.



## C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

- **Target:** Florida's target for the number of unhelmeted motorcyclist fatalities is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of unhelmeted motorcyclist fatalities on Florida's roads is forecasted as 283 in 2022. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates the annual total for the number of unhelmeted motorcyclist fatalities could slowly trend downward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of unhelmeted motorcyclist fatalities could trend upward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of unhelmeted motorcyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

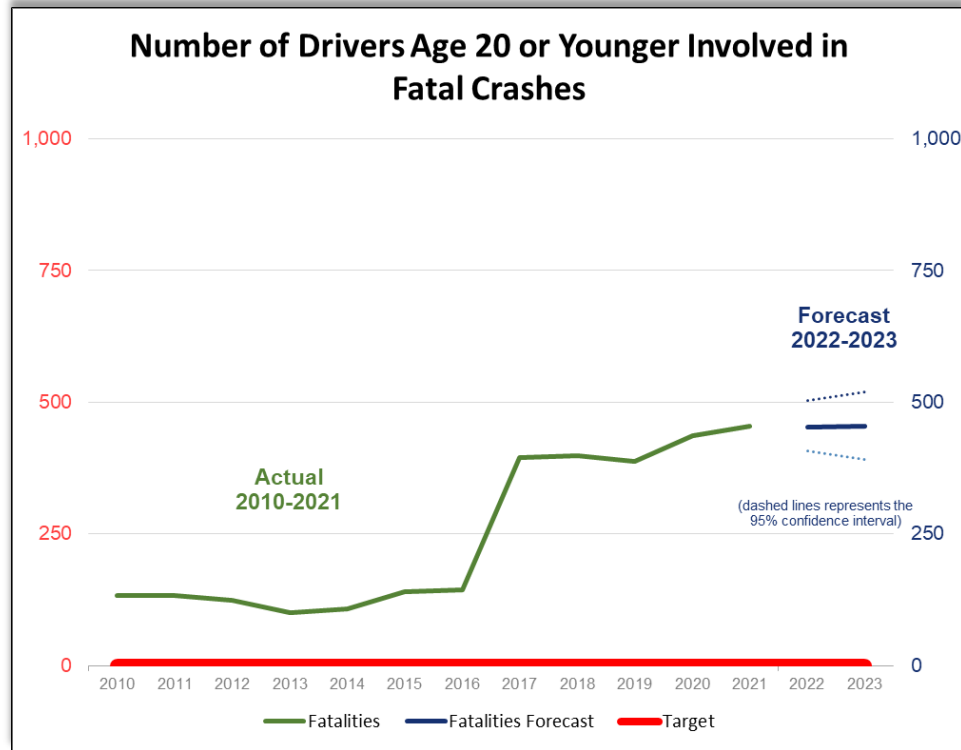
- **Actual Annual Graph:** The chart below reflects the annual total for the number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2022 and 2023.



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

- **Target:** Florida’s target for the number of drivers age 20 or younger involved in fatal crashes is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of drivers age 20 or younger involved in fatal crashes on Florida’s roads is forecasted as 455 in 2022. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida’s annual number of drivers age 20 or younger involved in fatal crashes will remain relatively flat in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s annual number of drivers age 20 or younger involved in fatal crashes could remain relatively flat in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of drivers age 20 or younger involved in fatal crashes.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2022 and 2023.

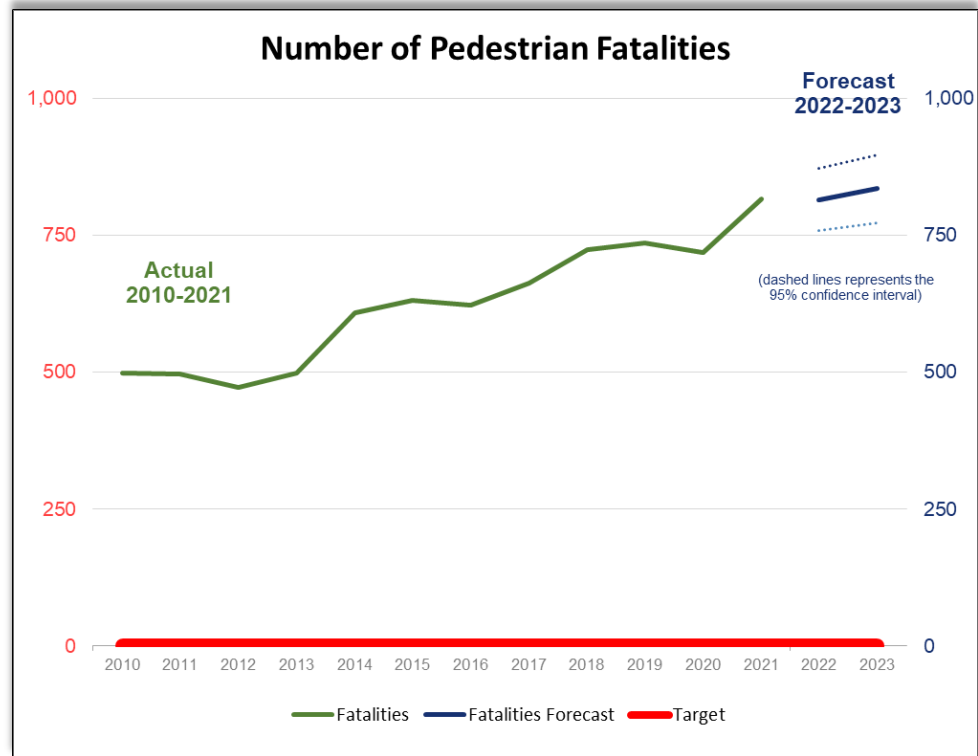




## C10 - NUMBER OF PEDESTRIAN FATALITIES

- **Target:** Florida's target for the number of pedestrian fatalities is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of pedestrian fatalities on Florida's roads is forecasted as 835 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's annual number of pedestrian fatalities could trend upward 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of pedestrian fatalities could trend upward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of pedestrian fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

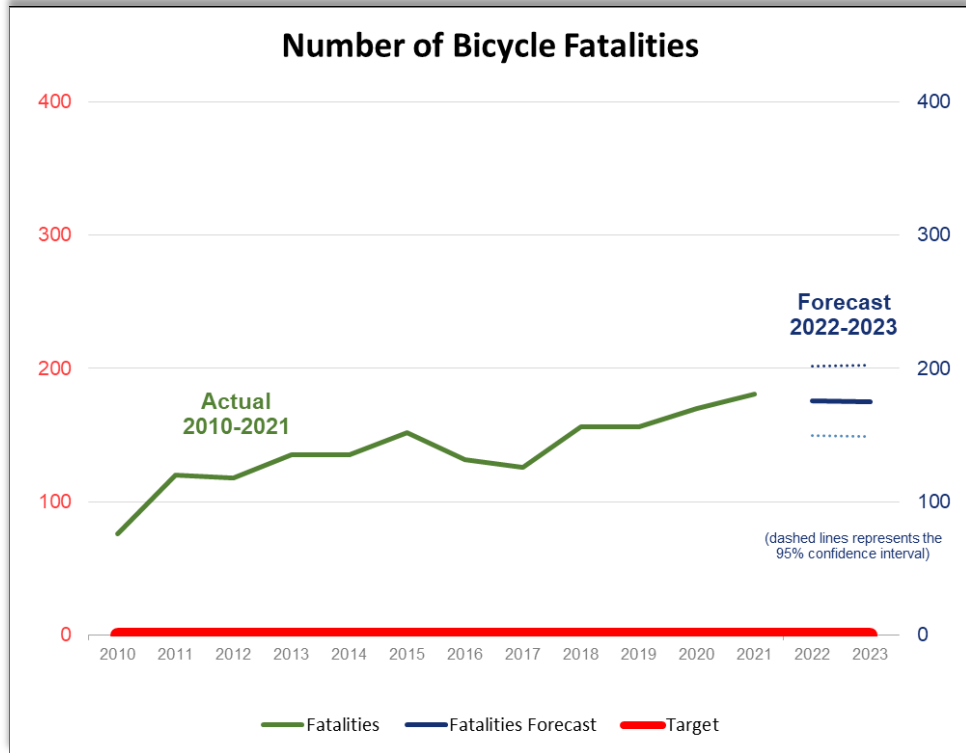
- **Actual Annual Graph:** The chart below reflects the annual number of pedestrian fatalities for each year and the data forecast for 2022 and 2023.



## C11 - NUMBER OF BICYCLIST FATALITIES

- **Target:** Florida's target for the number of bicyclist fatalities is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of bicyclist fatalities on Florida's roads is forecasted as 176 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of bicyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

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

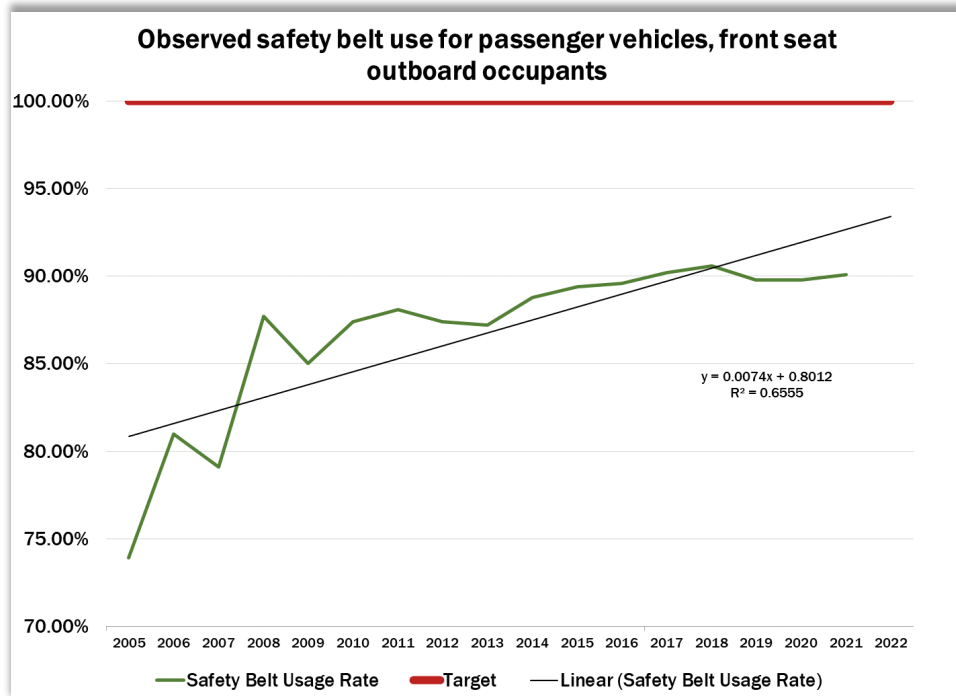


## B1 – OBSERVED SAFETY BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

- **Target:** Florida’s target for the observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2023.
- **Annual Performance Forecast:** Based on a linear trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could be as high as 93.44% in 2023. This estimate was made with historical and current state data from 2005 to 2021 to estimate probable outcomes for 2022 and 2023.
- **Strategy:** The linear trend indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the upward trend to ultimately increase the observed safety belt use for passenger vehicles, front seat outboard occupants.
- **Justification:** This estimate was made by using state data from 2005 to 2019 to show the trend. No survey data was collected in 2020 due to COVID-19 restrictions.

- **Actual Annual Graph:** The chart below reflects the observed safety belt use for passenger vehicles, front seat outboard occupants for years 2005 through 2022.

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



## ACTIVITY MEASURES

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

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

	Activity Measures		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
A-1	Funded Safety Belt	Final	4,273	3,672	9,630	10,151	11,646
A-2	Funded Impaired	Final	460	729	943	1,145	1,171
A-3	Funded Speeding	Final	29,991	14,428	24,618	40,951	46,939



## FLORIDA-SPECIFIC MEASURES

Florida has established performance measures for program areas that are not expressly covered by the NHTSA required core outcome, behavioral, or activity measures. The following chart outlines those program areas and their specific, evidence-based performance measures for the FY 2023 HSP:

Program Area		Florida Specific Measures		FY 2023	
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	0	
			Final		
		Target meet or exceeded			
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	180	
			Final	342	
		Target meet or exceeded			Yes
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0	
			Final		
		Target meet or exceeded			
F-4	Paid Media	Estimated number of impressions			
		Distracted Driving	Target	300,000	
			Final	31,636,225	
		Target meet or exceeded			Yes
		Impaired Driving	Target	65,000,000	
			Final	180,984,318	
		Target meet or exceeded			Yes
		Motorcycle Safety	Target	35,000,000	
			Final	290,965,854	
		Target meet or exceeded			Yes
		Occupant Protection	Target	50,000,000	
			Final	89,815,935	
		Target meet or exceeded			Yes
		Pedestrian and Bicycle Safety	Target	50,000,000	
			Final	191,593,671	
		Target meet or exceeded			Yes
		Railroad Safety	Target	300,000	
			Final	0	
Target meet or exceeded			No		
Speeding and Aggressive Driving	Target	300,000			
	Final	26,836,976			
Target meet or exceeded			Yes		
Work Zone Safety	Target	300,000			
	Final	119,435,000			
Target meet or exceeded			Yes		
F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	217	
			Final	217	
		Target meet or exceeded			Yes



F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	100%
			Final	72%
		Target meet or exceeded		
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	2,000
			Final	2,547
		Target meet or exceeded		
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80%
			Final	72.68%
		Target meet or exceeded		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0
			Final	
		Target meet or exceeded		
<p>Per 23 CFR 1300.11, Florida has established performance measures for all program focus areas. Because these are newly established measures, there is not historical reporting of prior years.</p> <p><span style="background-color: black; color: black;">██████████</span> Indicates data is not currently available</p>				

# PERFORMANCE REPORT

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

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

C-10	Number of pedestrian fatalities	Actual	Target	0	0	0	0	0
			Final	735	678	817		
		FDOT Forecast	Upper	678	746	760	872	898
			Lower	557	636	638	758	773
		Final Within Forecast Range	No (Above)	Yes	No (Above)			
C-11	Number of bicyclist fatalities	Actual	Target	0	0	0	0	0
			Final	156	155	181		
		FDOT Forecast	Upper	160	166	167	202	202
			Lower	110	116	116	150	149
		Final Within Forecast Range	Yes	Yes	No (Above)			
B-1	Observed safety belt use for passenger vehicles, front seat outboard occupants	Actual	Target	100%	N/A	100%	100%	100%
			Final	89.8%	N/A	90.1%	88.3%	89.4%
		FDOT Forecast	Upper	100%	N/A	100%	100%	100%
			Lower	90%	N/A	90%	90%	90%
		Final Within Forecast Range	No (Below)	N/A	Yes	No (Below)	No (Below)	
<div style="background-color: black; width: 100px; height: 15px; display: inline-block;"></div> Indicates data is not currently								

The following provides a progress report/comparison for the Florida specific performance measures and program areas of emphasis. The performance measures for fatality data are not reported, as FY 2022 state data is not currently available for some of these measures.

F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	0	0	0	0
			Final	305	328	339	
		Target meet or exceeded					
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					
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0	0	0	0
			Final	87	266	314	
		Target meet or exceeded					
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					
		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					
		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					
		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					
		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					
		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					
		Speeding and Aggressive Driving	Target	N/A	N/A	N/A	N/A
	Final	N/A	N/A	N/A	N/A		
Target meet or exceeded							
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							
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					
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic	Target	100%	100%	100%	100%
			Final	74%	72%	72%	72%
		Target meet or exceeded					
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					

F-8	Traffic Records	Number of crashes submitted within 10 days to the	Target	>80	>80%	>80%	>80%
		state	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	
<p>Per 23 CFR 1300.11, Florida has established performance measures for all program focus areas. Because these are newly established measures, there is not historical reporting of prior years.</p> <p><span style="background-color: black; color: black;">██████████</span> Indicates data is not currently available</p>							

# EVIDENCE-BASED ENFORCEMENT PLAN

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

## DATA-DRIVEN ENFORCEMENT

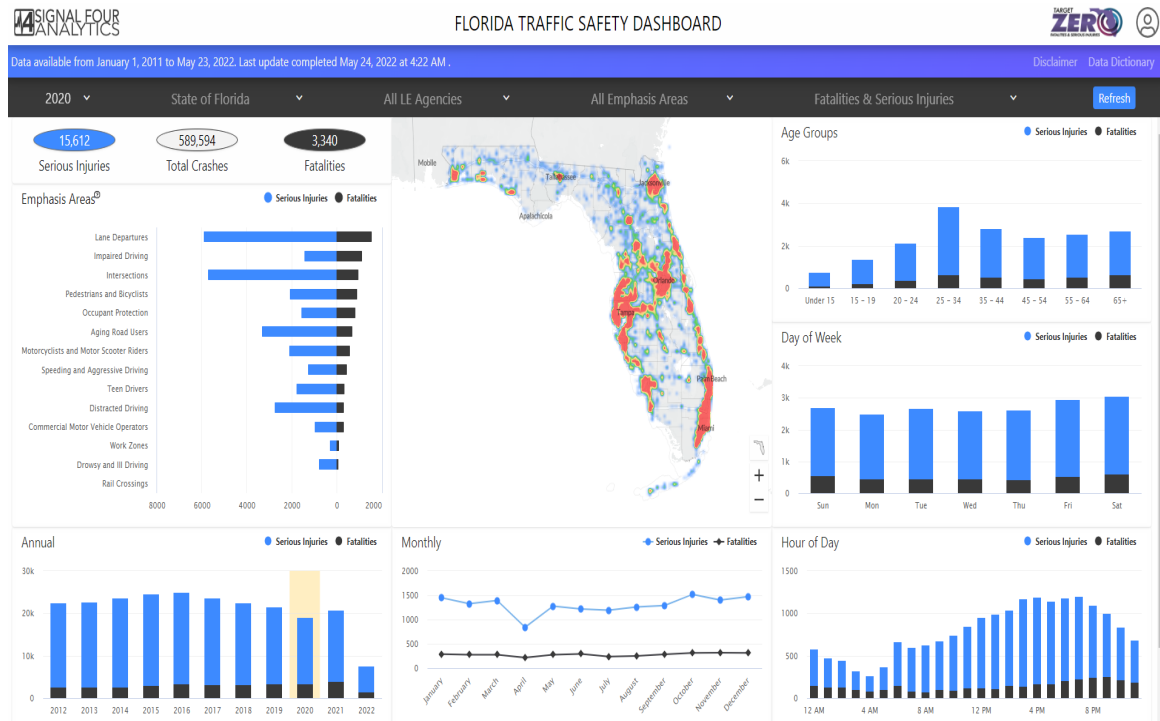
Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2016-2020), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

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

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

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

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



## HIGH VISIBILITY ENFORCEMENT AND NATIONAL MOBILIZATION SUPPORT

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

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

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

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





## MEDIA SUPPORT

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

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

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

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

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

## CONTINUOUS FOLLOW-UP AND ADJUSTMENT

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

The list of high-visibility enforcement subgrants for FY 2023 can be found on the following pages:

Distracted Driving .....	page 86
Impaired Driving.....	page 93
Motorcycle Safety.....	page 122
Occupant Protection and Child Passenger Safety .....	page 141
Pedestrian and Bicycle Safety.....	page 176
Speeding and Aggressive Driving.....	page 255
Teen Driver Safety.....	page 250
Work Zone Safety.....	page 284



# FDOT PROGRAM AREAS

Florida's FY 2023 HSP projects are segmented into program areas by the FDOT State Safety Office to assist with the analyzing, directing, and monitoring of the highway safety countermeasure activities through the traffic safety subgrant programs. The program area categories are:

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

# AGING ROAD USERS

## DESCRIPTION OF THE PROBLEM

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

The goal of Florida's Aging Road User Program is to improve the safety, access, and mobility of the state's aging population by reducing their fatalities, serious injuries, and crashes while maintaining their safe connection to the community. The program seeks to help older adults maintain their mobility independence beyond driving. FY 2023 HSP projects address aging road user safety from several angles and enlist local agencies to address this important issue in their specific geographic areas.

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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

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

**Project Number:** CP-2023-00148

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$300,000

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

The Coalition conducted twelve (12) social media campaigns in FY2023. The goal of each campaign was to promote resources, partnerships, and programs in conjunction with the newly established educational calendar. The Safe Mobility for Life Coalition’s website – SafeMobilityFL.com – has hosted consistent traffic between FY2021 and FY2023. While overall website page views have seen a slight decrease in views in FY2023, due to strong direct referrals from our campaigns and newsletters, there has been an increase in interior web page views. Total impressions and engagement have increased significantly, and resource specific posts continue to drive to the Resource Center webpage.

In FY2023, the Coalition exhibited at a total of seventeen (17) local, state, and national events, an increase of three over FY2022. Statewide conferences focused on a range of stakeholders and providers, including Law Enforcement, long-term care facilities, engineers and planners, and healthcare professionals. Of these 17 events, approximately 3,979 educational materials were recorded to have been distributed, and 143 stakeholder contacts subscribed to receive further communications either through our listserv or newsletter.

In addition, the coalition was able to successfully conduct a total of 13 in-person and virtual interactive workshops. Of these, two (2) were statewide virtual workshops, one Safe Walking for Life and the other CarFit, held in conjunction with the Mobility Week Florida campaign. Local events included five (5) Keys to Achieve Safe Mobility for Life Workshops, four (4) CarFit events, and two (2) Safe Transit for Life events.

In FY2023, the Pepper Institute on Aging and Public Policy distributed 37,168 educational materials. Of that total, approximately 3,500 were the Florida’s Guide to Safe Mobility for Life, 5,500 Roadway Safety Tip cards, 8,000 Find a Ride tip cards, 17,700 Transportation Options Series, 6,000 Families and Caregiver brochures, and 2,000 Your Hold the Keys tip cards. New materials printed in the fiscal year include the newly release Age-Friendly Transportation Checklist, digitally released in December 2022 in partnership with AARP Florida, a revision of the Transportation Network Companies brochure, revision of the Bicycling Booklet, and the Spanish translate Families and Caregiver brochure.

**Expenditures:                    \$266,274.86**



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<b>Agency:</b>	University of Florida - Institute for Mobility, Activity, and Participation
<b>Project Name:</b>	Aging Road User Information Systems
<b>Project Number:</b>	CP-2023-00330
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$210,000
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$210,000</b>
<b>Project Activities:</b>	<p>The University of Florida was awarded a subgrant to develop and support the Elder Road User Information System, known as the <i>Find-A-Ride Database</i>. The Find-A-Ride Database supports Florida’s Comprehensive Older Driver Program and mobility management across the state. Its primary focus is to offer transportation alternatives for older adults when driving is no longer a safe option. Users can search the database to find transportation services that best fit their individual mobility needs.</p> <p>In FY2023, the team continued to promote the Florida Find-A-Ride’s website and refined the interactive mapping capabilities. Promotion was achieved through in-person presentations at relevant events such as exhibiting at the Florida Conference on Aging and the Commission for Transportation Disadvantaged conferences in August 2023. Project staff also conducted periodic audits of the providers to verify each of the provider listings on the website.</p>
<b>Expenditures:</b>	<b>\$137,219.93</b>

# COMMUNITY TRAFFIC SAFETY OUTREACH

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Responsible Beverage Service (CTW: Chapter 1, Page 62)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Alternative Transportation (CTW: Chapter 1, Page 63)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Designated Drivers (CTW: Chapter 1, Page 65)
- Seat Belts and Child Restraints - Communications and Outreach  
Supporting Enforcement (CTW: Chapter 2, Page 25)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Low-Belt-Use Groups (CTW: Chapter 2, Page 26)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Older Children (CTW: Chapter 2, Page 36)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Child Restraint & Booster Seat Use (CTW: Chapter 2, Page 38)
- Speeding and Speed Management - Communications and Outreach  
Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 32)
- Distracted Driving - Communications and Outreach  
Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 17)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Page 18)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 21)

- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Motorist Awareness of Motorcyclists (CTW: Chapter 5, Page 22)
- Young Drivers - Driver Education  
Pre-Licensure Driver Education (CTW: Chapter 6, Page 21)
- Young Drivers - Driver Education  
Post-Licensure or Second-Tier Driver Education (CTW: Chapter 6, Page 22)
- Young Drivers - Parents  
Parental Role in Teaching and Managing Young Drivers (CTW: Chapter 6, Page 23)
- Older Drivers - Communications and Outreach  
General Communications and Education (CTW: Chapter 7, Page 12)
- Pedestrian Safety - Impaired Pedestrians  
Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 30)
- Pedestrian Safety - All Pedestrians  
Conspicuity Enhancement (CTW: Chapter 8, Page 37)
- Bicycle Safety - Children  
Bicycle Safety Education for Children (CTW: Chapter 9, Page 21)
- Bicycle Safety - Adults  
Bicycle Safety Education for Adult Cyclists (CTW: Chapter 9, Page 26)
- Bicycle Safety - All Bicyclists  
Promote Bicycle Helmet Use With Education (CTW: Chapter 9, Page 30)
- Bicycle Safety - Drivers and Bicyclists  
Share the Road Awareness Programs (CTW: Chapter 9, Page 34)
- Drowsy Driving - Communications and Outreach  
Communications and Outreach on Drowsy Driving (CTW: Chapter 10, Page 12)

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

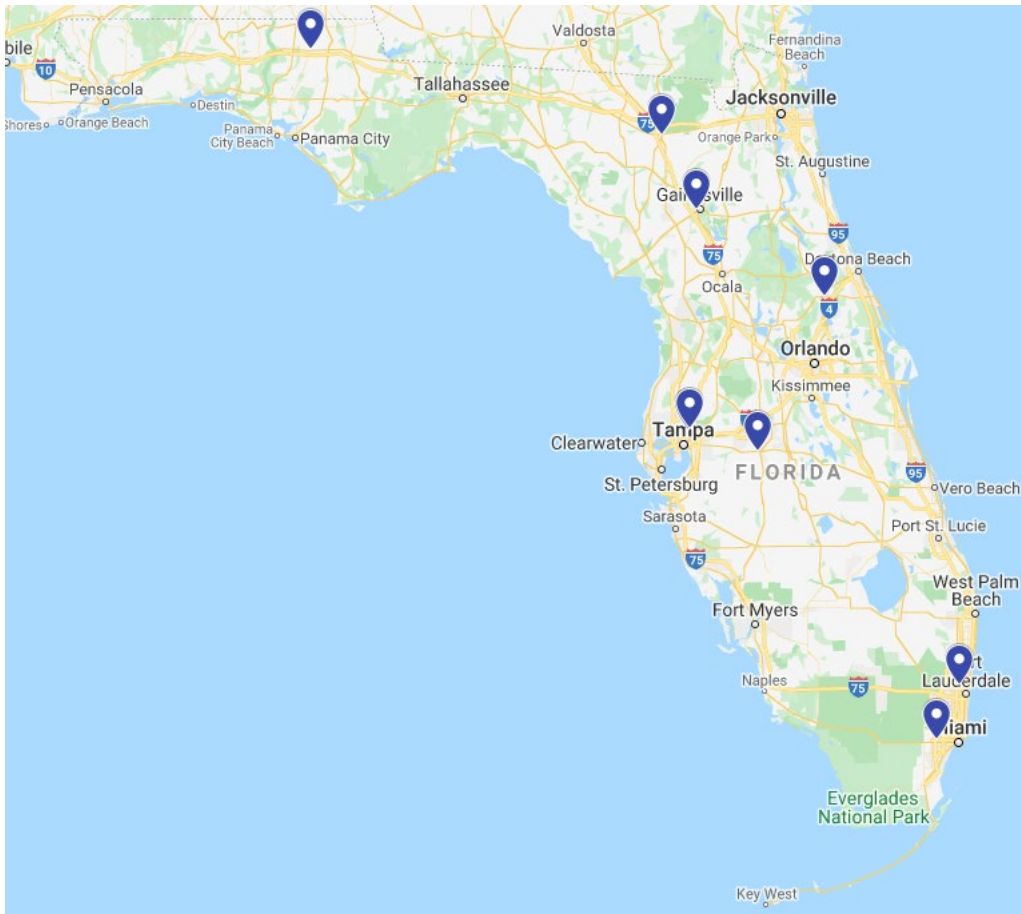
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF COMMUNITY TRAFFIC SAFETY PROJECT LOCATIONS

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



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$215,000

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

**Budget:** \$215,000

Agency	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2023-00243	\$35,000	\$35,000
<b>Project Activities</b>	Over the project period, there were a total of 78 community/outreach events attended. 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. A total of 89 meetings were held this fiscal year, a culmination of both virtual and/or in-person meetings to create the highest accessibility and participation for project activities throughout the subgrant. The total number of educational materials distributed at community and outreach events totaled 176,460. Opportunities were expanded this year, with the District hosting major campaign events, and workshops, the facilitation of the Safety Academy, and creating new approaches to education and messaging expansion for a wider, inclusive audience. The total number of engineering items reviewed for safety enhancements increased this fiscal year to 52 total items, including vegetation maintenance, ADA issues, speed countermeasures, school zone enhancements, sign installations, striping improvements, and signal modifications.			
<b>Expenditures</b>	<b>\$16,830.30</b>			

<b>Florida Department of Transportation – District 2</b>	<b>Public Information and Education Program – District 2</b>	<b>CP-2023-00083</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, safety public educational materials were created, approved, and purchased for disbursement to organizations and events, totaling 30,000 activity books, 174 banners, 15,000 bookmarks, 278 posters, and 15 tailgates wrapped, which were sent to 173 agency partners who all helped support local safety outreach efforts. A total of 59 virtual and 3 district-wide meetings were held. In addition to education within the teams, 237 engineering items were reviewed for safety enhancements – over one hundred more than last fiscal year, and further actions were taken to enhance traffic safety concerns. Numerous blog posts and digital content for team partners were utilized, and all 18 counties in District 2 were supported as well as invited to special topic districtwide meetings.			
<b>Expenditures</b>	<b>\$28,539.30</b>			
<b>Florida Department of Transportation – District 3</b>	<b>Public Information and Education Program – District 3</b>	<b>CP-2023-00294</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, there were a total of 18 community and outreach events attended. Safety public educational materials were created, approved, and purchased for disbursement to organizations and events. A total of 11 virtual meetings were held and 45 in-person CTST meetings. In addition to education within the teams, 42 engineering items were reviewed for safety enhancements, and further actions were taken to enhance traffic safety concerns. The total number of educational materials distributed at community and outreach events totaled over 10,000 materials distributed throughout the subgrant period.			
<b>Expenditures</b>	<b>\$29,953.82</b>			



<b>Florida Department of Transportation – District 4</b>	<b>Public Information and Education Program – District 4</b>	<b>CP-2023-00176</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, there were a total of 42 community and outreach campaign events held. Safety public educational materials were created, approved, and purchased for disbursement to organizations and events, leading to a total of over 10,000 materials distributed to the communities within District 4. To be as inclusive and reach the greatest number of participants possible, District 4 supported a total of 50 virtual meetings held with community partners during the subgrant period, which included CTST meetings and community partners' meetings in support of their various efforts. No new CTSTs have been developed, however, the existing county membership continues to expand. A new initiative District 4 has implemented introduced a traffic safety and Target Zero presentation, introducing the program and inviting attendees to become team members with the message of instilling a culture of traffic safety within the district.			
<b>Expenditures</b>	<b>\$28,491.01</b>			
<b>Florida Department of Transportation – District 5</b>	<b>Public Information and Education Program – District 5</b>	<b>CP-2023-00239</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, there were a total of 25 community and outreach campaign events attended; examples include helmet fitting and bicycle safety presentations, mobility week bike lane design contests with local public schools, and a month-long outreach campaign with Target Zero, focusing on distracted driving. There were 10 newly developed CTSTs within the region, and 60 engineering items were reviewed for safety enhancements. A total of 30 virtual and/or in-person meetings were held to maximize participation and reach the broadest number of attendees. The total number of educational materials distributed at community and outreach events as well as CTST meetings were approximately 15,000.			
<b>Expenditures</b>	<b>\$27,687.72</b>			

<b>Florida Department of Transportation – District 6</b>	<b>Public Information and Education Program – District 6</b>	<b>CP-2023-00051</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, 48 community/outreach events were attended. Roughly 9,000 safety public educational materials were created, approved, and purchased for disbursement to organizations/events, and 3 total engineering items were reviewed for safety enhancements. The number of continuing and newly developed CTSTs within the region includes 10 different groups. A total of 2 in-person meetings were held and 22 virtual meetings to maximize participation. District 6 worked with various partners to diagnose and address multiple traffic safety issues and work toward implementing necessary changes toward Target Zero, including delivering 4 presentations to high schools and reaching over 6,000 students throughout the district.			
<b>Expenditures</b>	<b>\$28,773.15</b>			
<b>Florida Department of Transportation – District 7</b>	<b>Public Information and Education Program – District 7</b>	<b>CP-2023-00231</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	Over the project period, 57 community and outreach events were attended. There was a total of 34 virtual meetings and 11 in-person meetings, with 11 more in-person Impaired Driving Education Awareness meetings held throughout the subgrant period. Over 64,000 printed and educational materials were created, approved, and purchased for disbursement at community and outreach events. There have been no new CTST teams formed in the last year, however, there are 5 current teams that work within one of Florida’s largest population areas in the state. Presentations were delivered to 45 high schools with the participation of over 11,000 students. District 7 has worked with local agencies and transportation stakeholders to provide safety education and presentation to various groups within the district as well as share unique problems and find solutions to improve safety within the district.			
<b>Expenditures</b>	<b>\$25,000</b>			

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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Community Traffic Safety Support
<b>Project Number:</b>	CP-2023-00127
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of South Florida’s Center for Urban Transportation Research (CUTR) will receive funding to hire contractors to support the FDOT State Safety Office and other community programs along with purchasing traffic safety-related public information and education materials. The support includes, but is not limited to, assisting with strategic plans, focused studies, process reviews, and creating public information materials. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement, media materials used for advertisements, and outreach materials that are distributed as part of other programs.
<b>Budget:</b>	<b>\$740,000</b>
<b>Project Activities:</b>	The University of South Florida’s Center for Urban Transportation Research (CUTR) received funding to hire contractors to support the FDOT State Safety Office and other community programs. CUTR managed a consultant contract with Cambridge Systematics for Highway Safety Plan support and outreach activities. CUTR also provided data research and analysis and GIS mapping to identify the active work zones to support the FDOT work zone safety campaigns. Additionally, CUTR assisted in the development, coordination, and implementation of 31 traffic safety outreach tasks, including commercial tagging, sign/billboard designs, banners, and tip cards.
<b>Expenditures:</b>	<b>\$351,195.37</b>

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

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

**Project Number:** CP-2023-00298

**Funding Source:** 402

**Local Benefit:** \$420,000

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

**Budget:** \$420,000

**Project Activities:** The University of Florida's Transportation Technology Transfer (T2) Center was awarded a subgrant to develop and implement an online one-stop shop website for the new FTSRC. In FY2023, program staff continued maintaining the Occupant Protection Resource Center website and the Pedestrian and Bicycle Safety Resource Center (SRC) online store. It was determined that the original vendor chosen to implement the new website was unable to provide certain vital services to the project. Subsequently, the decision was made to find an alternate software developer. Project staff researched alternate providers and worked with FDOT to select a replacement. That goal is still in process as of the close of this subgrant cycle.

**Expenditures:** \$405,805.84



# DISTRACTED DRIVING

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

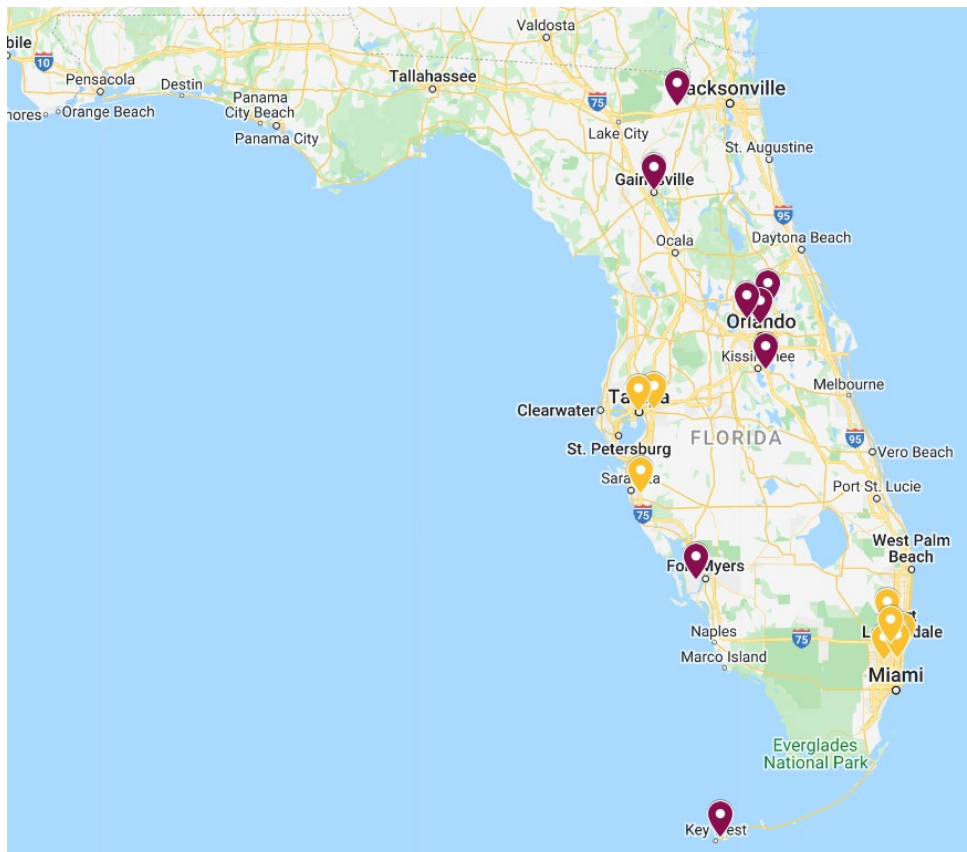
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF DISTRACTED DRIVING PROJECT LOCATIONS

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



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$337,000

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

**Budget:** \$363,000


Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Enforcement of Distracted Driving in Apopka	DD-2023-00169	\$26,000	\$26,000
<b>Project Activities</b>	The Apopka Police Department (APD) was awarded a subgrant to conduct education programs and high visibility enforcement (HVE) distracted driving detail. During the project period, APD conducted 124 high visibility enforcement (HVE) operations and participated in 11 educational outreach events. Social media with distracted driving messages was used to educate the public. Two message boards were placed around different locations in the city for one week at each site with distracted driving awareness messages. Compared to the previous project period, the City of Apopka experienced a 50% decrease in distracted driving-related crashes that could have resulted in a fatality.			
<b>Expenditures</b>	<b>\$15,695.60</b>			




<b>Baker County Sheriff's Office</b>	<b>Baker County Sheriff's Office Distracted Driving Program</b>	<b>DD-2023-00078</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The Baker County Sheriff's Office was awarded a subgrant to conduct education programs and high visibility enforcement (HVE) distracted driving detail. The Baker County Sheriff's Office was able to make contact with over 600 drivers as part of their high visibility enforcement (HVE) operations over the project period. Five hundred and eight of these stops resulted in warnings and 68 resulted in citations. Operation locations were determined using data driven methods using the Signal 4 system. Officers reported receiving compliments and positive feedback for the campaign from the community.			
<b>Expenditures</b>	<b>\$29,829.12</b>			
<b>Cape Coral Police Department</b>	<b>Cape Coral Distracted Driving Enforcement and Education</b>	<b>DD-2023-00173</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Project Activities</b>	The Cape Coral Police Department (CCPD) was awarded a subgrant to conduct education programs and high visibility enforcement (HVE) distracted driving detail. CCPD conducted 11 high visibility enforcement operations that yielded 202 contacts, 120 citations, and 53 warnings. CCPD participated in 3 community outreach events and strove to promote education aimed at reducing distracted driving. The social media team posted educational materials on 61 occasions and deployed message boards displaying distracted driving safety awareness on 16 occasions.			
<b>Expenditures</b>	<b>\$19,997.80</b>			
<b>Gainesville Police Department</b>	<b>City of Gainesville Distracted Driving Program</b>	<b>DD-2023-00285</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The Gainesville Police Department (GPD) was awarded a subgrant to conduct education programs and high visibility enforcement (HVE) distracted driving detail. GPD conducted 19 high visibility enforcement operations resulting in a total of 240 contacts. During Distracted Driving Awareness month, GPD personnel participated in 3 community events to promote awareness to families on the importance of not engaging in distracted driving and how to avoid it. GPD made 11 posts to social media over the subgrant period, and FDOT approved banners were hung at Lofton High School and Gainesville High School to help spread awareness about distracted driving to students, faculty, and visitors.			
<b>Expenditures</b>	<b>\$4,748.35</b>			




<b>Lake Mary Police Department</b>	<b>Distracted Driving Education and Enforcement</b>	<b>DD-2023-00369</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Project Activities</b>	The Lake Mary Police Department (LMPD) was awarded a subgrant to conduct education programs and high visibility enforcement (HVE) distracted driving detail. LMPD conducted a total of 42 high visibility enforcement operations. These operations resulted in 71 distracted driving citations and 101 written warnings. LMPD officers participated in 2 community events to spread distracted driving awareness and posted often on social media. Additionally, LCPD deployed message boards throughout the city over the course of the project period displaying distracted driving awareness messages.			
<b>Expenditures</b>	<b>\$7,789.60</b>			
<b>Maitland Police Department</b>	<b>Maitland Distracted Driving Program</b>	<b>DD-2023-00184</b>	<b>\$15,000</b>	<b>\$15,000</b>
<b>Project Activities</b>	The Maitland Police Department was awarded a subgrant to conduct education programs and high visibility enforcement (HVE) distracted driving detail.  Due to staff changes and internal delay in approval processes the agency was unable to execute their award during the project period.			
<b>Expenditures</b>	<b>\$0</b>			
<b>Monroe County Sheriff's Office</b>	<b>Distracted Driving Education and Enforcement</b>	<b>DD-2023-00035</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities</b>	The Monroe County Sheriff's Office (MCSO) was awarded a subgrant to conduct education programs and high visibility enforcement (HVE) distracted driving detail. MCSO conducted 196 high visibility enforcement operations that yielded 2,090 contacts, 1,195 citations, and 660 warnings. Each month, social media was used to spread distracted driving awareness messages. Deputies also visited several local schools to educate students on distracted driving.			
<b>Expenditures</b>	<b>\$99,999.95</b>			

Osceola County Sheriff's Office	Distracted Driving	DD-2023-00172	\$122,000	\$122,000
Project Activities	The Osceola County Sheriff's Office was awarded a subgrant to conduct education programs and high visibility enforcement (HVE) distracted driving detail. The Osceola County Sheriff's Office conducted 29 high visibility enforcement operations that resulted in 2,153 contacts, and 920 citations. A total of 1,736 distracted driving educational pamphlets were distributed during the project period. Social media was also used to educate the public.			
Expenditures	\$113,332.81			

 **Osceola County Sheriff's Office** ✓  
 March 22, 2023 · 🌐

Don't text and drive. It can wait. Your life and the lives of others on the road are more important than a text message. Sheriff Marcos R. Lopez and the Osceola County Sheriff's Office remind drivers to be safe and focus on driving. [#besafe](#) [#PutItDown](#) [#FocusOnDrivingFL](#) [#osceolasheriff](#) [#unitedforosceolacounty](#) [#protectandserve](#) [#togetherasone](#) [#sheriffmarcoslopez](#) [#osceolacounty](#) [#DriveSafe](#) [#notextingwhiledriving](#)



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# IMPAIRED DRIVING

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

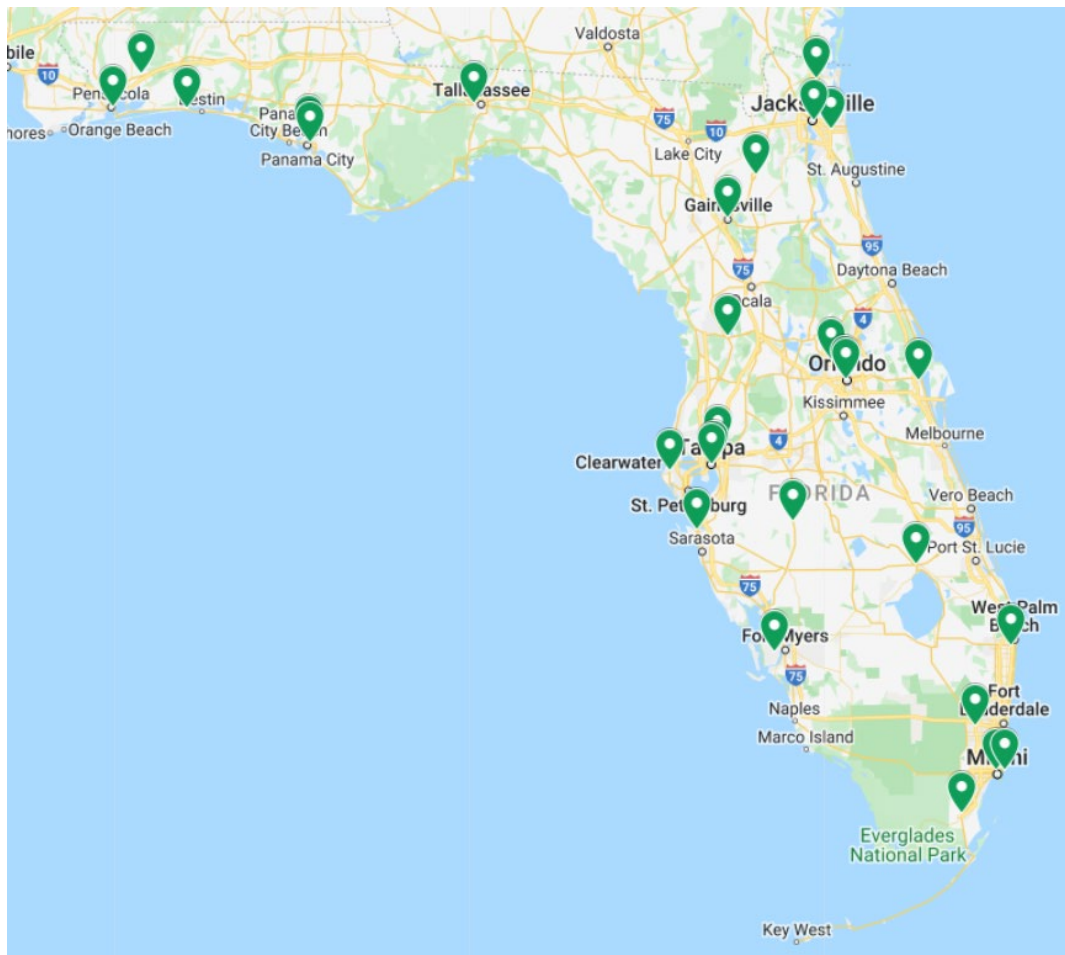
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF IMPAIRED DRIVING PROJECT LOCATIONS

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



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<b>Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Name:</b>	Traffic Safety Resource Prosecutor (TSRP) Program
<b>Project Number:</b>	M5CS-2023-00262
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	Tallahassee Community College will receive funding to provide training and technical support to prosecutors and law enforcement on impaired driving issues. A Traffic Safety Resource Prosecutor (TSRP) position will be funded to train prosecutors and law enforcement officers in the areas of Driving Under the Influence (DUI) investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRP Program will also train officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. Speakers for the training sessions will come primarily from Florida organizations and include assistant state attorneys, Florida Department of Law Enforcement Alcohol Testing Program and laboratory analyst personnel, toxicologists, law enforcement officers, and traffic crash reconstructionists.
<b>Budget:</b>	<b>\$465,000</b>
<b>Project Activities:</b>	<p>Tallahassee Community College was awarded a subgrant to support the facilitation of the Traffic Safety Resource Prosecutor (TSRP) Program which addresses the complexity of DUI prosecution faced by both law enforcement officers and prosecutors. The assistance included training and providing technical support to prosecutors and law enforcement officers.</p> <p>During FY2023, by combining the virtual and in-person training options, the program was able to provide a total of 350 hours of training to educate a total of 9,763 individuals, including 8,212 law enforcement officers and 1,551 prosecutors, with a total of 103 training sessions provided.</p> <p>Furthermore, in addition to all the above in-state training operations, the program was tasked by the National Association of Prosecutor Coordinators to be the Coordinator of the National TSRP Program "Traffic Tuesday" Webinar Series. In this role, the Florida TSRP was responsible for finding and coordinating speakers and topics for a</p>



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 6,298 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 5,332 times; this included responses to 3,099 requests from Law Enforcement and 2,233 requests from prosecutors.

**Expenditures: \$310,552.87**



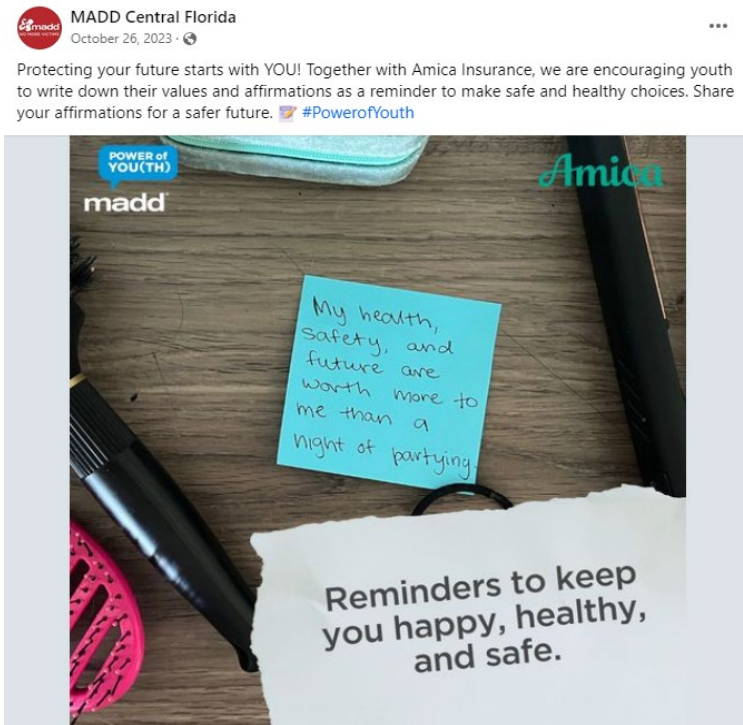
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<b>Agency:</b>	Mothers Against Drunk Driving (MADD) Florida
<b>Project Name:</b>	Mothers Against Drunk Driving (MADD) Florida Safe and Aware
<b>Project Number:</b>	M5X-2023-00033
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD’s prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through formal classroom settings, news media, and public service announcements, along with a wide variety of other communication channels such as posters, billboards, and web banners. MADD will use 5 program specialists around the state to reach approximately 45,000 individuals.
<b>Budget:</b>	<b>\$300,000</b>
<b>Project Activities:</b>	Florida Mothers Against Drunk Driving (MADD) was awarded a subgrant to support statewide driving under the influence (DUI) prevention programs and training for law enforcement officers on the impact of impaired driving. Six 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. The program specialists exceeded multiple objectives. Program specialists were expected to conduct at least 60 presentations in their region on increasing the awareness of driving under the influence of alcohol and drugs to youth and parents. In total they conducted 302 parent and youth presentations. Program specialists were expected to conduct at least 11 community-based presentations in their region in collaboration with traffic safety partners and a total of 23 community presentations were conducted. Program specialists were also expected to conduct Impact Evaluations following their presentations, and they ended the subgrant period with 1,979 evaluations being submitted by parents,

youth, and hosts. In total the program specialists reached a total of 13,991,732 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 43 CTST meetings. Program specialists were expected to collaborate in the planning, coordination and/or implementation of at least 3 community-based outreach events with traffic safety partners and ended the subgrant period with a total of 154 community outreach events being held with traffic safety partners. MADD program specialists were also expected to share impaired driving information and education using media/social media at least 4 times per quarter. In total they created and/or shared 156 social media posts during the subgrant period. Program specialists were expected to participate with Florida Teen Safe Driving Coalition/Peer-led groups during the ‘Weeks of Awareness’. Three Weeks of Awareness events were attended by MADD program specialists where there were tabling opportunities. The program specialists collaborated with the Teen Safe Driving Coalition leader to connect their local contacts with the opportunities. They also assisted by sharing the Weeks of Awareness opportunities with their school contacts.

**Expenditures: \$273,279.20**



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

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

**Project Number:** M5X-2023-00061

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** ~~\$55,000~~ \$75,000

**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. The single objective of this subgrant project was to increase the quantity of enforcement drug influence evaluations from October 1, 2022, through September 30, 2023, by 10% as compared to the quantity of enforcement evaluations from October 1, 2021, through September 30, 2022. This goal of increasing enforcement evaluations by 10% would have necessitated a total of 747 evaluations to be completed over the prior fiscal year total which had 679 evaluations. During the period of this subgrant project, there were 498 evaluations completed. This represents a shortfall of 249 evaluations or approximately 33.3%.

**Expenditures:** \$26,089.32

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Impaired Driving Media Awareness Survey
<b>Project Number:</b>	M5X-2023-00226
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The University of North Florida's Institute of Police Technology and Management will conduct a Driving Under the Influence (DUI) media awareness study to help evaluate the effectiveness of Florida's <i>Drive Sober or Get Pulled Over</i> media efforts. The data collected will help improve Florida's future DUI media efforts by letting us know things like where the message is being heard and what types of media are most recognized.
<b>Budget:</b>	<b>\$71,000</b>
<b>Project Activities:</b>	<p>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. The 2023 Driving Under the Influence (DUI) Media Survey was a mixed mode survey incorporating both telephone and online surveys. A total of 1,584 completed surveys were collected, with 1,002 administered via telephone and 582 completed online. The surveys were conducted during the period of March 20 to April 1, 2023.</p> <p>Of all respondents, 58% of respondents reported seeing or hearing the "Drive Sober or Get Pulled Over" campaign message within the past year, up from 48% recorded in the 2022 survey. Of those that had seen or heard the campaign message, 38% reported seeing or hearing it on traditional billboards on the side of the road, 37% on cable television, and 29% on electronic billboards over the road. 17% of respondents felt that increased checkpoints/law enforcement would be the most effective way of reducing alcohol impaired driving, 14% recommended increasing punishments and strengthening laws, and 15% recommended personal responsibility.</p>
<b>Expenditures:</b>	<b>\$70,400</b>

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

**Project Name:** Florida Impaired Driving Coalition

**Project Number:** AL-2023-00320

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$235,000

**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 FY2023 subgrant period, CUTR facilitated a total of 4 FIDC meetings between November 2022 and August 2023. Key topics of discussion included the progress made toward various FY2024-2026 Strategic Action Plan goals (e.g., expanding coalition membership, educating local vendors and distributors on over-service, working with Community Traffic Safety Teams, updating the FIDC communications plan, establishing best practices for diversion programs, developing model legislative language, tracking law enforcement training); providing updates on FDOT's Target Zero campaign to members; discussions around Senate Bill (SB) 296 – Lawful Breath Test for Alcohol; SB 432, Driving Under the Influence; and SB 448 – Operating Vehicles and Vessels under the Influence; providing members with and overview of the FDOT subgrant process; and discussions on Florida traffic crash and citation data.

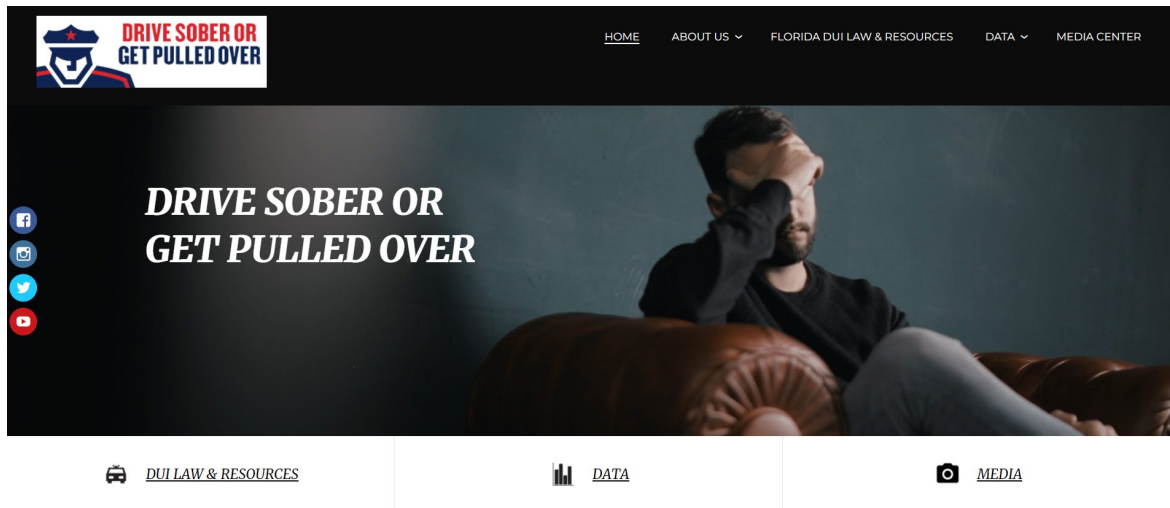
CUTR also executed a subcontract with Cambridge Systematics, Inc. to provide technical support for coalition meetings.

Throughout the subgrant cycle, CUTR maintained and added data and outreach materials to the Drive Sober Florida website, updated the

FIDC membership list, and revised impaired driving fact sheets using the latest information available.

Finally, it should be noted that, throughout the subgrant cycle, CUTR provided administrative travel support for all FIDC meetings. This entailed developing pre-meeting surveys, submitting travel requests based on survey results, signing hotel contracts, making hotel and rental vehicle reservations, resolving member parking concerns, and processing requests for reimbursement. Additionally, CUTR updated the Florida Impaired Driving Coalition website (e.g., uploading updated membership lists and up-to-date summaries, agendas, and presentations from Coalition meetings), and revised impaired driving factsheets using the latest information available. The CUTR team also continually downloaded and analyzed up-to-date impaired driving data to inform Florida’s Impaired Driving Strategic Plan, as well as FDOT’s media buys and Communications Plan.

**Expenditures: \$183,049.12**



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** The following enforcement agencies have jurisdiction over communities with high fatalities and serious injuries due to impaired driving and currently rank in the top 25% of the FY 2023 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving enforcement efforts and will utilize Driving Under the Influence (DUI) and low-manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies are encouraged to participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays usually associated with excessive drinking such as New Year's Day, NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, Halloween, and the end of the year holiday season.



**Budget:** \$2,600,500

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Enforcement of Impaired Driving in Apopka	M5HVE-2023-00117	N/A	\$12,000
<b>Project Activities</b>	The Apopka Police Department (APD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. APD strived to reduce crashes and fatalities by 5% compared to the past 3-year average. According to Signal Four Analytics, the total number of impaired driving related crashes worked by the APD in the date range of 10/01/2021 to 06/30/2022 was 27. The total number of crashes worked in the date range of 10/01/2022 to 06/30/2023 was 28. This was an increase of 3.7%. The number of impaired driving related crashes which resulted in a fatality for date range of 10/01/2021 to 06/30/2022 was 1. There were 0 impaired driving related crashes for the date range of 10/01/2022 to 06/30/2023, which is a decrease of 100%.			



	APD conducted 33 enforcement operations that resulted in 3 safety belt citations issued, 8 DUI arrests, and 19 speeding citations. Officers participated in the National Drive Sober or Get Pulled Over Campaign. Message boards and social media were utilized to educate the public on campaign waves and traffic safety information. Officers also participated in 7 outreach events to increase impaired driving awareness.			
<b>Expenditures</b>	<b>\$7,761.82</b>			
<b>Bay County Sheriff's Office</b>	<b>Enhanced Impaired Driving Enforcement</b>	<b>M5HVE-2023-00211</b>	<b>N/A</b>	<b>\$30,000</b>
<b>Project Activities</b>	<p>The Bay County Sheriff's Office (BCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. BCSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with an increase of 1% in crashes and a decrease of 21.42% in fatalities relating to impaired driving. Over the project period, a total of 37 impaired driving enforcement operations were conducted with 237 contacts made. There was a total of 237 warnings, 75 citations issued, and 19 arrests made during the project period, along with 2 safety belt citations issued, 13 DUI arrests made, and 24 speeding citations.</p> <p>BCSO participated in educational outreach events at Gulf Coast State College in September 2023 with Mothers Against Drunk Driving in an event featuring the Bay County Sheriff's Office, Florida Fish and Wildlife Conservation Commission, and the Florida Highway Patrol, which educated kids and parents in the dangers of driving impaired. The BCSO also participated in the National Night Out event where education on the dangers of impaired driving is provided to young drivers and their families.</p> <p>During the performance period, BCSO used social media to educate Bay County residents and visitors about the dangers of driving Impaired. BCSO posted electronic media on the sign board in front of the Operations Center of the Sheriff's Office warning of the dangers of driving impaired and posted notices to the public and visitors about the upcoming traffic campaigns for impaired driving prevention. Task Force notices were put out to the public notifying them of weekend activities to combat impaired driving, and FDOT signs "Drive Sober or Get Pulled Over" were placed around the county to advise citizens that deputies were out combatting impaired driving.</p> <p>Impaired driving enforcement activities were conducted in conjunction with the Drive Sober or Get Pulled Over mobilization campaign.</p>			
<b>Expenditures</b>	<b>\$14,095.62</b>			

<b>Bradenton Police Department</b>	<b>Eye on Impaired Driving</b>	<b>M5HVE-2023-00159</b>	<b>N/A</b>	<b>\$20,000</b>
<b>Project Activities</b>	<p>The Bradenton Police Department (BPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. BPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with an increase of 3.03% in crashes and a decrease of 40% in fatalities relating to impaired driving. Over the project period, a total of 142.75 overtime hours were used to conduct 25 impaired driving enforcement operations and a total of 98 contacts were made. There was a total of 23 warnings, along with 9 safety belt citations issued, 19 DUI arrests made, and 25 speeding citations made during the project period.</p> <p>BPD also attended 4 outreach events that demonstrated the Fatal Vision goggles and increased impaired driving awareness.</p> <p>Officers participated in the Drive Sober or Get Pulled Over mobilization campaign, issued a total of 27 social media posts, and 1 press release, conducted one press interview with local media, and displayed Drive Sober or Get Pulled messaging on their message board a total of 9 times. Social media, press releases, interviews, and message boards were all utilized 38 times to educate the public.</p>			
<b>Expenditures</b>	<b>\$9,099.91</b>			
<b>Bradford County Sheriff's Office</b>	<b>Bradford County Impaired Driving Enforcement</b>	<b>M5HVE-2023-00068</b>	<b>N/A</b>	<b>\$50,000</b>
<b>Project Activities</b>	<p>The Bradford County Sheriff's Office (BCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. During the period of performance, BCSO conducted a total of 142 Enforcement details (checkpoint, roving and Wolf-Packs) as part of the Bradford County Impaired Driving Enforcement Project that resulted in 2 checkpoints, 7 safety belt citations, 20 impaired driving arrests, and 23 speeding citations. The enforcement operations were all conducted in all areas of Bradford County, Florida and at differing times to address the various issues we have regarding impaired drivers.</p> <p>BCSO participated in several community outreach events. Safe Spring Break Event, Call Street - Christmas, Bradford County Fair, Splash Bash, and Bradford High School (BHS) Prom Week. Bradford County Sheriff's Office in conjunction with Bradford County EMS and BHS had a "Mock" Prom Crash. Students at BHS are taught as part of their curriculum traffic stop techniques to include DUI education.</p> <p>BCSO attended all Community Traffic Safety Team meetings during the subgrant period. Social media and message boards purchased with FDOT subgrant funds were utilized to provide education to the public.</p>			
<b>Expenditures</b>	<b>\$50,000</b>			

<b>Cape Coral Police Department</b>	<b>Cape Coral Impaired Driving Enforcement and Education</b>	<b>M5HVE-2023-00079</b>	<b>N/A</b>	<b>\$65,000</b>
<b>Project Activities</b>	<p>The Cape Coral Police Department (CCPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. CCPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average. Relating to crashes, the previous three-year average was 176, and in the first 9 months of 2023, there were 135 crashes. This is a 30% reduction. Relating to injuries, the previous three-year average was 17.3, and in the first 9 months of 2023, there were 6 incapacitating injury crashes. This is a 188% reduction. Relating to fatalities, the previous three-year average was 3, and in the first 9 months of 2023 there were 4 fatalities. This is a 33% increase. Crashes and serious injuries are down. Although it is a 33% increase, it is only 1 more than the three-year average.</p> <p>Over the project period, a total of 714.5 overtime hours were used to conduct 14 enforcement operations yielding 745 contacts, 45 arrests, 629 citations, 197 warnings, 7 safety belt citations, 24 DUI arrests, and 317 speeding citations.</p> <p>Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign. A total of 61 press releases/social media posts were disseminated to educate the public on enforcement operations and the dangers of driving impaired.</p>			
<b>Expenditures</b>	<b>\$64,884.68</b>			
<b>Citrus County Sheriff's Office</b>	<b>Drive Sober Citrus</b>	<b>M5HVE-2023-00123</b>	<b>N/A</b>	<b>\$51,500</b>
<b>Project Activities</b>	<p>The Citrus County Sheriff's Office (CCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. CCSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a reduction of 37.82% in crashes, 36.9% reduction in serious injuries, and 87.5% reductions in fatalities relating to impaired driving. CCSO used 799 overtime hours to conduct 35 impaired driving enforcement operations that resulted in 1,125 contacts, 290 warnings, 782 citations, 22 arrests, 19 safety belt citations, 14 DUI arrests, 596 speeding citations, and 500 safety materials distributed.</p> <p>Throughout this subgrant period, members of the CCSO traffic unit, along with members of the patrol, participated in community outreach to increase impaired driving awareness. Including attending the local Community Traffic Safety Team mega meeting and participating on the panel for impaired driving as a subject matter expert.</p> <p>Impaired driving enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign. Throughout this subgrant period educational posts were transmitted through the CCSO multimedia outlets, i.e., Twitter, Facebook, Instagram, CCSO website, etc. A weekly message is provided to the</p>			

	<p>community in an effort to increase traffic safety and impaired driving awareness. A monthly DUI arrest awareness post is made to show the number of impaired drivers arrested and the consequences of their actions.</p> <p>Message boards were used daily to provide impaired driving and traffic safety messages. The message boards were moved regularly and used at community awareness events, during Drive Sober or Get Pulled Over mobilization campaigns, and events such as National Night Out, the annual fair, annual rodeo, and all the community festivals that occur annually.</p>			
<b>Expenditures</b>	<b>\$51,124.27</b>			
<b>City of Miami Police Department</b>	<b>Driving Under the Influence (DUI) Overtime Patrol</b>	<b>M5HVE-2023-00146</b>	<b>N/A</b>	<b>\$90,000</b>
<b>Project Activities</b>	<p>The City of Miami Police Department (Miami PD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. Miami PD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 6.25% in crashes and 33% in fatalities relating to impaired driving. Over the project period, a total of 10 impaired driving enforcement operations (3 Multi-Agency DUI Checkpoints and 7 HVE operations) were conducted that resulted in 1,540 contacts, 1,695 citations, 16 arrests, 149 safety belt citations, 6 DUI arrests, and 251 speeding citations.</p> <p>Miami PD participated in the National Drive Sober or Get Pulled Over Campaign, Mothers Against Drunk Driving Night Out Campaign to stop impaired driving, and South Miami-Dade Community Traffic Safety Team/Coral Gables PD DUI Operation. Officers took the time to educate drivers on roadway safety and impaired driving when conducting traffic stops.</p> <p>Social media and press releases were utilized to educate the public on the dangers of impaired driving.</p>			
<b>Expenditures</b>	<b>\$83,801.20</b>			

Fort Walton Beach Police Department	Fort Walton Beach Driving Under the Influence (DUI) Enforcement	M5HVE-2023-00359	N/A	\$25,000
Project Activities	<p>The Fort Walton Beach Police Department (FWBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. FWBPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average. During the period of performance, FWBPD responded to 1 impaired driving fatality. Previously there had been 0 impaired driving fatalities in the previous three years. This is a 100% increase from the previous three-year average. In the year of 2023, FWBPD responded to 25 impaired driving crashes. In the year 2022, FWBPD responded to 43 impaired driving crashes. In the year 2021, FWBPD responded to 38 impaired driving crashes. In the year 2020, FWBPD responded to 30 impaired driving crashes. Using this statistical data, FWBPD has reduced its number of impaired driving crashes by 32.4%.</p> <p>FWBPD conducted 10 impaired driving enforcement operations that yielded 203 traffic stops, 167 warnings, 44 citations issued, 5 DUI arrests, and 15 speeding citations. Officers participated in the National Drive Sober or Get Pulled Over Campaign to stop impaired driving, that resulted in 1 DUI arrest, 5 traffic citations, and 45 warnings issued. FWBPD also educated drivers on roadway safety and impaired driving while conducting traffic stops.</p> <p>Outreach events were attended to increase impaired driving awareness and provided demonstrations using Fatal Vision goggles. Social media was utilized to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving throughout the project period.</p>			
Expenditures	\$3,874.35			



Gainesville Police Department	City of Gainesville Safe Gator Program	M5HVE-2023-00286	N/A	\$70,000
Project Activities	<p>The Gainesville Police Department (GPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. GPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a reduction of 59% in crashes, 90% injuries, and 100% fatalities relating to impaired driving. Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign. Impaired driving enforcement was conducted in conjunction with the Drive Sober or Get Pulled Over mobilization campaign that resulted in 195 contacts, 7 warnings, 104 citations, 5 arrests, 4 DUI arrests, and 32 speeding citations.</p> <p>GPD participated in multiple outreach events to increase impaired driving awareness. Officers conducted an alcohol awareness and portable breath test education operations, assisted in the Public Safety Summer Camp, and conducted a Junior Police Academy welcoming approximately a dozen middle school aged kids relaying the dangers of impaired driving.</p> <p>Social media was utilized to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving. A total of 12 posts were created and published on all social media platforms to educate the public.</p>			
Expenditures	\$6,317.16			



Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	M5HVE-2023-00016	N/A	\$652,000
Project Activities	<p>The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. HCSO strived to reduce impaired driving crashes and fatalities by 3% compared to the past 3-year average. The average number of impaired driving crashes in Hillsborough County that HCSO responded to from October 1, 2019, to September 30, 2022, was 686. The number of impaired driving crashes in Hillsborough County that HCSO responded to from October 1, 2022, to August 1, 2023, is 624. This represents a 9.08% decrease in impaired driving crashes when compared to the previous three-year average within HCSO jurisdiction. The average number of impaired driving fatalities in Hillsborough County that HCSO responded to from October 1, 2019, to September 30, 2022, was 25. The number of impaired driving fatalities in Hillsborough County that HCSO responded to from October 1, 2022, to August 1, 2023, is 10. This represents a 60.53% decrease in impaired driving fatalities when compared to the previous three-year average within HCSO jurisdiction.</p> <p>HCSO conducted 95 enforcement operations that yielded 4,731 contacts, approximately 900 impaired driving materials distributed, with 4,454 warnings given, 576 citations issued, and 132 arrests, 5 safety belt citations, 196 DUI arrests, and 117 speeding citations. Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>HCSO participated in 20 educational/community outreach events/activities. The educational/community outreach took place at local high schools: East Bay, Wharton, Bloomingdale, Tampa Bay Tech, Brandon, Sickles, Armwood, and Alonso. The local colleges included: The University of South Florida, The University of Tampa, and Hillsborough Community College. The presentations at the high schools were to educate on the dangers of impaired driving and HCSO used Fatal Vision goggles and pedal cart along with a classroom presentation. The events at the colleges were safety fairs to educate the students on the dangers of impaired driving.</p> <p>Social media and press releases were utilized to educate the public on the dangers of impaired driving and to inform drivers that HCSO would be conducting saturations throughout the year to prevent impaired driving.</p>			
Expenditures	\$644,009.02			

<b>Homestead Police Department</b>	<b>Homestead Police Department Driving Under the Influence Reduction</b>	<b>M5HVE-2023-00354</b>	<b>N/A</b>	<b>\$85,000</b>
<b>Project Activities</b>	<p>The Homestead Police Department (HPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. HPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a reduction of 5% in crashes and 100% in fatalities relating to impaired driving. HPD conducted 33 impaired driving enforcement operations that yielded 29 safety belt citations, 29 DUI arrests, and 183 speeding citations. Impaired driving enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>HPD message boards and social media accounts were utilized to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving throughout the project period. Their social media was used to disseminate messaging on the dangers of impaired driving. They also deployed their message boards prior to every high visibility enforcement operation with messaging to inform drivers that they would be conducting saturation patrols to prevent impaired driving.</p>			
<b>Expenditures</b>	<b>\$84,056.11</b>			
<b>Jacksonville Sheriff's Office</b>	<b>Jacksonville Sheriff's Office Impaired Driving Enforcement Project</b>	<b>M5HVE-2023-00030</b>	<b>N/A</b>	<b>\$85,000</b>
<b>Project Activities</b>	<p>The Jacksonville Sheriff's Office (JSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. JSO strived to reduce crashes and fatalities by 3% compared to the past 3-year average. The average number of impaired driving crashes JSO responded to in Duval County from 2020 - 2022 is 769. The number of impaired driving crashes that JSO has responded to for 2023 is 423. This represents a 45% decrease in impaired driving crashes compared to the previous three-year average. The average number of impaired driving crashes with fatalities JSO responded to in Duval County from 2020 - 2022 is 39. The number of Impaired driving crashes with fatalities JSO has responded to for 2023 is 11. This represents a 72% decrease in impaired driving crashes with fatalities compared to the previous three-year average. The average number of impaired driving crashes with injuries JSO responded to in Duval County from 2020 - 2022 is 35. The number of impaired driving crashes with injuries JSO has responded to for 2023 is 15. This represents a 57% decrease in impaired driving crashes with injuries compared to the previous three-year average.</p> <p>JSO used 620.87 overtime hours to conduct 9 high visibility enforcement operations that resulted in 100 impaired driving materials provided to contacts, 207 citations, 225 warnings issued, with 8 being safety belt citations, 19 impaired driving arrests, and 54 speeding citations. Enforcement activities were also conducted in</p>			



	<p>conjunction with the National Drive Sober or Get Pulled Over Campaign. During the campaign JSO used 1268 overtime hours that resulted in 97 DUI arrests and 5,170 citations were issued.</p> <p>The JSO also participated in three educational/community outreach events/activities to increase impaired driving awareness. The first educational/community outreach event/activity took place on June 20, 2023. On June 20, 2023, an officer gave a DUI presentation at a Sheriff's Watch meeting. The second educational/community outreach event/activity took place on August 12, 2023, where JSO held a Safety Fair at the Avenues Mall, and 50 educational flyers were passed out. On September 11, 2023, JSO presented a DUI brief for 250 military personnel about traffic safety and DUIs for the Naval Station Mayport's Safety Stand Down event.</p> <p>Social media was utilized 8 times to educate the public, and a news article was published by Action News Jax on May 5, 2023, regarding JSO's Cinco de Mayo deployment.</p>			
<b>Expenditures</b>	<b>\$63,045.43</b>			
<b>Miami Beach Police Department</b>	<b>Impaired Driving Initiative</b>	<b>M5HVE-2023-00197</b>	<b>N/A</b>	<b>\$135,000</b>
<b>Project Activities</b>	<p>The Miami Beach Police Department (MBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. MBPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a decrease of 35% in crashes, 16% in injuries, and 100% in fatalities.</p> <p>MBPD conducted 10 impaired driving enforcement operations that yielded 28 safety belt citations, 4 impaired driving arrests, and 11 speeding citations. Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>Officers participated in two separate events to educate the public about the dangers of impaired driving. The first event occurred at the Biscayne Pointe School during the DARE program time. The second event was the National Night Out. As part of this event, officers from MBPD handed out pamphlets and educated the public regarding the dangers and consequences of impaired driving.</p> <p>Social media, campaign materials, message boards, and press releases were utilized to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving.</p>			
<b>Expenditures</b>	<b>\$108,027.22</b>			

<b>Nassau County Sheriff's Office</b>	<b>Sober Up</b>	<b>M5HVE-2023-00090</b>	<b>N/A</b>	<b>\$20,000</b>
<b>Project Activities</b>	<p>The Nassau County Sheriff's Office (NCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. The NCSO strived to reduce crashes and fatalities by 3% compared to the past 3-year average, but due to system restraints, did not have accurate data to provide these results.</p> <p>NCSO conducted 47 enforcement operations that resulted in 13 DUI arrests and 28 speeding citations. Social media platforms were utilized to educate the public on enforcement and the dangers of impaired driving 18 times.</p>			
<b>Expenditures</b>	<b>\$11,245.18</b>			
<b>Okeechobee County Sheriff's Office</b>	<b>Enhanced Impaired Driving Enforcement</b>	<b>M5HVE-2023-00114</b>	<b>N/A</b>	<b>\$85,000</b>
<b>Project Activities</b>	<p>The Okeechobee County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. The Okeechobee County Sheriff's Office strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a 42% decrease in impaired driving crashes and 62% decrease in impaired driving crashes with fatalities when compared to the previous three-year average.</p> <p>The Okeechobee County Sheriff's Office used 716 overtime hours to conduct 68 enforcement operations that yielded 731 contacts, 104 citations issued, 54 arrests made, 2 safety belt citations issued, 30 DUI arrests made, and 51 speeding citations. 662 impaired driving materials were handed out to educate the public. Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>Deputies attended 2 different public events to educate citizens and students of Okeechobee County on the dangers of driving under the influence.</p> <p>Message boards were utilized 3 times to educate the public on enforcement waves, while social media was utilized to educate the public. A total of 322 posts were created and published on all social media platforms.</p>			
<b>Expenditures</b>	<b>\$55,703.01</b>			

<b>Orange County Sheriff's Office</b>	<b>Impaired Driving Enforcement</b>	<b>M5HVE-2023-00053</b>	<b>N/A</b>	<b>\$75,000</b>
<b>Project Activities</b>	<p>The Orange County Sheriff's Office (OCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details.</p> <p>OCSO conducted 10 enforcement operations that resulted in 6 safety belt citations, 7 DUI arrests, and 190 speeding citations. Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>Social media was utilized 18 times to educate the public on enforcement operations and the dangers of impaired driving.</p>			
<b>Expenditures</b>	<b>\$16,013.26</b>			
<b>Orlando Police Department</b>	<b>Orlando Police Department Impaired Driving Enforcement Team</b>	<b>M5HVE-2023-00126</b>	<b>N/A</b>	<b>\$100,000</b>
<b>Project Activities</b>	<p>The Orlando Police Department (OPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. OPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 28.88% in crashes, 13.44% in serious injuries, and 89.53% in fatalities relating to impaired driving. Over the project period, a total of 780 overtime hours were used to conduct 9 impaired driving enforcement operations with 882 contacts made and 418 materials provided that yielded 193 citations, 36 arrests, 2 safety belt citations, 21 DUI arrests, and 91 speeding citations.</p> <p>Officers also participated in educational/community outreach events/activities. DUI team members attended numerous community events, citizen police academies, neighborhood meetings, Mothers Against Drunk Driving (MADD) events, and new officer orientations. During these events, they utilized Fatal Vision goggles, miniature pedal-powered vehicles, and obstacle courses to demonstrate the effects of various substances on a person's ability to operate motorized vehicles. The DUI Team is routinely requested at these public events.</p> <p>Social media was utilized 15 times to educate the public on the dangers of impaired driving. Additionally, The DUI team sergeant participated in a community DUI/Distracted Driving Discussion Panel with other local agencies and media personalities.</p>			
<b>Expenditures</b>	<b>\$43,328.83</b>			

<b>Palm Beach County Sheriff's Office</b>	<b>City of Lake Worth Beach and Village of Wellington Impaired Driving Strategy</b>	<b>M5HVE-2023-00357</b>	<b>N/A</b>	<b>\$100,000</b>
<b>Project Activities</b>	<p>The Palm Beach County Sheriff's Office (PBSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. PBSO strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with the following. In the City of Lake Worth Beach, realized a reduction of 12.24% in crashes and 66.67% in fatalities relating to impaired driving. In the Village of Wellington, realized a reduction of 50% in crashes and 100% increase in fatalities relating to impaired driving.</p> <p>PBSO conducted 26 impaired driving enforcement operations that resulted in 1,067 contacts, 34 safety belt citations, 15 DUI arrests, and 331 speeding citations issued. Impaired driving enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign</p> <p>Social media and press releases were utilized to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving throughout the project period. Advisories regarding upcoming operations and then, consequent results from the operations were also posted on social media platforms.</p> <p>Deputies also participated in multiple outreach events including outreach at a local pharmacy wherein they provided information to people about the dangers of drinking and driving and distributed FDOT approved materials, outreach, and education at the Wellington Amphitheater during a community event; and awareness and outreach for Drive Sober or Get Pulled Over during July 5th Lake Worth Beach community event.</p>			
<b>Expenditures</b>	<b>\$100,000</b>			

<b>Panama City Police Department</b>	<b>Impaired Driving Task Force</b>	<b>M5HVE-2023-00241</b>	<b>N/A</b>	<b>\$20,000</b>
<b>Project Activities</b>	<p>The Panama City Police Department (PCPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. PCPD strived to reduce crashes and fatalities by 5% compared to the past 3-year average and ended with a reduction of 5.05% in crashes and an increase of 50.37% in fatalities relating to impaired driving.</p> <p>PCPD used 79.5 overtime hours to conduct 12 impaired driving enforcement operations that yielded 73 contacts, 1 safety belt citation, 7 DUI arrests, and 17 speeding citations issued.</p> <p>Officers also conducted 3 community outreach events. Each session was approximately an hour long and was conducted at an area high school. Students had the opportunity to ask questions and hear statistics on how impaired driving can impact safety while operating a motor vehicle. This had a reach of 137 students.</p> <p>Social media and press releases to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving. There were 33 social media posts, 1 press release and 3 articles published in the local news, a total of 37 posts were shared.</p>			
<b>Expenditures</b>	<b>\$3,611.09</b>			
<b>Pensacola Police Department</b>	<b>Zero Tolerance - Impaired Driving Enforcement Initiative</b>	<b>M5HVE-2023-00205</b>	<b>N/A</b>	<b>\$45,000</b>
<b>Project Activities</b>	<p>The Pensacola Police Department (PPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. PPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 1% in crashes and 25% in fatalities relating to impaired driving.</p> <p>PPD conducted 84 impaired driving enforcement operations that resulted in 97 warnings, 77 citations, with 7 being impaired driving arrests and 60 being speeding citations. Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>Officers also conducted several community outreach events to increase awareness on distracted and impaired driving. The educational events included speaking to the new training classes at NAS Pensacola, Citizens Police Academy (hosted by the Pensacola Police Department) and speaking to Criminal Justice Majors at Pensacola State College.</p> <p>Social media was utilized to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving.</p>			
<b>Expenditures</b>	<b>\$8,454.52</b>			

Pinellas County Sheriff's Office	Impaired Driving Prevention Enhancement Project	M5HVE-2023-00109	N/A	\$50,000
<b>Project Activities</b>	<p>The Pinellas County Sheriff's Office (PCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. PCSO strived to reduce crashes and fatalities by 3% compared to the past 3-year average. The average number of impaired driving crashes that PCSO responded to in Pinellas County from October 1, 2019, to September 30, 2022, was 202, and the average number of impaired driving crashes with fatalities that PCSO responded to in Pinellas County from October 1, 2019, to September 30, 2022, was 1.67. That was a reduction of 4% in crashes and a 140% increase in impaired driving crashes with fatalities when compared to the previous three-year average. While the number of crashes decreased exceeding the target goal of 3%, the severity of crashes resulting in fatalities significantly increased.</p> <p>PCSO used 728.4 overtime hours to conduct 41 high visibility enforcement operations that resulted in 499 traffic stops, 190 citations were written (8 safety belt, 67 DUI citations, 36 speeding citations, 20 DWLSR citations, 4 open container, 2 possession of narcotics, and 53 other citations), 265 warnings were given, and 67 DUI arrests were made.</p> <p>Deputies participated in 4 Sheriff's Citizen Academies to educate citizens of Pinellas County on driving under the influence and provided demonstrations using Fatal Vision goggles. PCSO DUI Deputies conducted three DUI Victim Impact Panels and the TSRP Courtroom Testimony Class. Deputies chaired the Pinellas Traffic Safety Team meeting at PCSO. Deputies also attended the 2023 MADD Law Enforcement Recognition Event and Training Symposium. The following awards were presented to PCSO: five deputies received the Century Achiever Award, twelve deputies were recognized for Outstanding Dedication to DUI Enforcement, and 5 deputies were recognized for Outstanding Drugged Driving Enforcement. A PCSO deputy was awarded the Millennium Achiever Award for apprehending over 1,000 DUI offenders in his career.</p> <p>A total of 32 media releases to the public were disseminated through social media, PCSO website, and local media to educate the public. There were 23 social media posts, 7 press releases and 2 articles published in the local news.</p>			
<b>Expenditures</b>	<b>\$50,000</b>			

<b>Santa Rosa Sheriff's Office</b>	<b>Law Enforcement Against Drunk Driving (LEADD) Program</b>	<b>M5HVE-2023-00007</b>	<b>N/A</b>	<b>\$60,000</b>
<b>Project Activities</b>	<p>The Santa Rosa Sheriff's Office (SRSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. SRSO deputies used 233.5 overtime hours that yielded 159 contacts, 4 safety belt citations, 6 DUI arrests, and 62 speeding citations issued. Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>Deputies conducted outreach for impaired driving at all five high schools within Santa Rosa County, preceding the more popular football games for the area. A total of 5 media releases were disseminated to the public via social media on SRSO Facebook and Instagram accounts.</p>			
<b>Expenditures</b>	<b>\$18,104.06</b>			
<b>Tampa Police Department</b>	<b>Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"</b>	<b>M5HVE-2023-00284</b>	<b>N/A</b>	<b>\$625,000</b>
<b>Project Activities</b>	<p>The Tampa Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. The Tampa Police Department strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 50% in crashes and an increase of 49.9% in fatalities relating to impaired driving.</p> <p>The Tampa Police Department used 7,303.5 overtime hours to conduct 39 impaired driving enforcement operations that resulted in 9,424 contacts, 2,794 citations, 984 arrests, 29 safety belt citations, 518 DUI arrests, and 1,070 speeding citations issued. Impaired driving enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>Officers also participated in 52 community outreach and educational events at Tampa High Schools, reaching hundreds of students, TPD participated in numerous Tampa Alcohol Coalition, FDOT IDEA, and Community Traffic Safety Team meetings. TPD also educated the public at a Tampa Bay Lightning game and educated students at the University of South Florida regarding the dangers of impaired driving.</p> <p>Social media and press releases were utilized to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving. A total of 22 posts were shared.</p>			
<b>Expenditures</b>	<b>\$601,510.25</b>			

<b>Titusville Police Department</b>	<b>Impaired Driving</b>	<b>M5HVE-2023-00324</b>	<b>N/A</b>	<b>\$20,000</b>
<b>Project Activities</b>	Due to staffing issues, Titusville Police Department was not able to conduct any enforcement operations as they did not have enough officers certified in the NHTSA/International Association of Chiefs of Police courses as outlined in FDOT State Safety Office's subgrant agreement.			
<b>Expenditures</b>	<b>\$0</b>			
<b>Wauchula Police Department</b>	<b>Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety Program</b>	<b>M5HVE-2023-00139</b>	<b>N/A</b>	<b>\$30,000</b>
<b>Project Activities</b>	<p>The Wauchula Police Department (WPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime impaired driving details. WPD strived to reduce crashes and fatalities by 3% compared to the past 3-year average and ended with a reduction of 100% in crashes and fatalities relating to impaired driving.</p> <p>WPD used 161 overtime hours to conduct 29 impaired driving enforcement operations that resulted in 1 safety belt citation and 9 speeding citations issued. Enforcement activities were conducted in conjunction with the National Drive Sober or Get Pulled Over Campaign.</p> <p>WPD utilized their social media accounts, press releases, messaging through their local media outlet, and their own website to educate the public on enforcement waves and to spread awareness of the dangers of impaired driving throughout the project period. A total of 18 posts were shared.</p>			
<b>Expenditures</b>	<b>\$6,022.40</b>			



# MOTORCYCLE SAFETY

## DESCRIPTION OF THE PROBLEM

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

Florida has more than 1.3 million drivers with motorcycle endorsements and approximately 626,000 registered motorcycles. Motorcycles and motor scooters represented about three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represents an average of 19 percent of Florida's annual traffic fatalities.

## COUNTERMEASURE STRATEGIES FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Motorcycle Safety - Motorcycle Helmets  
Motorcycle Helmet Use Promotion Programs (CTW: Chapter 5, Page 13)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (CTW: Chapter 5, Page 15)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Page 18)
- Motorcycle Safety - Motorcycle Rider Licensing and Training  
Motorcycle Rider Licensing (CTW: Chapter 5, Page 19)
- Motorcycle Safety - Motorcycle Rider Licensing and Training  
Motorcycle Rider Training (CTW: Chapter 5, Page 20)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 21)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Motorist Awareness of Motorcyclists (CTW: Chapter 5, Page 22)

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

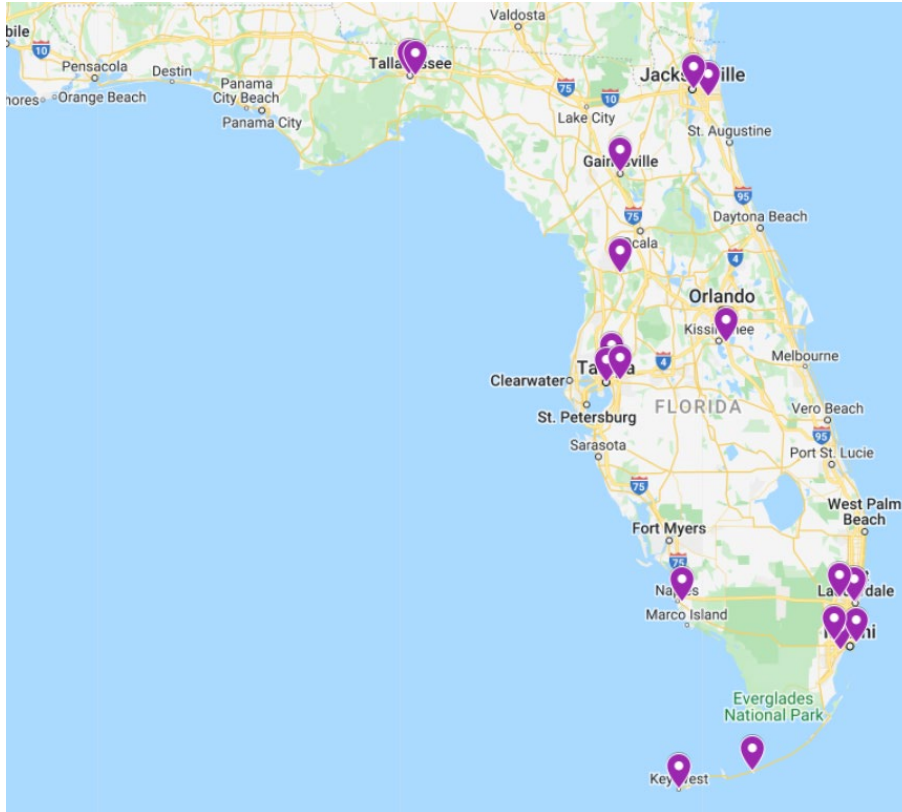
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF MOTORCYCLE SAFETY PROJECT LOCATIONS

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



**Agency:** Florida State University Police Department

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

**Project Number:** MC-2023-00168

**Funding Source:** 402

**Local Benefit:** \$90,000

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

**Budget:** \$90,000

**Project Activities:** The Florida State University Police Department was awarded a subgrant to train motorcycle riders on how to properly use their sport bikes. In total, program coaches taught approximately 516 riders, to include 146 first time track riders at 4 track day events throughout the subgrant period. Due to agency shortages and one of the tracks being sold, track day events were limited during this project period. Currently, there are only two track venues available for use with this training program.

**Expenditures:** \$40,885.43



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<b>Agency:</b>	University of Miami
<b>Project Name:</b>	Motorcycle Education and Injury Prevention Program in Trauma Centers
<b>Project Number:</b>	MC-2023-00245
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$290,000
<b>Project Description:</b>	<p>The University of Miami will continue the central/south Florida trauma initiative to conduct injury prevention and education programs in at least three Florida trauma centers. These programs will offer safety-related educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff who will assist in providing safety information directly to motorcycle crash victims and their families. Injury and prevention education for medical personnel will be concentrated in but not limited to the five counties with the greatest number of motorcycle fatalities: Broward, Hillsborough, Miami-Dade, Orange, and Pinellas. By implementing more effective first responder and emergency center response protocols for motorcycle crash victims, and educating motorcyclists admitted into hospitals involved in crashes on the methods of reducing crash and injury risks on the roadways, this project expects to reduce motorcycle-involved fatalities and serious injuries. The program will also study motorcyclists' alcohol, drug and medication use patterns from crash victims to develop informational material to help reduce recidivism by providing this information to crash victims as a preventative measure.</p>
<b>Budget:</b>	<b>\$290,000</b>
<b>Project Activities:</b>	<p>The University of Miami Survive the Ride program conducted injury prevention and education programs in level one and level two Trauma Centers. These programs offered educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff to better identify trauma injuries in motorcycle crash victims so they might better treat them and prevent fatalities. During the FY 2023 subgrant cycle the program completed "Survive the Ride" training resulting in a total of</p>

292 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, fire fighters, security personnel etc.) resulting in an additional 268 first responders trained from multiple hot spot counties.

This year, the “teachable moments” module for crash patients was updated and translated into Spanish. Due to changes in program personnel and delays in the Institutional Review Board’s (IRB) approval, patient intervention was not able to begin until August. Now that everything is updated and approved, patient intervention will greatly increase for FY 2024.

**Expenditures:                    \$210,692.96**



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

**Project Name:** Motorcycle Awareness Survey

**Project Number:** MC-2023-00206

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** **\$71,000**

**Project Activities:** The University of North Florida Institute of Police Technology Management conducted a motorcycle safety message awareness survey. The survey took place from June 19, 2023, through June 23, 2023, 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 1,627 completed survey responses collected from the 10 counties: 536 motorcyclists and 1,091 non-motorcyclists. The survey found that motorcyclists (78%) were more likely to have heard of the “Watch for Motorcycles” safety message than non-motorcyclists (46%) and both motorcyclists and non-motorcyclists were more likely to see the “Watch for Motorcycles” safety message on bumper stickers than any other advertising platform with outdoor billboards being the second most. When asked about the “Ride SMART” message 38% of motorcyclists recall seeing or hearing the message on social media platforms and 30% of non-motorcyclists heard the message on FM radio followed by 28% on social media.

**Expenditures:** **\$70,400**



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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Florida's Comprehensive Motorcycle Safety Program
<b>Project Number:</b>	MC-2023-00316
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of South Florida's Center for Urban Transportation Research (CUTR) will continue to coordinate and implement Florida's Motorcycle Safety Strategic Plan to identify critical issues, establish achievable performance indicators, and evaluate the effectiveness of all motorcycle safety programs comprehensively. CUTR concentrates most of its efforts on the ten counties with the highest number of motorcycle fatalities: Broward, Brevard, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, and Volusia. However, the goal is to support all motorcycle activities across the state. To help reduce crashes, CUTR will continue a pilot project in Hillsborough and Pinellas Counties to improve awareness of the danger of riding impaired, the importance of conspicuity and helmet use, controlled riding, and the promotion of rider endorsement and lifelong learning.
<b>Budget:</b>	<b>\$515,000</b>
<b>Project Activities:</b>	<p>During the FY 2023 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. The following milestones were successfully achieved: (a) facilitated a total of four Florida Motorcycle Safety Coalition (FMSC) Meetings, (b) facilitated the completion of coalition emphasis area tasks under the updated Motorcycle Safety Strategic Plan (MSSP) and MSSP Business Plan, (c) monitored, implemented, updated, and/or completed 114 outlined tasks in support of identified strategies, (d) assisted/supported 13 high-priority counties with the facilitation of motorcycle safety efforts at the county level, (e) attended or facilitated nineteen educational/community outreach events, and (f) developed an approved year-long media plan before December 31st, 2022.</p> <p>CUTR was able to continue online educational outreach via social media channels, the Ride Smart Florida website's educational material ordering system, and through distribution of motorcycle</p>

safety materials to law enforcement agencies and high schools in Florida with Driver Education programs.

CUTR and the FDOT program manager worked with other states to develop a new motorcycle safety message that will be used by multiple states during week-long events.

**Expenditures: \$475,865.24**

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

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

**Project Number:** MC-2023-00328

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** \$120,000

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

As of July 2023, Florida had over 1.4 million drivers with motorcycle endorsements, and 647,148 registered motorcycles. Ridership figures continue to climb, as the number of Florida motorcycle registrations has increased by around 1% annually and the number of motorcycle endorsements has increased by about 3% every year since 2010 except 2020.

A push-to-web mixed mode approach was adopted to conduct the 2022 Florida Motorcyclist Survey. The survey website (mcsafety.org) was updated, and an invitation postcard was sent to 30,000 addresses that were chosen through address-based sampling (ABS). No financial incentive was offered for responding, and 1,483 survey responses were collected. Of the surveys collected, 981 were from the postcard invitation and 502 were from the Facebook/Instagram advertisement.

CUTR cleaned the survey data and conducted a bivariate analysis by rider age groups and FDOT Districts. A longitudinal analysis was also conducted to compare select survey questions from 2019-2023. Mirroring previous surveys, notable differences were observed in annual mileage, trip frequency and riding purposes across age groups, with younger riders tending to take more frequently but longer distances, and primarily for recreational purposes. A detailed report of the findings was completed and provided to FDOT State Safety Office to support the development of responsive motorcycle safety countermeasures.

**Expenditures:**                    **\$79,215.19**

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

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

**Project Number:**                MC-2023-00339

**Funding Source:**                402

**Local Benefit:**                    \$0

**Project Description:**            The University of South Florida’s Center for Urban Transportation Research (CUTR) will receive subgrant funding to revise the current Mentorship Program for Every Rider pilot program and change it to a statewide implementation of Motorcycle Education Program for Every Rider (MEPER) which encourages safe riding habits and helmet use. The target population of MEPER will be expanded from early riders to every rider in Florida, and the curriculum will be expanded to meet

Florida riders' educational needs based on the annual Florida Motorcyclist Survey findings, and behavioral risk factors identified through motorcycle crash data analysis.

**Budget:** **\$92,000**

**Project Activities:** The Mentorship Program for Every Rider (MEPER) program continued education opportunities promoting safe riding behaviors, including DOT-compliant motorcycle helmet use. Based on the findings of in-depth interviews for new riders, the CUTR team created an online format of self-paced learning modules, using an e-learning development program, Articulate 360. During the FY 2023 subgrant cycle, two new self-paced e-learning modules were developed, updated, and pilot tested to address motorcycle-specific safety concerns and cater to the general interests of motorcyclists. A total of seven self-paced e-learning modules that use interactive features, video clips, and visual aids to deliver educational content and maintain learners' attention and interest in the curriculum were offered.

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

CUTR continued to work with the Driver Education Licensing Assistance Program (DELAP) teachers, who provide driving education to high school students across the state. The DELAP teachers were encouraged to order individual motorcycle safety educational materials for their Driver Education classes.

**Expenditures:** **\$73,704.20**

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<b>Agency:</b>	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
<b>Project Name:</b>	Motorcycle Endorsement Mailout
<b>Project Number:</b>	MC-2023-00057
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The Florida Department of Highway Safety and Motor Vehicles will receive funding to conduct an educational outreach campaign to notify Florida residents who have a motorcycle currently registered, but do not have a corresponding motorcycle endorsement on their license, which is required to operate a motorcycle in Florida. The funding will be used to develop and disperse the educational material.
<b>Budget:</b>	<b>\$61,000</b>
<b>Project Activities:</b>	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a subgrant to conduct an educational outreach campaign to notify Florida residents who have a motorcycle currently registered, but do not have a corresponding motorcycle endorsement on their license. Educational materials were developed and mailed out to 54,865 motorcycle owners identified as not having an endorsement as of April 2023. In September 2023, data analysis was conducted that revealed that between April and September 2023, there were a total of 6,944 (12%) of residents initially identified as not having an endorsement, who successfully completed the basic motorcycle course and obtained their motorcycle endorsement.
<b>Expenditures:</b>	<b>\$34,764.83</b>

**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$448,500

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

**Budget:** \$448,500

Agency	Project Name	Project Number	Local Benefit	Budget
Citrus County Sheriff's Office	Motorcycle Safety and Education	MC-2023-00040	\$46,000	\$46,000
<b>Project Activities</b>	The Citrus County Sheriff's Office was awarded a subgrant to conduct the Safe Motorcycle and Rider Techniques (SMART) training program and high visibility enforcement (HVE) motorcycle safety detail. The Citrus County Sheriff's Office conducted a total of 4 training courses that resulted in 19 trained riders. The Citrus County Sheriff's Office also conducted high visibility enforcement operations that yielded 872 traffic stops, 99 citations, 28 warnings issued to motorcyclists, and 637 citations issued to other motorists.			
<b>Expenditures</b>	<b>\$45,999.75</b>			

<b>Collier County Sheriff's Office</b>	<b>Citizen Motorcycle Class</b>	<b>MC-2023-00317</b>	<b>\$70,000</b>	<b>\$70,000</b>
<b>Project Activities</b>	The Collier County Sheriff's Office was awarded a subgrant to conduct the Safe Motorcycle and Rider Techniques (SMART) training program and high visibility enforcement (HVE) motorcycle safety detail. The Collier County Sheriff's Office conducted a total of 7 training courses that resulted in 59 trained riders. The Collier County Sheriff's Office also conducted high visibility enforcement operations that yielded 7 citations and 31 warnings.			
<b>Expenditures</b>	<b>\$46,994.69</b>			
<b>Gainesville Police Department</b>	<b>City of Gainesville Motorcycle and Scooter Safety and Education Program</b>	<b>MC-2023-00283</b>	<b>\$70,000</b>	<b>\$70,000</b>
<b>Project Activities</b>	The Gainesville Police Department (GPD) was awarded a subgrant to conduct the Safe Motorcycle and Rider Techniques (SMART) training program and high visibility enforcement (HVE) motorcycle safety detail. GPD conducted a total of 6 training courses that resulted in 53 trained riders. GPD also conducted 10 enforcement operations yielding 94 contacts.			
<b>Expenditures</b>	<b>\$11,178.74</b>			
<b>Jacksonville Sheriff's Office</b>	<b>Jacksonville Safe Motorcycle and Rider Techniques (SMART)</b>	<b>MC-2023-00008</b>	<b>\$36,000</b>	<b>\$36,000</b>
<b>Project Activities</b>	The Jacksonville Sheriff's Office (JSO) was awarded a subgrant to conduct the Safe Motorcycle and Rider Techniques (SMART) training program. JSO conducted 9 motorcycle training courses that resulted in 119 trained riders. Deputies participated in 2 educational/outreach events promoting motorcyclist safety efforts.			
<b>Expenditures</b>	<b>\$24,600.58</b>			
<b>Osceola County Sheriff's Office</b>	<b>Safe Motorcycle and Rider Techniques (SMART)</b>	<b>MC-2023-00091</b>	<b>\$76,500</b>	<b>\$76,500</b>
<b>Project Activities</b>	The Osceola County Sheriff's Office was awarded a subgrant to conduct the Safe Motorcycle and Rider Techniques (SMART) training program and high visibility enforcement (HVE) motorcycle safety detail. The Osceola County Sheriff's Office conducted a total of 9 training courses that resulted in 79 trained riders. The Osceola County Sheriff's Office also conducted 17 enforcement operations yielding 803 traffic stops and 262 citations. Motorcycle safety educational materials were distributed during all enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$70,079.85</b>			

Tampa Police Department	Tampa Safe Motorcycle and Rider Techniques (SMART) - Making a Difference	MC-2023-00165	\$150,000 \$219,000	\$150,000 \$219,000
Project Activities	The Tampa Police Department (TPD) was awarded a subgrant to conduct the Safe Motorcycle and Rider Techniques (SMART) training program and high visibility enforcement (HVE) motorcycle safety detail. TPD conducted a total of 6 full-time motorcycle training courses, 8 open practice days that resulted in 176 trained riders. TPD also conducted 44 enforcement operations yielding 488 traffic stops that included 353 speeding citations. Educational materials were distributed during all enforcement operations. Deputies participated in 18 educational/outreach events promoting motorcyclist safety efforts.			
Expenditures	\$185,523.15			





**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$780,000

**Project Description:** The following agencies will receive funding to conduct a data-driven educational and high visibility enforcement program targeting unsafe motorcycle and scooter operation as well as unendorsed riders in areas vulnerable to motorcycle and scooter crashes, and currently rank in the top 25% of the FY2023 Highway Safety Matrix. The funds will consist of overtime salaries and benefits. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program and to make sure agencies are complying with federal guidelines that prohibit conducting any checkpoints that target motorcycles for helmet use. During the subgrant period these projects yielded a total of 279 safety belt citations, 11 DUI arrests, and 4,185 speeding citations combined.

**Budget:** \$780,000

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Motorcycle Safety and Enforcement Project	MC-2023-00297	\$125,000	\$125,000
<b>Project Activities</b>	The Broward Sheriff's Office (BSO) was awarded a subgrant to conduct data-driven educational and high visibility enforcement (HVE) motorcycle safety detail. BSO conducted a total of 33 enforcement operations that yielded 1,092 total traffic stops including 731 motorcyclists. A total of 229 citations were issued along with 1,012 warnings. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$123,942.91</b>			

<b>Fort Lauderdale Police Department</b>	<b>Fort Lauderdale Police Motorcycle Safety Campaign</b>	<b>MC-2023-00288</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The Fort Lauderdale Police Department was awarded a subgrant to conduct data-driven educational and high visibility enforcement (HVE) motorcycle safety detail. The Fort Lauderdale Police Department conducted a total of 46 enforcement operations that resulted in 384 traffic stops, 230 citations, and 68 warnings. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$26,602.80</b>			
<b>Hillsborough County Sheriff's Office</b>	<b>Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program</b>	<b>MC-2023-00013</b>	<b>\$175,000</b>	<b>\$175,000</b>
<b>Project Activities</b>	The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct data-driven educational and high visibility enforcement (HVE) motorcycle safety detail. HCSO conducted a total of 325 enforcement operations that resulted in 1,197 motorcycle stops, 465 motor vehicle stops, and 314 citations were issued (56 for speed and 1 DUI arrest). Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public. Deputies also participated in 17 educational/outreach events promoting motorcyclist safety efforts.			
<b>Expenditures</b>	<b>\$171,918.16</b>			
<b>Key West Police Department</b>	<b>Motorcycle Safety</b>	<b>MC-2023-00054</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	The Key West Police Department (KWPD) was awarded a subgrant to conduct data-driven educational and high visibility enforcement (HVE) motorcycle safety detail. KWPD conducted a total of 198 enforcement operations yielding 1,199 traffic stops, 75 motorcycle-related citations, 582 motorcycle-related warnings, 78 citations, and 600 warnings issued to other motorists. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$64,228.38</b>			
<b>Miami Beach Police Department</b>	<b>Motorcycle Safety Campaign</b>	<b>MC-2023-00196</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	The Miami Beach Police Department (MBPD) was awarded a subgrant to conduct data-driven educational and high visibility enforcement (HVE) motorcycle safety detail. MBPD conducted a total of 70 enforcement operations that resulted in 1,347 traffic stops, 652 citations, and 763 warnings. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$75,000</b>			

<b>Miami-Dade Police Department</b>	<b>Miami-Dade Motorcycle Safety Program</b>	<b>MC-2023-00303</b>	<b>\$150,000</b>	<b>\$150,000</b>
<b>Project Activities</b>	The Miami-Dade Police Department (MDPD) was awarded a subgrant to conduct data-driven educational and high visibility enforcement (HVE) motorcycle safety detail. MDPD conducted a total of 26 enforcement operations that yielded 668 traffic stops, 1,087 citations, and 179 warnings. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$144,148.35</b>			
<b>Monroe County Sheriff's Office</b>	<b>Motorcycle Safety</b>	<b>MC-2023-00036</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities</b>	The Monroe County Sheriff's Office was awarded a subgrant to conduct data-driven educational and high visibility enforcement (HVE) motorcycle safety detail. The Monroe County Sheriff's Office conducted a total of 182 enforcement operations that resulted in 2,059 traffic stops including 1,060 motorcyclists and 999 other vehicles, 1,049 warnings, and 1,477 citations issued including 786 for speeding. Also, there were 91 motorcyclists cited for no endorsement, 7 DUI arrests, and 110 motorcycles impounded. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$100,000</b>			
<b>Sunrise Police Department</b>	<b>Motorcyclist Safety and Education Initiative</b>	<b>MC-2023-00171</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities</b>	The Sunrise Police Department (SPD) was awarded a subgrant to conduct data-driven educational and high visibility enforcement (HVE) motorcycle safety detail. SPD conducted a total of 73 enforcement operations that yielded 1,333 traffic stops including 38 Motorcyclists, 211 warnings, and 937 citations issued. Motorcycle safety educational material was distributed during the enforcement operations and social media was used to educate the public. Officers also participated in 2 educational/outreach events promoting motorcyclist safety efforts.			
<b>Expenditures</b>	<b>\$50,000</b>			

# OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

## DESCRIPTION OF THE PROBLEM

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

Safety belts and age-appropriate child safety seats, when used properly, keep vehicle occupants in their seats during a crash and spread the crash forces across the stronger parts of the body, which helps to prevent fatalities and serious injuries.

In Florida in 2020, unrestrained occupants represented 24 percent of all fatalities.

## COUNTERMEASURE STRATEGIES FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on

those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

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

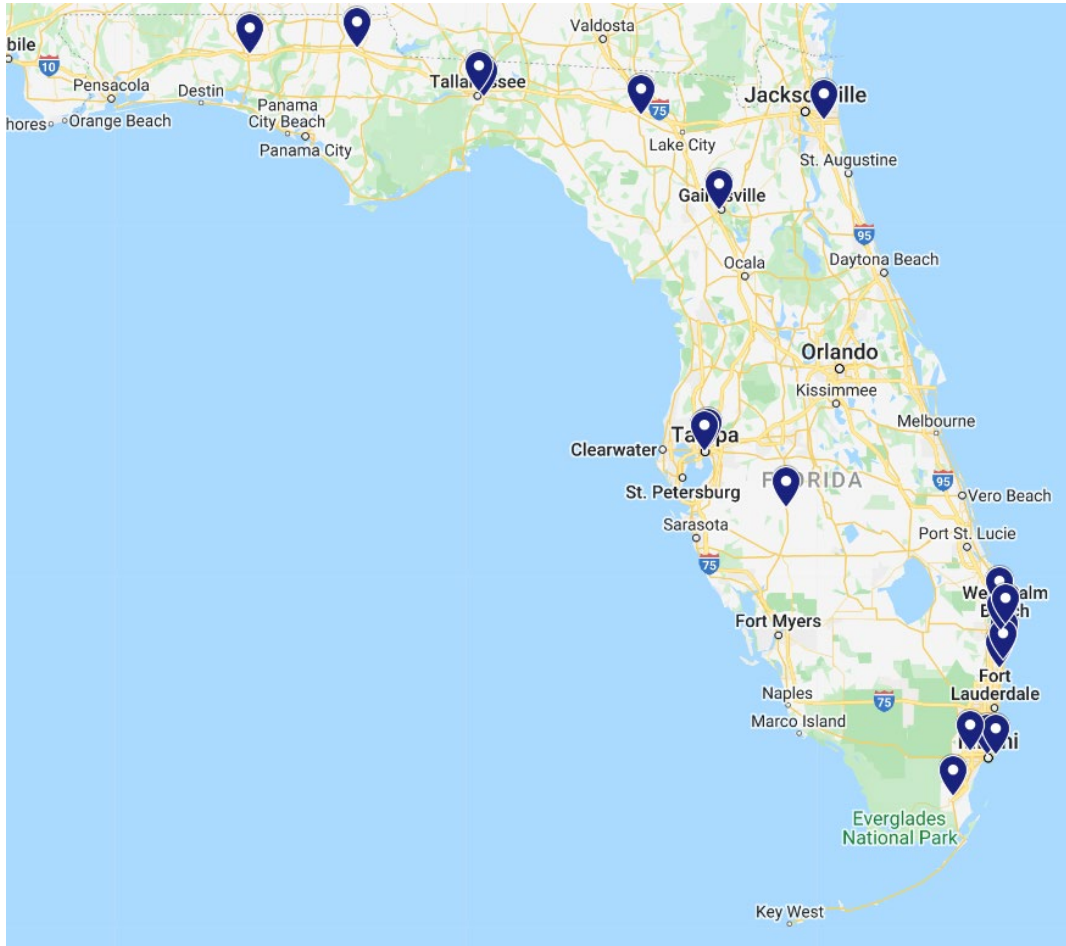
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF OCCUPANT PROTECTION PROJECT LOCATIONS

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



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<b>Agency:</b>	University of Florida - Institute for Mobility, Activity, and Participation
<b>Project Name:</b>	Child Passenger Safety Seat Fitting Station Database and Mapping
<b>Project Number:</b>	M2X-2023-00326
<b>Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The University of Florida’s Institute for Mobility, Activity, and Participation will house and maintain the Florida Child Passenger Safety (CPS) Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state’s youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child’s car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida’s Occupant Protection Strategic Plan.
<b>Budget:</b>	<b>\$72,000</b>
<b>Project Activities:</b>	Progress was made over the course of FY2023 in preparing the website for a full launch in FY2024. A domain name was chosen, approved, and purchased for the website. Measures were taken to resolve several technical issues that arose. The project team attended a meeting with the Florida Occupant Protection Coalition and gave a presentation about the website, receiving valuable feedback on improvements. Advertising and promotional material was also drafted and is in process for future use to promote the website among interested stakeholders and users. Google analytics software is in place to track user data to improve the site once it is fully implemented.
<b>Expenditures:</b>	<b>\$61,836.04</b>



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

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

**Project Number:** OP-2023-00246

**Funding Source:** 402

**Local Benefit:** \$0

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

**Budget:** **\$120,000**

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

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

Cambridge Systematics Inc. (CS) facilitated the coalition meetings and updated the Florida Occupant Protection Strategic Action Plan (OPSAP). Four meetings were scheduled in the FY2023 subgrant year: October 26-27, 2022, February 15-16, 2023, May 10-11, 2023, and August 31 – September 1, 2023. The last meeting had to be cancelled due to the arrival of Hurricane Idelia.

**Expenditures:** **\$94,456.44**

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<b>Agency:</b>	University of Florida - Transportation Technology Transfer (T2) Center
<b>Project Name:</b>	Child Passenger Safety Resources and Support
<b>Project Number:</b>	M2X-2023-00302
<b>Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	<p>The University of Florida’s Transportation Technology Transfer Center will ensure Florida has the needed occupant protection resources. This project’s goals are to promote the use of child restraints, to support Florida’s Child Passenger Safety technician and instructor infrastructure through scholarships and teaching stipends, and to provide appropriate training to occupant protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection.</p> <p>No more than a total of \$109,268 (5% of the FY 2022 405(b) allocation) will be spent on the purchase of child safety seats to be distributed to the public.</p>
<b>Budget:</b>	<b>\$277,000</b>
<b>Project Activities:</b>	<p>The University of Florida was awarded a subgrant to continue the operation of the Florida Occupant Protection Resource Center (OPRC). This, web-based resource center provided occupant protection (OP) professionals across Florida the ability to order resources and materials to enhance their local OP traffic safety programs and/or campaigns and provided additional educational support and scholarships for Florida’s Child Passenger Safety (CPS) technicians and instructors.</p> <p>In FY2023, a total of 35,126 physical resources were provided to occupant protection advocates statewide and an additional 30,162 electronic resources were downloaded. In total, 1,028 child safety seats were shipped to CPS technicians for distribution to low-income families who could not afford to purchase a safety seat.</p>
<b>Expenditures:</b>	<b>\$265,919.12</b>

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Name:</b>	Statewide Safety Belt and Child Passenger Safety Surveys
<b>Project Number:</b>	M2X-2023-00228
<b>Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The University of North Florida’s Institute of Police Technology and Management will oversee the comprehensive evaluation of Florida’s occupant protection usage rates. A consultant will be hired to conduct a statewide observational safety belt usage survey and a child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion surveys about occupant protection. The surveys will be shared with partners across the state to assist with program development and educational opportunities.
<b>Budget:</b>	<b>\$356,000</b>
<b>Project Activities:</b>	<p>The University of North Florida—Institute of Police Technology and Management (IPTM) was awarded a subgrant to conduct two observational surveys, the Florida Statewide Safety Belt Use and Child Passenger Safety (CPS) Restraint Use surveys and the Click It or Ticket (CIOT) public opinion survey.</p> <p>IPTM contracted with Preusser Research Group (PRG) to conduct the Safety Belt Observational Survey and the Statewide Child Passenger Safety Restraint Use Survey.</p> <p>The Safety Belt Observational Survey was conducted June 2-8, 2023. Surveyors recorded observations of 31,161 vehicle occupants at 165 selected sites in 15 counties. Overall safety belt use was measured at 89.4%, up 1.1% from the 2022 measured rate of 88.3%. The highest use was on interstate highways (91.9%) while the lowest use was on local roadways (84.8%). Belt use among males was lower than females at 86.9% to 92.8%. Belt use was highest in SUVs (92.7%) and lowest in pickup trucks (82.7%). With respect to age, observations showed that the highest use rate was among drivers aged 60 and older (94.4%) and the lowest was among drivers aged 16-34 (87.3%). Black drivers (83.9%) had the</p>

lowest rate amongst racial groups, followed by Hispanic drivers (89%). Asian and White were observed at 96.5% and 91.8% respectively.

The CPS survey on-site observations took place over March and April at 200 selected sites from 20 counties covering all 10 Designated Market Areas (DMA's) in Florida. Observers collected usage data on 4,915 children riding in 4,407 passenger vehicles. The survey results indicated that 80 percent of children observed were restrained. That is a decrease from the 2022 survey results of 83%. The youngest children (ages 0-3) were restrained the most often (94%) while children ages 4-5 and children aged 6-12 were observed as restrained less often (68% and 75% respectively).

To conduct the Click it or Ticket public opinion survey, IPTM enlisted the services of the University of North Florida Public Opinion Research Lab (PURL). The survey was conducted immediately following the annual CIOT Memorial Day Mobilization and 1,520 completed responses were collected via a combination of telephone and online methods, with at least 100 responses in each of Florida's 10 media markets. An analysis revealed that self-identified seat belt use was up from the previous year, from 78% to 83% for drivers between the ages of 18 to 34. Despite the improvement in self-identified safety belt use rates from 2022-2023 among this group, overall, this number remains down by six points from a high in 2015. Survey respondents were asked if they had seen, read, or heard of CIOT campaigns over the previous year. CIOT awareness in 2023 increased by 9 percentage points over the previous year to a total of 77%. Of those who reported seeing CIOT messaging, it was seen most frequently on traditional billboards.

**Expenditures:                    \$336,237**



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<b>Agency:</b>	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
<b>Project Name:</b>	Child Passenger Safety (CPS) Support
<b>Project Number:</b>	M2X-2023-00026
<b>Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The Florida Department of Highway Safety and Motor Vehicles will train their Education and Outreach Coordinators (EOC's) as Child Passenger Safety Technician Instructors (CPST-I's). These CPST-I's will plan, coordinate and travel to areas in need of CPS Certification and Recertification courses. They will also provide opportunities for Child Passenger Safety Technicians (CPST's) to meet the seat check activity sign off required to maintain certification, making it easier for CPST recertify.
<b>Budget:</b>	<b>\$25,000</b>
<b>Project Activities:</b>	The planned training course for this project was cancelled due to the arrival of Hurricane Nicole at the training site on November 10th. Two technicians were able to be trained at a later date and conducted two additional car seat checks. Additional staff will be trained as a component of a future subgrant.
<b>Expenditures:</b>	<b>\$0</b>

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<b>Agency:</b>	The Dori Slosberg Foundation, Inc. (DBA Dori Saves Lives)
<b>Project Name:</b>	Occupant Protection and Child Passenger Safety Subgrant
<b>Project Number:</b>	OP-2023-00059
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The Dori Slosberg Foundation, Inc. (DBA Dori Saves Lives) will be conducting a Social Media Campaign entitled: Buckle Up To Live! This campaign will be conducted via social media platforms to disburse messages videos, Public Service Announcements, and infographics directed at low safety belt-use groups to emphasize the importance of wearing a safety belt while in a moving vehicle. This campaign will include community outreach in school, libraries, community centers, and community events.
<b>Budget:</b>	<b>\$10,000</b>
<b>Project Activities:</b>	This project was not executed this subgrant year, however the FDOT State Safety Office continued efforts directed at low safety belt-use groups around the state to emphasize the importance of wearing a safety belt while driving or riding in a motor vehicle.
<b>Expenditures:</b>	<b>\$0</b>

**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$1,425,000

**Project Description:** The following local enforcement agencies have jurisdiction over communities that have high numbers of fatalities and serious injuries due to lack of safety belt use and currently rank in the top 25% of the FY 2023 Highway Safety Matrix. These agencies will receive funding to conduct combined safety belt enforcement and education programs. Efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2023 *Click It or Ticket* national campaign and enforcement waves with the encouragement of nighttime enforcement. Subgrant funding supports overtime efforts and costs associated with printing and distributing educational materials.

**Budget:** \$1,425,000

Agency	Project Name	Project Number	Local Benefit	Budget
Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety	OP-2023-00180	\$45,000	\$45,000
<b>Project Activities</b>	The Boynton Beach Police Department (BBPD) was awarded a subgrant to conduct safety belt enforcement and education programs. BBPD reduced overall occupant protection-related traffic crashes by 11%. The crashes involving injury reduced by 8% and the fatality crashes decreased by 20% compared to the previous three-year average. The Department executed 45 operations during the subgrant period. During the Click it or Ticket campaign, social media and message boards were used to post extra educational messages throughout the city. Officers participated in 2 outreach events and distributed educational materials to increase occupant protection awareness.			
<b>Expenditures</b>	<b>\$42,373.88</b>			

<b>City of Miami Police Department</b>	<b>Miami Safety Belt Enforcement Project</b>	<b>OP-2023-00251</b>	<b>\$85,000</b>	<b>\$85,000</b>
<b>Project Activities</b>	The City of Miami Police Department (MPD) was awarded a subgrant to conduct safety belt enforcement and education programs. MPD conducted 52 enforcement operations that resulted in 375 safety belt citations. They participated in the National Click It or Ticket Campaign where they issued 190 safety belt and 22 child restraint citations. Social media was used to educate the public on 24 occasions. By the end of the project period, MPD observed a safety belt usage rate improvement of 2% compared to the previous project period.			
<b>Expenditures</b>	<b>\$84,583.36</b>			
<b>DeFuniak Springs Police Department</b>	<b>Occupant Protection and Child Passenger Safety</b>	<b>OP-2023-00358</b>	<b>\$15,000</b>	<b>\$15,000</b>
<b>Project Activities</b>	The DeFuniak Springs Police Department (DSPD) was awarded a subgrant to conduct safety belt enforcement and education programs. DSPD participated in the National Click It or Ticket Campaign and conducted 59 enforcement operations that yielded 587 safety belt traffic stops. DSPD also distributed over 426 occupant protection-related educational materials.			
<b>Expenditures</b>	<b>\$13,526.88</b>			
<b>Delray Beach Police Department</b>	<b>Delray Beach Police Occupant Protection and Child Passenger Safety</b>	<b>OP-2023-00233</b>	<b>\$60,000</b>	<b>\$60,000</b>
<b>Project Activities</b>	The Delray Beach Police Department (DBPD) was awarded a subgrant to conduct safety belt enforcement and education programs. DBPD conducted 832 enforcement operations that resulted in 140 safety belt citations and participated in 22 enforcement details during the National Click It or Ticket Campaign that yielded 49 safety belt citations and 480 other citations. Social media was used to educate the public. Officers also participated in 3 in-person outreach events to increase occupant protection awareness.			
<b>Expenditures</b>	<b>\$60,000</b>			



<b>Hillsborough County Sheriff's Office</b>	<b>Occupant Protection Education and Enforcement Operation</b>	<b>OP-2023-00011</b>	<b>\$125,000</b>	<b>\$125,000</b>
<b>Project Activities</b>	The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct safety belt enforcement and education programs. HCSO conducted 156 enforcement operations that yielded 171 safety belt citations and participated in the National Click It or Ticket Campaign that resulted in 26 high visibility enforcement details. Deputies also participated in 4 community outreach events to increase occupant protection awareness. By the end of the project period, HCSO observed a 57.14% reduction in crashes and fatalities as a result of occupants not being properly restrained.			
<b>Expenditures</b>	<b>\$124,958.14</b>			
<b>Homestead Police Department</b>	<b>Homestead Police Department Occupant Protection Project</b>	<b>OP-2023-00311</b>	<b>\$55,000</b>	<b>\$55,000</b>
<b>Project Activities</b>	The Homestead Police Department was awarded a subgrant to conduct safety belt enforcement and education programs. Homestead Police Department conducted 33 enforcement operations that resulted in 466 safety belt citations. Social media and message boards were used to educate the public.			
<b>Expenditures</b>	<b>\$55,000</b>			
<b>Jackson County Sheriff's Office</b>	<b>Jackson County Sheriff's Office Occupant Protection Program</b>	<b>OP-2023-00221</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The Jackson County Sheriff's Office was awarded a subgrant to conduct safety belt enforcement and education programs. Jackson County Sheriff's Office conducted 2 enforcement operations that yielded 20 safety belt citations and 71 warnings. Deputies participated in the National Click It or Ticket Campaign and 6 outreach events to increase occupant protection awareness. Safety materials were used to educate the public.			
<b>Expenditures</b>	<b>\$20,924.11</b>			

<b>Live Oak Police Department</b>	<b>Occupant Protection</b>	<b>OP-2023-00121</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Project Activities</b>	The Live Oak Police Department (LOPD) was awarded a subgrant to conduct safety belt enforcement and education programs. LOPD conducted 13 enforcement operations and participated in the National Click It or Ticket Campaign that resulted in high visibility details. Officers also participated in outreach events and distributed educational materials to educate the public. LOPD observed a 35.6% reduction in crashes and fatalities as a result of occupants not being properly restrained.			
<b>Expenditures</b>	<b>\$2,133.78</b>			
<b>Miami Beach Police Department</b>	<b>Occupant Protection and Child Passenger Safety</b>	<b>OP-2023-00198</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	The Miami Beach Police Department (MBPD) was awarded a subgrant to conduct safety belt enforcement and education programs. MBPD conducted 68 enforcement operations, during nighttime hours, that yielded 177 total safety belt citations and participated in the National Click It or Ticket Campaign. Safety materials were used to educate the public. Officers also participated in outreach events to increase occupant protection awareness. MBPD observed a 40% reduction in crashes and a 4.35% reduction in serious injuries as a result of occupants not being properly restrained.			
<b>Expenditures</b>	<b>\$56,735.18</b>			
<b>Miami-Dade Police Department</b>	<b>Miami-Dade Occupant Protection and Child Passenger Safety Program</b>	<b>OP-2023-00300</b>	<b>\$300,000</b>	<b>\$300,000</b>
<b>Project Activities</b>	The Miami-Dade Police Department (MDPD) was awarded a subgrant to conduct safety belt enforcement and education programs. MDPD conducted 45 enforcement operations that resulted in 3,537 safety belt citations. Social media was used 11 times to educate the public. Officers also participated in 88 outreach events and 100 child passenger seat inspections to increase occupant protection awareness.			
<b>Expenditures</b>	<b>\$280,027.05</b>			

<b>Palm Beach County Sheriff's Office</b>	<b>Palm Beach County Occupant Protection Strategy</b>	<b>OP-2023-00356</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>Project Activities</b>	The Palm Beach County Sheriff's Office (PBCSO) was awarded a subgrant to conduct safety belt enforcement and education programs. PBCSO conducted enforcement operations that yielded 3,427 contacts, and 2,285 safety belt citations. Deputies also participated in the National Click It or Ticket Campaign and outreach events to increase occupant protection awareness. Social media was used to educate the public.			
<b>Expenditures</b>	<b>\$200,000</b>			
<b>Palm Beach Gardens Police Department</b>	<b>Occupant Protection Initiative</b>	<b>OP-2023-00306</b>	<b>\$35,000</b>	<b>\$35,000</b>
<b>Project Activities</b>	The Palm Beach Gardens Police Department (PBGPD) was awarded a subgrant to conduct safety belt enforcement and education programs. PBGPD conducted 20 enforcement operations and participated in the National Click It or Ticket Campaign that resulted in 80 contacts and 52 citations or warnings issued. Message boards were used to educate the public. Officers also participated in 8 outreach events to increase occupant protection awareness.			
<b>Expenditures</b>	<b>\$34,629.95</b>			
<b>Tallahassee Police Department</b>	<b>Safety Belt Enforcement</b>	<b>OP-2023-00044</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities</b>	The Tallahassee Police Department was awarded a subgrant to conduct safety belt enforcement and education programs. Tallahassee Police Department conducted enforcement operations that yielded 1,500 contacts and 709 safety belt citations. Message boards, display banners, and social media were used to educate the public. Officers also participated in the National Click It or Ticket Campaign and 4 outreach events to increase occupant awareness.			
<b>Expenditures</b>	<b>\$21,482.48</b>			

<b>Tampa Police Department</b>	<b>Sit Tight and Belt Right</b>	<b>OP-2023-00322</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>Project Activities</b>	The Tampa Police Department was awarded a subgrant to conduct safety belt enforcement and education programs. Tampa Police Department conducted 59 enforcement operations that resulted in 4,218 contacts, 1,156 safety belt citations, and 1,733 safety belt warnings issued. Tampa Police Department participated in the National Click It or Ticket Campaign. Social media was utilized to educate the public on occupant protection and promote the agency's Child Seat Program. A total of 75 child safety seats were installed during the project period. Officers also participated in 12 outreach events to increase occupant protection awareness. Tampa Police Department observed a 20.56% reduction in unrestrained motorist fatalities during the project period.			
<b>Expenditures</b>	<b>\$196,577.93</b>			
<b>Wauchula Police Department</b>	<b>Wauchula Police Department Occupant Protection and Child Passenger Safety</b>	<b>OP-2023-00227</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The Wauchula Police Department (WPD) was awarded a subgrant to conduct safety belt enforcement and education programs. WPD conducted 113 enforcement operations, that yielded 732 contacts, 18 safety belt citations, and 686 warnings. WPD participated in the National Click It or Ticket Campaign. Social media was used, and 1,758 safety materials were distributed to educate the public during traffic stops. Officers also participated in 5 outreach events to increase occupant protection awareness.			
<b>Expenditures</b>	<b>\$22,922.64</b>			
<b>West Palm Beach Police Department</b>	<b>Occupant Protection and Child Passenger Safety</b>	<b>OP-2023-00151</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities</b>	The West Palm Beach Police Department (WPBPD) was awarded a subgrant to conduct safety belt enforcement and education programs. WPBPD conducted 33 enforcement operations that resulted in 813 traffic stops, 301 safety belt citations. WPBPD participated in the National Click It or Ticket Campaign, which yielded 6 high visibility details. Message boards and social media were used to educate the public. Officers also participated in 3 outreach events to increase occupant protection awareness.			
<b>Expenditures</b>	<b>\$44,206.01</b>			

# PAID MEDIA

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 21)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Motorist Awareness of Motorcyclists (CTW: Chapter 5, Page 22)
- Pedestrian Safety - Impaired Pedestrians  
Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 30)
- Bicycle Safety - Driver and Bicyclists  
Share the Road Awareness Programs (CTW: Chapter 9, Page 34)
- Drowsy Driving – Communications and Outreach  
Communications and Outreach on Drowsy Driving (CTW: Chapter 10, Page 12)

## RATIONALE FOR SELECTION

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

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

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

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

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

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

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

## SAFETY IMPACTS

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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects that will support other educational and high visibility enforcement projects around the state to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida’s target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA’s Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.



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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Distracted Driving Media Campaign
<b>Project Number:</b>	PM-2023-00363
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The FDOT Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a distracted driving campaign. Distracted driving prevention messages will be promoted through mediums such as radio, internet displays and videos, social media, etc.
<b>Budget:</b>	<b>\$750,000</b>
<b>Project Activities:</b>	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support distracted driving prevention. This distracted driving awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 34-year-olds that was seen and heard via digital radio (Pandora, Soundcloud, and Spotify), outdoor digital displays (billboards), digital video (YouTube, Samba TV, and Vizio), and social (Facebook and Instagram). Total estimated impressions for the campaign were 31,636,225.
<b>Expenditures:</b>	<b>\$730,959.01</b>



**DRIVE TIME IS YOU TIME**  
Ride with **DO NOT DISTURB**



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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Florida <i>Click It or Ticket</i> Media Campaign
<b>Project Number:</b>	M2PEM-2023-00362
<b>Funding Source:</b>	405(b)
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the <i>Click It or Ticket</i> awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
<b>Budget:</b>	<b>\$1,700,000</b>
<b>Project Activities:</b>	The FDOT Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida’s safety belt initiatives. The primary target audience for this messaging was men 18 to 34 years of age. Using a multi-platform approach that aligned with the target audience’s media consumption habits, a buckle up or risk a citation message was seen on cable television, via radio, digital radio (Pandora, Spotify, and SoundCloud), digital video (Univision, Hulu, YouTube, Vizio, and Samba TV), social media (Facebook, Instagram, and Snapchat), gas station pump videos, transit vehicles (outside of buses), and outdoor digital displays (billboards). Total estimated impressions for the campaign were 89,815,935.
<b>Expenditures:</b>	<b>\$1,684,112.29</b>



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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Impaired Driving Statewide Media Campaign
<b>Project Number:</b>	M5PEM-2023-00365
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote <i>Drive Sober or Get Pulled Over</i> awareness and enforcement efforts during the NHTSA crackdowns and waves and common drinking holidays. Impaired driving prevention messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
<b>Budget:</b>	<b>\$2,000,000</b>
<b>Project Activities:</b>	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida’s <i>Drive Sober or Get Pulled Over</i> enforcement initiatives during the St. Patrick’s, Labor Day, and Winter holiday crackdowns. The impaired driving awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 34-year-olds that was seen and heard via radio, and digital radio (Pandora, Spotify, and SoundCloud), social media (Facebook, Instagram, and Snapchat), outdoor digital displays (billboards), and digital video (Pluto, Paramount+, YouTube, Hulu, Samba TV, NBC/Peacock, Vizio, and Samba TV). Total estimated impressions for the three campaigns were 86,395,754.
<b>Expenditures:</b>	<b>\$1,991,410.10</b>



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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Railroad Crossing Safety Media Campaign
<b>Project Number:</b>	PM-2023-00364
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The FDOT Safety Office will contract with a media vendor to purchase advertisements in some Florida media markets to promote a railroad crossing safety campaign. Railroad crossing safety messages will be promoted through mediums such as radio, internet displays and videos, social media, outdoor billboards, etc.
<b>Budget:</b>	<b>\$750,000</b>
<b>Project Activities:</b>	This project was not executed this subgrant year, however the FDOT State Safety Office continued efforts directed at educating the public about being safe at railroad crossings.
<b>Expenditures:</b>	<b>\$0</b>

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<b>Agency:</b>	The University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Work Zone Safety Media Campaign
<b>Project Number:</b>	PM-2023-00129
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will work to create a comprehensive work zone safety campaign that includes ads that can be used in places such as: television, radio, magazine, events, internet, billboards, posters, brochures, tear sheets, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive safely in work zones.
<b>Budget:</b>	<b>\$750,000</b>
<b>Project Activities:</b>	<p>The Center for Urban Transportation Research (CUTR) worked with vendors to secure contracts for work zone safety advertisements between April 1st and April 30th. The campaign covered the Orlando, Tampa, Miami, Fort Lauderdale, and Jacksonville markets and targeted road users in areas that contained large road construction projects. Terrestrial and streaming radio ads focused on males ages 18 to 34 years of age, while digital ads targeting commuters within geo-fenced areas utilizing display, social, video, and retargeting ads.</p> <p>Advertisements were seen and heard via radio, and digital radio (Pandora, Spotify, and SoundCloud), social media (Facebook, Instagram, and Snapchat), outdoor digital displays (billboards), gas station pump videos, internet displays, and digital video (YouTube). Total estimated impressions for the campaigns were 119,435,000.</p>
<b>Expenditures:</b>	<b>\$734,300.71</b>

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<b>Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Name:</b>	Impaired Driving Major College Sports Marketing
<b>Project Number:</b>	M5PEM-2023-00249
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	Tallahassee Community College will purchase advertisements with Florida collegiate sports teams and venues to promote <i>Drive Sober or Get Pulled Over</i> 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 to 34-year-old males, the demographic most likely to drive impaired.
<b>Budget:</b>	<b>\$460,000</b>
<b>Project Activities:</b>	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 34 years of age who are most likely to drive impaired. Total estimated impressions for the campaign were 15,437,009.
<b>Expenditures:</b>	<b>\$449,820</b>

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<b>Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Name:</b>	Impaired Driving Professional Sports Marketing
<b>Project Number:</b>	M5PEM-2023-00252
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	Tallahassee Community College will purchase advertisements with professional sports teams and venues to promote <i>Drive Sober or Get Pulled Over</i> to sports fans. The FY 2023 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18 to 34-year-old males, the demographic most likely to drive impaired.
<b>Budget:</b>	<b>\$2,000,000</b>
<b>Project Activities:</b>	Tallahassee Community College purchased advertisements with Florida professional sports teams and venues to promote the Drive Sober or Get Pulled Over campaign to sports fans. The FY2023 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 34 years of age who are most likely to drive impaired. Total estimated impressions for the campaign were 76,151,555.

**Expenditures: \$1,969,110**

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

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

**Project Number:** M5PEM-2023-00250

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget: \$216,000**

**Project Activities:** Tallahassee Community College purchased TV advertisements with Bally Sports Florida. The ads targeted sports fans and encouraged sober and responsible driving. The FY2023 marketing plan funded media advertisements during sporting telecasts on the Bally Sports channel for the following six professional sports teams: Orlando Magic (NBA), Miami Heat (NBA), Tampa Bay Rays (MLB), Miami Marlins (MLB), Tampa Bay Lightning (NHL), and Florida Panthers (NHL). Impaired driving messages were promoted through TV game announcements, commercial breaks, and streaming delivery. Total estimated impressions for the campaign were 15,356,032.

**Expenditures: \$215,999.95**



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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Statewide Pedestrian and Bicycle Safety Media Campaign
<b>Project Number:</b>	FHPE-2023-00373
<b>Funding Source:</b>	405(h)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The Florida Department of Transportation will purchase media to broadcast Florida’s Alert Today, Alive Tomorrow Pedestrian Safety Campaign. This program will focus on areas with the highest representation of serious and fatal crashes to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
<b>Budget:</b>	<b>\$1,500,000</b>
<b>Project Activities:</b>	The FDOT Safety Office contracted with Creative Fuel to develop a comprehensive media buy plan to support Florida’s pedestrian and bicyclist initiatives. The primary target audience for this messaging was the top 6 counties with the highest numbers of pedestrian and bicyclist serious injuries and fatalities which represents 55.7% of all pedestrian and bicycle serious injuries and fatalities, effectively increasing the awareness and strength of the "Alert Today Florida" brand recall. Using a multi-platform approach that aligned with the target audience’s media consumption habits, pedestrian and bicyclist safety messages were seen on tv, mobile phones, YouTube, and social media. All media elements are purchased by zip code or served on a one-to-one basis via mobile ID's and household IP addresses obtained through geo-frames around the HVE intersections and corridors, targeting the most identified vulnerable road users. Total estimated impressions for the campaign were 88,360,860.
<b>Expenditures:</b>	<b>\$1,499,968.48</b>

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Name:</b>	Pedestrian and Bicycle Safety Public Education Program – Billboard and Transit Advertising
<b>Project Number:</b>	FHPE-2023-00027
<b>Funding Source:</b>	405(h)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The University of North Florida’s Institute of Police Technology and Management will purchase billboard and transit advertising to increase awareness of traffic laws pertaining to pedestrians and bicyclists. This program will focus on areas with the highest representation of serious and fatal crashes in an effort to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
<b>Budget:</b>	<b>\$500,000</b>
<b>Project Activities:</b>	Subcontracts were approved between University of North Florida Institute of Police Technology and Management (IPTM) and Outfront Media, Inc. for the placement of transit and billboard advertisements in the 5 counties with the highest numbers of pedestrian and bicyclist serious injuries and fatalities for 9 months. In all there were 16 billboard locations, and 2 trolleys were utilized to show advertising. Total impressions for advertising were 103,232,811.
<b>Expenditures:</b>	<b>\$497,348.72</b>

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

**Project Name:** Impaired Motorcyclist Media Campaign

**Project Number:** M5PEM-2023-00341

**Funding Source:** 405(d)

**Local Benefit:** N/A

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

**Budget:** \$500,000

**Project Activities:** During the subgrant period several short media campaigns were executed. An email campaign was conducted during March and June 2023 that resulted in over 341,940 views, and over 43,264 individuals clicking on the link to take them to the Ride Smart webpage. A banner ad campaign was also run during the same timeframe that resulted in over 11,750,259 impressions. A video pre-roll campaign was run in March and April that resulted in over 2,600,621 impressions. And a billboard campaign with 14 billboards running that resulted in 4,223,898 impressions. Facebook ads were also run at a reach of 1,846,301 views and 8,418,954 impressions. There were 2,223 post reactions, 70 comments, 274 post shares, and 17,356 link clicks which took users to the Ride Smart Florida website.

CUTR also executed a subcontract to display posters and digital screens discouraging impaired riding at bars. Locations were selected based on impaired riding crash data. A total of 522 locations were selected from thirty-six counties resulting in 182,235,600 impressions.

**Expenditures:** \$449,958.66

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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Stop Speeding Safety Campaign
<b>Project Number:</b>	PM-2023-00367
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The FDOT State Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a stop speeding campaign. Educational messages will be promoted through mediums such as radio, videos, social media, etc.
<b>Budget:</b>	<b>\$750,000</b>
<b>Project Activities:</b>	The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support speeding prevention. This stop speeding awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 34-year-olds that was seen and heard via radio, digital radio (Pandora, Soundcloud, and Spotify), outdoor digital displays (billboards), digital video (YouTube), and social (Facebook, Instagram, and Snapchat). Total estimated impressions for the campaign were 26,836,976.
<b>Expenditures:</b>	<b>\$748,518.95</b>



Early. On time. A little late.  
**JUST GET THERE SAFELY.**

#LetsGetEveryoneHome **ZERO** FDOT

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<b>Agency:</b>	The University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Motorcycle Safety Media Campaign
<b>Project Number:</b>	PM-2023-00340
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of South Florida - Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple media markets to promote the <i>Ride Smart</i> 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.
<b>Budget:</b>	<b>\$440,000</b>
<b>Project Activities:</b>	<p>During the subgrant period an email marketing, banner ad, and video pre-roll campaign was conducted from January through July 2023. Email marketing consisted of multiple campaigns that resulted in over 291,088 views and 38,026 clicks. Banner ads run during these periods generated 3,528,111 impressions. Video pre-roll targeted motorcyclists between 18 to 49 years from January through June 2023. The number of impressions resulting from the video pre-roll campaign totaled 2,218,269 during the five-month period. Digital billboards were located in three major counties that generated a total of 17,223,200 impressions. 717 sponsored radio advertising was utilized in three counties that generated a total of 4,833,000 impressions.</p> <p>Facebook ads were also run the entire subgrant period that resulted in 5,038,092 estimated impressions. The ads had 918 reactions, 173 comments, 422 shares, and 12,504 link clicks which took users to the Ride Smart Florida website.</p>
<b>Expenditures:</b>	<b>\$391,572.88</b>

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<b>Agency:</b>	The University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	<i>Share the Road</i> Media Campaign
<b>Project Number:</b>	M11MA-2023-00342
<b>Funding Source:</b>	405(f)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the <i>Share the Road</i> campaign to motorists. Media efforts will be concentrated in the top 10 motorcycle crash counties in Florida: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pasco, Polk, and Volusia Counties. Media will also be purchased around motorcycle events that occur in other areas of the state, but most funding will be utilized within the top 10 counties.
<b>Budget:</b>	<b>\$275,000</b>
<b>Project Activities:</b>	<p>During the subgrant period a billboard ad, radio, and social media campaign was conducted from December 2022 through May 2023. Billboard ads ran during these periods and generated 51,646,679 impressions. A radio endorsement campaign ran during this time that resulted in 8,866,400 impressions.</p> <p>Facebook ads were also run with motorcycle safety messages. The reach was 1,631,829 and there were 5,605,971 impressions. The ads had 533 reactions, 94 comments, 222 shares, and 1,295 link clicks which took users to the Ride Smart Florida website.</p>
<b>Expenditures:</b>	<b>\$241,440.09</b>

# PEDESTRIAN AND BICYCLE SAFETY

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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



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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with a statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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<b>Agency:</b>	University of Florida - Transportation Technology Transfer (T2) Center
<b>Project Name:</b>	Pedestrian and Bicycle Safety Outreach and Support
<b>Project Number:</b>	PS-2023-00256
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of Florida Transportation Technology Transfer (T2) Center will identify, obtain, purchase, and deliver pedestrian and bicycle safety materials specific to Florida’s at-risk populations. The Center will work to address recommendations outlined in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. that calls on the state to significantly expand programs and materials available for identified at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability, by using focus groups, developing material specifically for those populations and testing for receptivity and results.
<b>Budget:</b>	<b>\$516,000</b>
<b>Project Activities:</b>	The University of Florida Transportation Technology Transfer Center (T2) team participated in a total of 20 outreach events and attended 4 bicycle and pedestrian safety coalition meetings throughout the subgrant period. T2 exceeded the objective of five helmet trainings. Bicycle helmets were purchased and distributed throughout the subgrant period, with T2 providing 1,646 helmets at safety events throughout Florida. Helmet fitter training refresher course reminders were sent to 1,799 helmet fitters, and the refresher course was reviewed 364 times by community partners. A total of 165 new helmet fitters were trained across the state. The Regional Trainer List gained three new regional trainers this year, moving the total to 30 trainers available to train interested parties around the state.
<b>Expenditures:</b>	<b>\$485,428.43</b>

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Name:</b>	Florida's Comprehensive Pedestrian and Bicycle Safety Program
<b>Project Number:</b>	PS-2023-00202
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. This project is data driven with clear goals to support the reduction of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists on Florida's roadways. Funding under this project provides the Institute of Police Technology and Management personnel and resources to manage Florida's Pedestrian and Bicycle Focused Initiative High Visibility Enforcement (HVE) Program and the contracts awarded to law enforcement agencies in the designated priority counties across Florida. These HVE contracts are paid using Federal Highway's Highway Safety Improvement Plan (HSIP) funding to reimburse overtime for officers to conduct details directed towards reducing traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists.
<b>Budget:</b>	<b>\$480,000</b>
<b>Project Activities:</b>	The University of North Florida's Institute of Police Technology and Management (IPTM) coordinated activities of Florida's Pedestrian and Bicycle Safety Coalition to provide four in-person coalition meetings. IPTM supported and assisted with the implementation of Florida's pedestrian and Bicycle Strategic Safety Plan, updating throughout the subgrant period after mid-quarter conference calls for each emphasis area team on the Coalition. Educational and outreach items for

pedestrian and bicycle safety were created and re-ordered for both the Coalition and the Focused-Initiative HVE contracts campaign. Personnel services funded through this period provided for multiple staff members to conduct and oversee activities in support of the Alert Today, Alive Tomorrow Campaign, Florida's Pedestrian and Bicycle Safety Focused Initiative, and the Pedestrian and Bicycle Safety Coalition.

A total of 28 4-hour classroom-based training courses for law enforcement were held during the subgrant period training a total of 544 Florida law enforcement officers and 436 completed the 2-hour online training. A total of 70 law enforcement agencies in priority areas were awarded HVE contracts during the subgrant period.

**Expenditures: \$327,178.33**

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

**Project Name:** Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program

**Project Number:** PS-2023-00023

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of North Florida's Institute of Police Technology and Management will contract with law enforcement agencies to implement High Visibility Enforcement (HVE) details in the twenty-five counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. The efforts are based on the recommendations in the statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. The project will be data-driven, with clear goals for education-based enforcement operations geared towards overall injury and fatality reduction through increased awareness and compliance with traffic laws. This project identifies specific priorities and is focused on implementing proven countermeasures and best practices.

**Budget:** \$100,000

**Project Activities:** The University of North Florida Institute of Police Technology and Management contracted with retired Chief Brett Railey, who attended law enforcement conferences and meetings and promoted the HVE program and funding availability. A total of 70 law enforcement agencies in priority counties were contracted to participate in pedestrian and bicycle high-visibility enforcement efforts, an increase from the FY2022 cycle. This program met and exceeded objectives through recruitment of non-participating agencies to apply for HVE funding, providing increased engagement among agencies that are receiving HVE funding, presenting HVE program information at law enforcement conferences and meetings, and supporting the Pedestrian and Bicycle Focused Coalition. This continued effort combined targeted, effective, and high-visibility enforcement efforts with strategic media and communications campaigns. Statewide outreach and education events were held including a variety of media utilized for targeted safety messages in priority counties.

**Expenditures:** \$64,954.79



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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Name:</b>	Pedestrian and Bicycle Program Evaluation and Data Collection
<b>Project Number:</b>	PS-2023-00025
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of North Florida's Institute of Police Technology and Management will conduct formative, process, outcome, and impact evaluations of the state's Comprehensive Pedestrian and Bicycle Safety program. The formative and process evaluations will be an ongoing evaluation process to determine if revisions need to be made to increase the effectiveness of the program.
<b>Budget:</b>	<b>\$236,500</b>
<b>Project Activities:</b>	The Institute of Police Technology and management (IPTM) contracted with Engineered Success Consulting to conduct the Phase 5 development of iPass, the program's Integrated Program Activity Submission System. Phase 5 of the cloud-based system had five project objectives of which all were accomplished during the project period. A contract with ASHA Planning Consultancy was also awarded to conduct data analysis, mapping, and reporting activity for the program.
<b>Expenditures:</b>	<b>\$234,162.46</b>

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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program
<b>Project Number:</b>	PS-2023-00128
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will develop an educational program that includes peer to peer educational training and distribute to students at a minimum of four (4) state universities, in identified priority counties, to increase the knowledge of safe behavior when walking and biking and support greater compliance with traffic laws put into place to protect the safety of pedestrians and bicyclists.
<b>Budget:</b>	<b>\$56,000</b>
<b>Project Activities:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) coordinated with four Florida universities (University of Central Florida, Florida International University, University of South Florida, and Florida Gulf Coast University) on the Peer-to-Peer program. A total of 228 business sweeps were conducted, exceeding the planned 200 by a significant margin. A total of 8 student per educators were trained and 20 peer-to-peer educational sessions were conducted at participating universities. A cumulative total of 1,341 students were reached throughout the project period, significantly beyond the original goal of 1,200. The overall outcomes of activities for the project well exceeded the project objectives for the fiscal year.
<b>Expenditures:</b>	<b>\$46,729.48</b>



# PLANNING AND ADMINISTRATION

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES

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

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

## RATIONALE FOR SELECTION

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

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

## SAFETY IMPACTS

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

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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Operation of the Highway Traffic Safety Grants Section
<b>Project Number:</b>	PA-2023-00366
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>FDOT will receive reimbursement for 50 percent of salary and benefit costs for up to nine full-time state employees. The staff includes a Traffic Safety Administrator, one Operations Coordinator, six Traffic Safety Program Managers, and two Traffic Safety Financial Analysts. The FDOT State Safety Office – Highway Traffic Safety Grant Section staff is responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs. The goal of the project is to develop and implement an effective Highway Safety Plan that provides the best formula for investing in making a difference in reaching our target of zero fatalities and serious injuries. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.</p>
<b>Budget:</b>	<b>\$455,000</b>
<b>Project Activities:</b>	<p>The FDOT State Safety Office received a subgrant for 50% of the salary and benefit costs for up to nine full-time employees. FDOT had nine full-time employees during the subgrant period. The FDOT State Safety Office experienced a turnover of two employees. We were able to hire three more employees and promoted one of the program managers.</p> <p>The Highway Safety Plan for FY2023 was fully implemented and amended twice, and the FY2022 Annual Report was completed as required.</p>
<b>Expenditures:</b>	<b>\$388,990.64</b>

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

**Project Name:** Highway Safety Travel and Training

**Project Number:** PA-2023-00370

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct federally required on-site monitoring of subgrant funded programs and to attend federally required professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also allows for the reimbursement of travel costs for other traffic safety professionals to promote or address traffic safety issues in Florida. The goal of this project is to enable adequate and required project monitoring, provide training opportunities, and ensure FDOT State Safety Office staff and other traffic safety professionals attend relevant traffic safety meetings, conferences, and workshops.

**Budget:** \$24,000

**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.

FDOT State Safety Office was able to send six staff members to the 2023 LifeSavers Conference in Seattle Washington. The conference addresses a wide range of traffic safety topics, from child passenger safety and occupant protection to roadway and vehicle safety, technology, and distracted driving. It offers the latest information on advances in highway safety, highlights successful programs, and draws attention to emerging safety issues.

FDOT State Safety Office was able to send four staff members to attend the National Highway Traffic Administration (NHTSA) Region 4 Infrastructure Investment and Jobs Act (IIJA) training in Helen, Georgia. This training provided staff with the knowledge and tools necessary to effectively manage highway safety programs and projects under the Bipartisan Infrastructure Law

(BIL). The training will cover the new grant funding regulations, allowable/unallowable expenditures, performance measures, and concluded with community engagement requirements, all of which are important when managing Highway Safety projects.

The FDOT State Safety Office conducted monitoring across the state of Florida, attended coalition meetings, and participated in other training to support traffic safety initiatives.

**Expenditures:** \$0

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<b>Agency:</b>	Florida Department of Transportation – State Safety Office
<b>Project Name:</b>	Florida Highway Traffic Safety Grant System Upgrade and Support
<b>Project Number:</b>	PA-2023-00374
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	FDOT State Safety Office will purchase a grant management solution software package upgrade that can be technically supported in the coming years. Costs for the system upgrade, configuration, training, and documentation will be billed in the first year along with the annual maintenance support and hosting fee.
<b>Budget:</b>	<b>\$250,000</b>
<b>Project Activities:</b>	This project was not executed this subgrant year because the FDOT State Safety Office was working with the FDOT Procurement Office to properly procure the updated system.
<b>Expenditures:</b>	<b>\$0</b>

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

**Project Name:** Traffic Safety Support

**Project Number:** PA-2023-00259

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** Tallahassee Community College will support three Traffic Safety Program Managers, two financial analysts, and two Traffic Safety Fiscal Assistant positions that will work in the FDOT State Safety Office to help supplement the state staff. The positions will be responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs, communications management, and document management for invoice processing. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.

**Budget:** ~~\$210,000~~ \$544,050

**Project Activities:** The District Board of Trustees of Tallahassee Community College (TCC) was awarded a subgrant to provide the FDOT State Safety Office Traffic Safety Support for the project year. During the project year, TCC posted job openings on the agency's job portal and other career boards to seek the necessary candidates for the positions needed by the FDOT State Safety Office.

Per the subgrant, there were a total of 7 Traffic Safety Support positions: 2 Financial Assistants, 2 Financial Analysts, and 3 Program Managers. They previously fulfilled 1 position (Fiscal Assistant) and have maintained that position. During the project period, 2 Financial Analysts and 1 Program Manager were hired. TCC assisted in hiring and maintaining the needed positions and kept the vacant positions open on job boards.

The fiscal assistant position that was maintained by this subgrant was tasked to facilitate the fiscal documentation management for the section, assist with invoice processing and prerequisite approvals, and provide data analyst support. Additionally, extensive administrative work, reviewing all documentation for accuracy, and completeness, as well as compliance with Florida Statutes, Florida Administrative Code, directives, policies, and procedures. The fiscal assistant traveled with the State Safety Office to the National

Highway Traffic Safety Administration (NHTSA) Region 4 Bipartisan Infrastructure Law (BIL) training in Helen, Georgia to be trained on the new traffic safety law to assist the FDOT State Safety Office with the implementation of traffic safety initiatives.

The two recently hired financial analysts were tasked with auditing and processing subrecipient reimbursement claims, reimbursement support and guidance, and ensuring the eligibility and appropriate documentation for claimed expenditures.

The hired program manager was tasked with the administration of program projects within the Highway Safety Plan as assigned by the FDOT State Safety Office. They were able to review program activities and reimbursement claims of their specific traffic safety area.

Toward the end of the subgrant, TCC began the HR process for potentially hiring another program manager and fiscal assistant.

**Expenditures:                    \$100,074.88**



# POLICE TRAFFIC SERVICES - LEL

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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



- Enhance the expertise and skills of transportation, enforcement, emergency response, and other agency safety staff regarding challenges and countermeasures, particularly new technologies and data.
- Conduct focused enforcement activities by using data to identify high-crash intersections, including key times and days for each intersection.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.
- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooters activities and riding without an endorsement.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.
- Combine focused high visibility enforcement with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Conduct focused enforcement activities of speeding and aggressive driving laws at high-risk locations.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.
- Conduct focused enforcement activities for distracted driving, riding, or walking using the most appropriate enforcement strategy.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

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

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

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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Name:</b>	Florida Law Enforcement Liaison Program
<b>Project Number:</b>	PT-2023-00082
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>The University of North Florida's Institute of Police Technology and Management will receive funding to support the Law Enforcement Liaison (LEL) Program, which promotes statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, will partner with law enforcement agencies to promote and increase participation in the 3 NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts. Funding will reimburse salaries and benefits of personnel assigned to the LEL program, their travel, vehicles and maintenance, storage, and office supplies. The program has set a goal of maintaining a minimum of 85 percent participation by Florida law enforcement agencies reporting on highway traffic safety initiatives. The LEL initiative will support the goal of encouraging statewide enforcement of traffic safety laws to reduce traffic fatalities.</p>
<b>Budget:</b>	<b>\$975,000</b>
<b>Project Activities:</b>	<p>Florida's Law Enforcement Liaison (LEL) program assisted the Florida Department of Transportation (FDOT) State Safety Office with increasing law enforcement participation in statewide traffic safety efforts. The LEL Program improves the connection and cooperation between law enforcement agencies, FDOT, and the National Highway Traffic Safety Administration (NHTSA). The LELs function as both a line of connection between these groups as well as marketers of FDOT's and NHTSA's campaigns and initiatives.</p> <p>The Law Enforcement Liaison (LEL) Program promoted statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, partnered with law enforcement agencies to promote and increase</p>

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

The LELs provided coordination and education to law enforcement agencies within their respective geographical regions. Within each LEL region, local area networks (LANs) were established and maintained in an effort to ensure that information was disseminated effectively and efficiently. Region-specific information on the number and severity of traffic crashes and other highway safety related issues were provided to law enforcement. Additionally, the LELs provided information regarding FDOT's programs and initiatives such as *Drive Sober or Get Pulled Over*, *Click It or Ticket*, *Hands Across the Border*, *Operation Southern Slow Down*, and subgrant funded law enforcement training opportunities available through the Florida Public Safety Institute (FPSI) and the Institute of Police Technology Management (IPTM). The LELs conducted a total of 44 LAN meetings during the year and provided 49 traffic safety related training courses. The LEL team also participated in an additional 189 Community Traffic Safety Team meetings around the state and all of the Traffic Safety Coalition meetings. In addition, the team had over 1,314 individual communications with law enforcement agencies around Florida and conducted many onsite agency visits with law enforcement agencies.

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

**Expenditures:                    \$923,920.82**



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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management
<b>Project Name:</b>	Florida Law Enforcement Liaison Impaired Driving Awareness Program
<b>Project Number:</b>	M5X-2023-00137
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	This is a statewide public awareness project designed to maximize the exposure of Florida’s efforts to reduce injuries and fatalities resulting from impaired driving. Combining the <i>Drive Sober or Get Pulled Over</i> message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida’s roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing impaired driving in their respective communities and participate in the two NHTSA national enforcement waves.
<b>Budget:</b>	<b>\$100,000</b>
<b>Project Activities:</b>	<p>The Florida LEL Impaired Driving Awareness Program enabled the LELs to support law enforcement agencies with educational and enforcement efforts in relation to impaired driving. This subgrant award was designed to assist the LELs in promoting NHTSA’s national campaign “<i>Drive Sober or Get Pulled Over</i>”. Funding was used to purchase display materials, yard signs, implied consent cards, officer pocket note cards, miranda cards, and SFST reference guides to distribute to Florida law enforcement agencies.</p> <p>A total of 227 agencies reported participating in the national <i>Drive Sober or Get Pulled Over</i> 2022 holiday campaign and 208 agencies in the Labor Day campaign, out of the 351 agencies in the state that could perform traffic enforcement.</p>
<b>Expenditures:</b>	<b>\$50,899.06</b>

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<b>Agency:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Name:</b>	Florida Law Enforcement Liaison Occupant Protection Awareness Program
<b>Project Number:</b>	OP-2023-00140
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$100,000
<b>Project Description:</b>	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from lack of safety belt usage. Combining the <i>Click it or Ticket</i> message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing safety belt use in their respective communities and participate in the yearly NHTSA national enforcement wave.
<b>Budget:</b>	<b>\$100,000</b>
<b>Project Activities:</b>	The LEL team used the Florida Law Enforcement Liaison Occupant Protection Awareness Program to facilitate law enforcement participation in the national <i>Click It or Ticket</i> campaign. Funding was used to purchase yard signs, officer reference cards, safety belt education books, and display materials to distribute to Florida law enforcement agencies. A total of 248 law enforcement agencies participated in this year's campaign out of the 351 agencies in the state that could perform traffic enforcement.
<b>Expenditures:</b>	<b>\$4,530.20</b>

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

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

**Project Number:** PT-2023-00138

**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 253 law enforcement agencies participated in this year's challenge out of the approximately 351 agencies in the state that could perform traffic enforcement, for a 72% statewide participation rate.

The Florida Law Enforcement Traffic Safety Challenge and Training event was held on July 27th and 28th, 2023 in Orlando FL. Over 213 law enforcement officers participated in the training sessions on Emotional Survival for Law Enforcement and Digging for Gold in the



Traffic Stop. Over 200 traffic safety professionals were in attendance for the awards ceremony, coming together to recognize the agencies for their outstanding traffic safety efforts.

**Expenditures:                    \$120,709.42**



# PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

## DESCRIPTION OF THE PROBLEM

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

## **RATIONALE FOR SELECTION**

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

## **SAFETY IMPACTS**

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

## **LINKAGE BETWEEN PROGRAM AREAS**

The FDOT State Safety Office has selected training projects that will provide an opportunity for law enforcement and other traffic safety professionals to receive traffic enforcement-related classes required to perform sound traffic safety traffic safety enforcement and improve the effectiveness of traffic safety adjudication statewide.

**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** (see below)

**Local Benefit:** \$906,000

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

**Budget:** \$2,845,500

Agency	Project Name	Project Number	Funding Source	Local Benefit	Budget
Institute of Police Technology & Management (IPTM)	Crash Data Retrieval (CDR) Tool Technician - Online	PT-2023-00092	402	\$48,000	\$48,000
<b>Project Activities</b>	The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Crash Data Retrieval (CDR) Tool Technician training to law enforcement personnel employed by the State of Florida. There was a total of 7 Crash Data Retrieval (CDR) Tool Technician training classes conducted throughout the State of Florida online. The training course had an overall satisfaction rating of 4.65 out of 5 and the total number of students trained during the subgrant period is provided below.				
	<b>Training</b>			<b>Students Trained</b>	
	Crash Data Retrieval (CDR) Tool Technician			19	
<b>Expenditures</b>	<b>\$11,305</b>				

Agency	Project Name	Project Number	Funding Source	Local Benefit	Budget
Institute of Police Technology & Management (IPTM)	Digital Photography for Traffic Crash Investigators	PT-2023-00187	402	\$35,000	\$35,000
Project Activities	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. There was a total of 2 Digital Photography for Traffic Crash Investigators classes conducted throughout the State of Florida: Jacksonville and Altamonte Springs. The training course had an overall satisfaction rating of 4.98 out of 5 and the total number of students trained during the subgrant period is provided below.				
	Training			Students Trained	
	Digital Photography for Traffic Crash Investigators			13	
Expenditures	\$10,335				
Institute of Police Technology & Management (IPTM)	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	PT-2023-00095	402	\$36,000	\$36,000
Project Activities	The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Energy Methods and Damage Analysis in Traffic Crash Reconstruction training to law enforcement personnel in Florida. There was a total of 1 Energy Methods and Damage Analysis in Traffic Crash Reconstruction training classes conducted throughout the State of Florida: in Palm Bay. The training course had an overall satisfaction rating of 5 out of 5 and the total number of students trained during the subgrant period is provided below.				
	Training			Students Trained	
	Energy Methods and Damage Analysis in Traffic Crash Reconstruction			7	
Expenditures	\$6,265				

<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Event Data Recorder Use in Traffic Crash Reconstruction - Level I</b>	<b>PT-2023-00097</b>	<b>402</b>	<b>\$40,000</b>	<b>\$40,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Event Data Recorder Use in Traffic Crash Reconstruction – Level I training to law enforcement personnel employed by the State of Florida. There was a total of 3 Event Data Recorder Use in Traffic Crash Reconstruction – Level I training classes conducted in Jacksonville, Largo, and Starke Florida, with an overall average course rating of 4.67 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Event Data Recorder Use in Traffic Crash Reconstruction – Level I</td> <td>31</td> </tr> </tbody> </table>					Training	Students Trained	Event Data Recorder Use in Traffic Crash Reconstruction – Level I	31
Training	Students Trained								
Event Data Recorder Use in Traffic Crash Reconstruction – Level I	31								
<b>Expenditures</b>	<b>\$24,645</b>								
<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Event Data Recorder Use in Traffic Crash Reconstruction - Level I (Online)</b>	<b>PT-2023-00096</b>	<b>402</b>	<b>\$25,000</b>	<b>\$25,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to facilitate the Event Data Recorder Use in Traffic Crash Reconstruction – Level I training online to law enforcement personnel employed by the State of Florida. There was a total of 9 Event Data Recorder Use in Traffic Crash Reconstruction – Level I training classes conducted throughout the State of Florida. The training course had an overall satisfaction rating of 4.58 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Event Data Recorder Use in Traffic Crash Reconstruction – Level I (Online)</td> <td>20</td> </tr> </tbody> </table>					Training	Students Trained	Event Data Recorder Use in Traffic Crash Reconstruction – Level I (Online)	20
Training	Students Trained								
Event Data Recorder Use in Traffic Crash Reconstruction – Level I (Online)	20								
<b>Expenditures</b>	<b>\$19,900</b>								

<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Event Data Recorder Use in Traffic Crash Reconstruction - Level II</b>	<b>PT-2023-00098</b>	<b>402</b>	<b>\$35,000</b>	<b>\$35,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Event Data Recorder Use in Traffic Crash Reconstruction – Level II training to law enforcement personnel employed by the State of Florida. There was a total of 3 classes advertised and scheduled, but ultimately canceled. Due to the limited number of officers being trained in the core crash investigation programs, there were not enough applicants in need for this level II course this subgrant year. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Event Data Recorder Use in Traffic Crash Reconstruction – Level II</td> <td>0</td> </tr> </tbody> </table>					Training	Students Trained	Event Data Recorder Use in Traffic Crash Reconstruction – Level II	0
Training	Students Trained								
Event Data Recorder Use in Traffic Crash Reconstruction – Level II	0								
<b>Expenditures</b>	<b>\$0</b>								
<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Human Factors in Traffic Crash Reconstruction</b>	<b>PT-2023-00099</b>	<b>402</b>	<b>\$35,000</b>	<b>\$35,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Human Factors in Traffic Crash Reconstruction training to law enforcement personnel employed by the State of Florida. There was a total of 2 Human Factors in Traffic Crash Reconstruction training classes conducted throughout the State of Florida in Ocala and Jacksonville with an overall average course rating of 4.72 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Human Factors in Traffic Crash Reconstruction</td> <td>21</td> </tr> </tbody> </table>					Training	Students Trained	Human Factors in Traffic Crash Reconstruction	21
Training	Students Trained								
Human Factors in Traffic Crash Reconstruction	21								
<b>Expenditures</b>	<b>\$18,795</b>								



<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Investigation of Motorcycle Crashes - Level I</b>	<b>PT-2023-00100</b>	<b>402</b>	<b>\$40,000</b>	<b>\$40,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Investigation of Motorcycle Crashes – Level I training to law enforcement personnel employed by the State of Florida. There was a total of 3 Investigation of Motorcycle Crashes – Level I training classes conducted in Jacksonville, Dunedin, and Palm Bay Florida, with an overall average course rating of 4.44 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Investigation of Motorcycle Crashes – Level I</td> <td>33</td> </tr> </tbody> </table>					Training	Students Trained	Investigation of Motorcycle Crashes – Level I	33
Training	Students Trained								
Investigation of Motorcycle Crashes – Level I	33								
<b>Expenditures</b>	<b>\$26,235</b>								
<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Investigation of Motorcycle Crashes - Level II</b>	<b>PT-2023-00101</b>	<b>402</b>	<b>\$36,000</b>	<b>\$36,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Investigation of Motorcycle Crashes – Level II training to law enforcement personnel employed by the State of Florida. There was a total of 1 Investigation of Motorcycle Crashes – Level II training classes conducted throughout the State of Florida in Miami Beach, with an overall average course rating of 4.41 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Investigation of Motorcycle Crashes – Level II</td> <td>2</td> </tr> </tbody> </table>					Training	Students Trained	Investigation of Motorcycle Crashes – Level II	2
Training	Students Trained								
Investigation of Motorcycle Crashes – Level II	2								
<b>Expenditures</b>	<b>\$1,790</b>								

<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Pedestrian/Bicycle Crash Investigation - Level I</b>	<b>PT-2023-00103</b>	<b>402</b>	<b>\$40,000</b>	<b>\$40,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Pedestrian/Bicycle Crash Investigation – Level I training to law enforcement personnel employed by the State of Florida. There was a total of 3 Pedestrian/Bicycle Crash Investigation – Level I training classes conducted throughout the State of Florida in Dunedin, Palm Bay, and Jacksonville, with an overall average course rating of 4.88 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Pedestrian/Bicycle Crash Investigation – Level I</td> <td>48</td> </tr> </tbody> </table>					Training	Students Trained	Pedestrian/Bicycle Crash Investigation – Level I	48
Training	Students Trained								
Pedestrian/Bicycle Crash Investigation – Level I	48								
<b>Expenditures</b>	<b>\$38,160</b>								
<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Pedestrian/Bicycle Crash Investigation - Level II</b>	<b>PT-2023-00104</b>	<b>402</b>	<b>\$35,000</b>	<b>\$35,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Pedestrian/Bicycle Crash Investigation – Level II training to law enforcement personnel employed by the State of Florida. There was a total of 2 Pedestrian/Bicycle Crash Investigation – Level II training classes conducted throughout the State of Florida: Dunedin and Lake Worth, with an overall average course rating of 4.86 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Pedestrian/Bicycle Crash Investigation – Level II</td> <td>17</td> </tr> </tbody> </table>					Training	Students Trained	Pedestrian/Bicycle Crash Investigation – Level II	17
Training	Students Trained								
Pedestrian/Bicycle Crash Investigation – Level II	17								
<b>Expenditures</b>	<b>\$9,740</b>								

<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Police Motorcycle Instructor</b>	<b>PT-2023-00189</b>	<b>402</b>	<b>\$100,000</b>	<b>\$100,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Police Motorcycle Instructor training to law enforcement personnel employed by the State of Florida. There was a total of 3 Police Motorcycle Instructor training classes conducted in DeLand and two in Bartow Florida, with an overall average course rating of 4.86 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Police Motorcycle Instructor</td> <td>40.5</td> </tr> </tbody> </table>					Training	Students Trained	Police Motorcycle Instructor	40.5
Training	Students Trained								
Police Motorcycle Instructor	40.5								
<b>Expenditures</b>	<b>\$60,750</b>								
<b>Institute of Police Technology &amp; Management (IPTM)</b>	<b>Traffic Crash Reconstruction - Level II</b>	<b>PT-2023-00106</b>	<b>402</b>	<b>\$36,000</b>	<b>\$36,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Traffic Crash Reconstruction – Level II training to law enforcement personnel employed by the State of Florida. There was a total of 3 classes advertised and scheduled but canceled. Due to the limited number of officers being trained in the core crash investigation programs, there were not enough applicants in need for this level II course this subgrant year. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Traffic Crash Reconstruction – Level II</td> <td>0</td> </tr> </tbody> </table>					Training	Students Trained	Traffic Crash Reconstruction – Level II	0
Training	Students Trained								
Traffic Crash Reconstruction – Level II	0								
<b>Expenditures</b>	<b>\$0</b>								

<b>Institute of Police Technology and Management (IPTM)</b>	<b>Advanced Marijuana Impaired Driving Detection for Law Enforcement</b>	<b>M5TR-2023-00049</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$75,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Advanced Marijuana Impaired Driving Detection for Law Enforcement training to law enforcement personnel employed by the State of Florida. There was a total of 10 Advanced Marijuana Impaired Driving Detection for Law Enforcement training classes conducted throughout the State of Florida: Tarpon Springs, Titusville, Largo, Ft. Pierce, Palm Bay, Orlando, Cape Coral, Miami Beach, Clearwater, and Ocala. The training course had an overall satisfaction rating of 4.89 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th><b>Training</b></th> <th><b>Students Trained</b></th> </tr> </thead> <tbody> <tr> <td>Advanced Marijuana Impaired Driving Detection for Law Enforcement</td> <td>105</td> </tr> </tbody> </table>					<b>Training</b>	<b>Students Trained</b>	Advanced Marijuana Impaired Driving Detection for Law Enforcement	105
<b>Training</b>	<b>Students Trained</b>								
Advanced Marijuana Impaired Driving Detection for Law Enforcement	105								
<b>Expenditures</b>	<b>\$51,375</b>								
<b>Institute of Police Technology and Management (IPTM)</b>	<b>Advanced Roadside Impaired Driving Enforcement (ARIDE)</b>	<b>M5TR-2023-00060</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$150,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement personnel employed by the State of Florida. There was a total of 17 Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes conducted throughout the State of Florida; Pensacola, Apopka, Sunny Isles Beach, Tarpon Springs, Titusville, Ft. Pierce, two in Clearwater, Panama City, Lantana, Macclenny, Tavares, Cape Coral, Miami Beach, Ocala, Altamonte Springs, and Lauderdale. The training course had an overall satisfaction rating of 4.96 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th><b>Training</b></th> <th><b>Students Trained</b></th> </tr> </thead> <tbody> <tr> <td>Advanced Roadside Impaired Driving Enforcement (ARIDE)</td> <td>249</td> </tr> </tbody> </table>					<b>Training</b>	<b>Students Trained</b>	Advanced Roadside Impaired Driving Enforcement (ARIDE)	249
<b>Training</b>	<b>Students Trained</b>								
Advanced Roadside Impaired Driving Enforcement (ARIDE)	249								
<b>Expenditures</b>	<b>\$98,355</b>								

Institute of Police Technology and Management (IPTM)	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	M5TR-2023-00074	405(d)	N/A	\$225,000						
Project Activities	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing training to law enforcement personnel employed by the State of Florida. There was a total of 20 Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing training classes conducted throughout the State of Florida; two in Cape Coral, Pensacola, Apopka, Sunny Isles Beach, Tarpon Springs, Titusville, Ft. Pierce, three in Clearwater, Panama City, Lantana, Macclenny, Tamarac, Tavares, Miami Beach, Ocala, Altamonte Springs, and Lauderhill. The training course had an overall satisfaction rating of 4.95 out of 5 and the total number of students trained during the subgrant period is provided below.</p>										
	<table border="1"> <thead> <tr> <th data-bbox="521 804 1187 867">Training</th> <th data-bbox="1187 804 1453 867">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="521 867 1187 930">Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing</td> <td data-bbox="1187 867 1453 930">278</td> </tr> </tbody> </table>				Training	Students Trained	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	278			
	Training	Students Trained									
Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	278										
Expenditures	\$165,410										



<b>Institute of Police Technology and Management (IPTM)</b>	<b>Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development</b>	<b>M5TR-2023-00071</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$35,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development training to law enforcement personnel employed by the State of Florida. There was a total of 3 Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development training classes conducted throughout the State of Florida in Largo, Lauderhill, and Jacksonville. The training course had an overall satisfaction rating of 5 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="534 800 1427 976"> <thead> <tr> <th data-bbox="534 800 1190 869">Training</th> <th data-bbox="1190 800 1427 869">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="534 869 1190 976">Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development</td> <td data-bbox="1190 869 1427 976">44</td> </tr> </tbody> </table>					Training	Students Trained	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	44
Training	Students Trained								
Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	44								
<b>Expenditures</b>	<b>\$34,980</b>								
<b>Institute of Police Technology and Management (IPTM)</b>	<b>Drug Evaluation and Classification Program</b>	<b>M5TR-2023-00081</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$765,000</b>				
<b>Project Activities</b>	<p>The 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 DRE re-certifications.</p> <p>During the subgrant period, statewide, 7 courses were conducted. There was a total of 179 students (31 new DRE, 138 DRE re-certifications, and 10 DRE instructor students).</p> <p>The number of certified DREs in Florida on September 30, 2023, was 369 as compared to 380 on September 20, 2022. This represents a decrease of 11 DREs over the course of the year. DRE continues to be an area that is struggling to identify officers interested in attending the training and earning certification. During this subgrant cycle, Florida lost 53 DREs. This was due to causes including: promotions, leaving law enforcement, retirement, and interstate transfer.</p> <p>During this project, 33 approved DRE candidates attended DRE courses. 31 of these were certified. One candidate completed the course in November 2022,</p>								

	<p>but could not satisfactorily complete the final Certification Knowledge Exam. They were approved for a subsequent course and passed it and the Certification Knowledge Exam on the second attempt. One candidate failed the DRE Pre-school final exam for the May 2023 course. The candidate was approved for a second attempt and completed all phases of the course. One candidate from the May course failed the Certification Knowledge Exam and has been approved to attend a future course. One candidate from the May course failed to sit for the exam.</p> <p>In an attempt to overcome these hurdles, efforts continue to get the message to officers and their agencies, to include current instructors for impaired driving courses continue to assist in identifying “shining stars” from SFST and ARIDE courses and contact is made with their agency head to encourage them to apply and actively recruit those who have attended the DRE preparatory course. Additionally, current DREs are encouraged to actively “sell” the DRE program at every opportunity, to include continued use of the IACP DRE program video, active contact with agency heads of non-DRE agencies to explain the program, benefits, FDOT funding for overtime DRE call-outs, marketing through the use of email, flyers, mailings, and an updated Fact Sheet provided to every non-DRE impaired driving course offered, as well as active liaison with the Florida Highway Patrol, the state’s primary and largest traffic enforcement agency.</p> <p>A total of 138 DREs were recertified during this project. 79 DREs were trained during in-person and online recertification training sessions and other training opportunities counting toward continuing education requirements. 14 were retrained in the in-person session. 65 were trained via online training. Due to many causes, the online version of the DRE recertification training continues to be the most popular, accessible option among currently certified DREs.</p> <p>10 current DREs were trained as DRE Instructors during one course in July 2023. An additional course had been scheduled in January 2023, however due to the few applications received, the course was cancelled.</p> <p>Lastly, the DRE of the Year award funded under this project was presented to Officer William Dotson of the Cape Coral Police Department. The award was presented during the Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event held in Orlando on July 28<sup>th</sup>, 2023. Officer Dotson was presented with a plaque acknowledging his accomplishment, along with a lanyard with a DRE of the Year medallion. Officer Dotson was selected from among 41 nominations submitted by Florida agencies.</p>
<b>Expenditures</b>	<b>\$345,770.77</b>

<b>Institute of Police Technology and Management (IPTM)</b>	<b>Drug Recognition Expert (DRE) Preparatory Course</b>	<b>M5TR-2023-00077</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$17,000</b>				
<b>Project Activities</b>	<p>The University of North Florida – Institute of Police Technology and Management (IPTM) was awarded a subgrant to facilitate the Drug Recognition Expert (DRE) Preparatory Class online. During the subgrant period, 11 total courses were conducted Online with an average overall training course rating of 4.42 out of 5.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Drug Recognition Expert (DRE) Preparatory Class</td> <td>41</td> </tr> </tbody> </table>					Training	Students Trained	Drug Recognition Expert (DRE) Preparatory Class	41
Training	Students Trained								
Drug Recognition Expert (DRE) Preparatory Class	41								
<b>Expenditures</b>	<b>\$13,325</b>								
<b>Institute of Police Technology and Management (IPTM)</b>	<b>Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)</b>	<b>M5TR-2023-00073</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$45,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE) training to law enforcement personnel employed by the State of Florida. There was a total of 10 Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE) training classes conducted throughout the State of Florida in Tarpon Springs, Titusville, Largo, Ft. Pierce, Palm Bay, Tavares, Cape Coral, Miami Beach, Clearwater, and Ocala, with an overall average course rating of 4.86 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)</td> <td>111</td> </tr> </tbody> </table>					Training	Students Trained	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	111
Training	Students Trained								
Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	111								
<b>Expenditures</b>	<b>\$24,975</b>								



<b>Institute of Police Technology and Management (IPTM)</b>	<b>Medical Foundations of Visual Systems Testing</b>	<b>M5TR-2023-00072</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$45,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Medical Foundations of Visual Systems Testing training to law enforcement personnel employed by the State of Florida. There was a total of 3 Medical Foundations of Visual Systems Testing training classes conducted throughout the State of Florida in Palm Bay, Lakeland, and Jacksonville, with an overall average course rating of 4.90 out of 5. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Medical Foundations of Visual Systems Testing</td> <td>26</td> </tr> </tbody> </table>					Training	Students Trained	Medical Foundations of Visual Systems Testing	26
Training	Students Trained								
Medical Foundations of Visual Systems Testing	26								
<b>Expenditures</b>	<b>\$15,470</b>								
<b>Institute of Police Technology and Management (IPTM)</b>	<b>Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices</b>	<b>FHTR-2023-00022</b>	<b>405(h)</b>	<b>N/A</b>	<b>\$357,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices training to law enforcement personnel employed by the State of Florida. There was a total of 28 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 4.92 out of 5. Comparing the average pre-test and post-test score, officer knowledge levels increased by roughly 23% due to this classroom course delivery. IPTM also conducted one 2-hour online refresher class with a cumulative total of 436 officers trained. Comparing average pre-test and post-test scores, officer knowledge levels increased by almost 46% because of this online class. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices</td> <td>544</td> </tr> </tbody> </table>					Training	Students Trained	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	544
Training	Students Trained								
Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	544								
<b>Expenditures</b>	<b>\$250,331.57</b>								

<b>Institute of Police Technology and Management (IPTM)</b>	<b>Sobriety Checkpoint Operations (Online)</b>	<b>M5TR-2023-00075</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$20,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Sobriety Checkpoint Operations training to law enforcement personnel employed by the State of Florida. There was a total of 8 Sobriety Checkpoint Operations training classes conducted throughout the State of Florida online. The training course had an overall satisfaction rating of 4.90 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th><b>Training</b></th> <th><b>Students Trained</b></th> </tr> </thead> <tbody> <tr> <td>Sobriety Checkpoint Operations</td> <td>21</td> </tr> </tbody> </table>					<b>Training</b>	<b>Students Trained</b>	Sobriety Checkpoint Operations	21
<b>Training</b>	<b>Students Trained</b>								
Sobriety Checkpoint Operations	21								
<b>Expenditures</b>	<b>\$12,495</b>								
<b>Institute of Police Technology and Management (IPTM)</b>	<b>Standardized Field Sobriety Testing (SFST) Instructor Curriculum Update</b>	<b>M5TR-2023-00086</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$15,000</b>				
<b>Project Activities</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to facilitate the Standardized Field Sobriety Testing (SFST) Instructor Curriculum Update training to law enforcement personnel employed by the State of Florida. There was a total of 8 Standardized Field Sobriety Testing (SFST) Instructor Curriculum Update training classes conducted throughout the State of Florida in Ft. Myers, two in Jacksonville, three in Orlando, and two in Palm Beach Gardens. The training course had an overall satisfaction rating of 4.98 out of 5 and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th><b>Training</b></th> <th><b>Students Trained</b></th> </tr> </thead> <tbody> <tr> <td>Standardized Field Sobriety Testing (SFST) Instructor Curriculum Update</td> <td>54</td> </tr> </tbody> </table>					<b>Training</b>	<b>Students Trained</b>	Standardized Field Sobriety Testing (SFST) Instructor Curriculum Update	54
<b>Training</b>	<b>Students Trained</b>								
Standardized Field Sobriety Testing (SFST) Instructor Curriculum Update	54								
<b>Expenditures</b>	<b>\$9,990</b>								

Institute of Police Technology and Management (IPTM)	Winning the Florida Drivers License Hearing: What You Need To Know (Online)	M5TR-2023-00112	405(d)	N/A	\$30,000
Project Activities	The Institute of Police Technology and Management was awarded a subgrant to facilitate the Winning the Florida Driver's License Hearing: What You Need To Know training to law enforcement personnel employed by the State of Florida. There was a total of 11 Winning the Florida Driver's License Hearing: What You Need To Know training classes conducted throughout the State of Florida online. The training course had an overall satisfaction rating of 4.50 out of 5 and the Total number of students trained during the subgrant period is provided below.				
	Training				Students Trained
	Winning the Florida Drivers License Hearing: What You Need To Know (Online)				63
Expenditures	\$24,885				
Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	Legal Training for Driving Under the Influence (DUI) Administrative Hearings	M5TR-2023-00058	405(d)	N/A	\$38,500
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. A total of 4 hearing officers and 15 law enforcement training sessions were facilitated during the subgrant cycle. The total number of students trained during the subgrant period is provided below.				
	Training				Students Trained
	Legal Training for Hearing Officers				51
	Law Enforcement Training				229
Expenditures	\$26,277.48				

<b>Florida Department of Law Enforcement</b>	<b>Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education</b>	<b>M5X-2023-00190</b>	<b>405(d)</b>	<b>N/A</b>	<b>\$122,000</b>
<b>Project Activities</b>	<p>The Florida Department of Law Enforcement was given a subgrant to conduct Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education courses. The Florida Department of Law Enforcement's Alcohol Testing Program (FDLE ATP) was able to accomplish several key items to ultimately improve prosecution and adjudication of impaired driving cases by providing more comprehensive testing reports.</p> <p>Five (5) ATP members attended the Foundations of Pharmacology course offered by the Center for Forensic Science Research and Education. This course provided training with regards to the pharmacology and toxicology of alcohol and other drugs.</p> <p>Five (5) members of ATP attended the International Association for Chemical Testing, Inc. annual conference in Charleston, South Carolina. This training opportunity allowed ATP members to meet continuing education goals.</p> <p>Five (5) ATP members attended in-depth training on the Intoxilyzer 9000 at CMI, Inc., in Owensboro, KY in preparation for this instrument implementation throughout the State of Florida. This course provided the technical staff with key foundational information needed to develop curriculum, modify rule 11D-8 F.A.C, and achieve expert status in breath alcohol testing and related subject matter.</p> <p>Five (5) ATP members attended the CMI, User's Group annual conference in Missoula, Montana. This training allowed members to complete continuing education requirements as well as stay up to date on current findings from members of the breath alcohol community also utilizing the Intoxilyzer 8000 and Intoxilyzer 9000.</p> <p>One (1) ATP member participated in the Forensic Internal Auditing to ISO/IEC 17025 training offered by Ansi Nation Accreditation Board (ANAB). This course provided the ATP Quality Assurance Manager with the technical knowledge necessary to conduct internal audits as required by ATP's ISO 17025 accreditation standards and the related ANAB accreditation requirements for forensic service providers (AR 3125) as well as a review of ISO 19011, Guidelines for Auditing Management Systems.</p>				
<b>Expenditures</b>	<b>\$41,807.84</b>				

<b>The District Board of Trustees of Tallahassee Community College</b>	<b>Advanced Traffic Homicide Investigation Training</b>	<b>PT-2023-00312</b>	<b>402</b>	<b>\$80,000</b>	<b>\$80,000</b>				
<b>Project Activities</b>	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Advanced Traffic Homicide Investigation Training to law enforcement personnel employed by the State of Florida. There was a total of 2 Advanced Traffic Homicide Investigation Training classes conducted in Orlando and Clearwater Florida. The training course had an overall satisfaction rating of 97% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Advanced Traffic Homicide Investigation Training</td> <td>51</td> </tr> </tbody> </table>					Training	Students Trained	Advanced Traffic Homicide Investigation Training	51
Training	Students Trained								
Advanced Traffic Homicide Investigation Training	51								
<b>Expenditures</b>	<b>\$32,130</b>								
<b>The District Board of Trustees of Tallahassee Community College</b>	<b>Basic Traffic Homicide Investigation Training</b>	<b>PT-2023-00314</b>	<b>402</b>	<b>\$85,000</b>	<b>\$85,000</b>				
<b>Project Activities</b>	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Basic Traffic Homicide Investigation Training to law enforcement personnel employed by the State of Florida. There was a total of 3 Basic Traffic Homicide Investigation Training classes conducted throughout the State of Florida: all in Tarpon Springs. The training course had an overall satisfaction rating of 97.34% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Basic Traffic Homicide Investigation Training</td> <td>74</td> </tr> </tbody> </table>					Training	Students Trained	Basic Traffic Homicide Investigation Training	74
Training	Students Trained								
Basic Traffic Homicide Investigation Training	74								
<b>Expenditures</b>	<b>\$46,621</b>								

The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	PT-2023-00315	402	\$35,000	\$35,000				
Project Activities	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Crash Scene Mapping with Speed Lasers Training to law enforcement personnel employed by the State of Florida. There was a total of 3 Crime Scene Mapping with Speed Lasers Training classes conducted throughout the State of Florida: St. Petersburg, Tavares, and Havana. The training course had an overall satisfaction rating of 99% and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 667 1409 779"> <thead> <tr> <th data-bbox="532 667 1179 741">Training</th> <th data-bbox="1179 667 1409 741">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="532 741 1179 779">Crash Scene Mapping with Speed Lasers Training</td> <td data-bbox="1179 741 1409 779">24</td> </tr> </tbody> </table>					Training	Students Trained	Crash Scene Mapping with Speed Lasers Training	24
Training	Students Trained								
Crash Scene Mapping with Speed Lasers Training	24								
Expenditures	\$8,620								
The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	PT-2023-00321	402	\$35,000	\$35,000				
Project Activities	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Speed Measurement Instructor Training to law enforcement personnel employed by the State of Florida. There was a total of 1 Speed Measurement Instructor Training class conducted in Havana. The training course had an overall satisfaction rating of 96.25% and the total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="532 1308 1417 1419"> <thead> <tr> <th data-bbox="532 1308 1183 1381">Training</th> <th data-bbox="1183 1308 1417 1381">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="532 1381 1183 1419">Speed Measurement Instructor Training</td> <td data-bbox="1183 1381 1417 1419">8</td> </tr> </tbody> </table>					Training	Students Trained	Speed Measurement Instructor Training	8
Training	Students Trained								
Speed Measurement Instructor Training	8								
Expenditures	\$3,885								

<b>The District Board of Trustees of Tallahassee Community College</b>	<b>Speed Measurement Training</b>	<b>PT-2023-00325</b>	<b>402</b>	<b>\$55,000</b>	<b>\$55,000</b>				
<b>Project Activities</b>	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Speed Measurement Training to law enforcement personnel employed by the State of Florida. There was a total of 5 Speed Measurement Training classes conducted throughout the State of Florida: two in Havana, Tarpon Springs, and two in North Palm Beach. The training course had an overall satisfaction rating of 97.39% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Speed Measurement Training</td> <td>95</td> </tr> </tbody> </table>					Training	Students Trained	Speed Measurement Training	95
Training	Students Trained								
Speed Measurement Training	95								
<b>Expenditures</b>	<b>\$21,525</b>								
<b>The District Board of Trustees of Tallahassee Community College</b>	<b>Traffic Crash Reconstruction Training</b>	<b>PT-2023-00327</b>	<b>402</b>	<b>\$75,000</b>	<b>\$75,000</b>				
<b>Project Activities</b>	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Traffic Crash Reconstruction Training to law enforcement personnel employed by the State of Florida. There was a total of 2 Traffic Crash Reconstruction Training classes conducted throughout the State of Florida: Panama City Beach and Orlando. The training course had an overall satisfaction rating of 98.87% and the total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Traffic Crash Reconstruction Training</td> <td>27</td> </tr> </tbody> </table>					Training	Students Trained	Traffic Crash Reconstruction Training	27
Training	Students Trained								
Traffic Crash Reconstruction Training	27								
<b>Expenditures</b>	<b>\$17,010</b>								

# SPEEDING AND 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 FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Speed and Speed Management – Enforcement  
High Visibility Enforcement (CTW: Chapter 3, Page 28)
- Speed and Speed Management – Enforcement  
Other Enforcement Methods (CTW: Chapter 3, Page 29)
- Speeding and Speed Management – Communications and Outreach  
Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 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 or areas on Florida's interstates that have been identified as having speed and aggressive driving issues. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

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

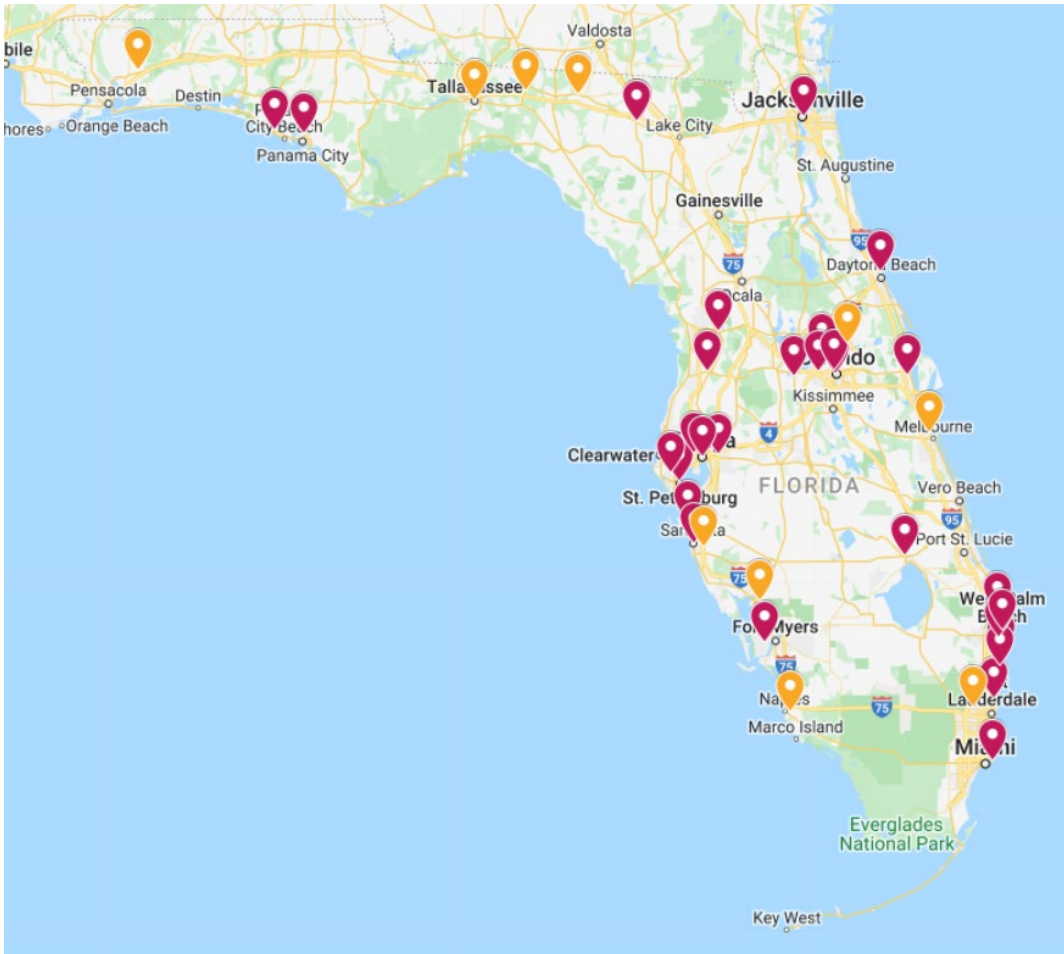
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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


## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects to support additional emphasis on speed enforcement on Florida's interstates have been awarded reduce speeding on the interstate system where speed related crashes are most deadly. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF SPEEDING AND AGGRESSIVE DRIVING PROJECT LOCATIONS

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



 Indicates local road enforcement

 Indicates interstate road enforcement

**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$2,975,000

**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 FY 2023 Highway Safety Matrix for having speed and aggressive driving issues. They will receive funding to conduct speed and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

**Budget:** \$2,975,000

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Enforcement of Speeding and Aggressive Driving in Apopka	SC-2023-00167	\$49,000	\$49,000
<b>Project Activities</b>	The Apopka Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Apopka Police Department strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 9.43% in crashes and 100% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 850.75 overtime hours were performed to conduct 232 enforcement operations with 1,689 contacts made, 5 safety belt citations issued, 1 impaired driving arrest, 674 speeding citations issued, 1,163 FDOT safety materials shared, 926 warnings given, 742 violations cited, and 9 arrests made. Eleven enforcement operations were conducted during the Southern Slow Down campaign. Ten educational/community events were conducted. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$40,211.16</b>			

<b>Bay County Sheriff's Office</b>	<b>Speeding and Aggressive Driving</b>	<b>SC-2023-00163</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	The Bay County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Bay County Sheriff's Office strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 46.9% in crashes and 54% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 967.75 overtime hours were performed to conduct 142 enforcement operations with 1,535 contacts made, 1 safety belt citation issued, 625 speeding citations issued, 990 written warnings given, 696 violations cited, and 57 arrests made. During the Southern Slow Down campaign, 36 citations and 66 warnings were given, with 1 arrest made. Three educational/community events were conducted. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$56,855.84</b>			
<b>Bradenton Police Department</b>	<b>Slow Down and Stop on Red</b>	<b>SC-2023-00037</b>	<b>\$45,000</b>	<b>\$45,000</b>
<b>Project Activities</b>	The Bradenton Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Bradenton Police Department strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 26% in crashes and 50% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 178 overtime hours were performed to conduct 45 enforcement operations with 281 contacts made, 1 impaired driving arrest, 272 speeding citations issued, 32 FDOT safety materials shared, 53 warnings given, 285 violations cited, and 19 arrests made. One enforcement operation was conducted during the Southern Slow Down campaign. Three educational/community outreach events were conducted. Press releases and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$39,296.92</b>			

<b>Boynton Beach Police Department</b>	<b>Boynton Beach Speeding and Aggressive Driving</b>	<b>SC-2023-00275</b>	<b>\$40,000</b>	<b>\$40,000</b>
<b>Project Activities</b>	<p>The Boynton Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Boynton Beach Police Department strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 11% in crashes, 8% in injuries, and 20% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 397.75 overtime hours were performed to conduct 46 enforcement operations with 1,040 contacts made, 20 safety belt citations issued, 2 impaired driving arrests, 711 speeding citations issued, 1,417 FDOT safety materials shared, 398 warnings given, 956 violations cited, and 39 arrests made. Ninety-six overtime hours were used for enforcement operations during the Southern Slow Down campaign. Two educational/community outreach events were conducted. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.</p>			
<b>Expenditures</b>	<b>\$37,409.32</b>			



<b>Broward Sheriff's Office</b>	<b>Broward Aggressive Safety and Enforcement Project</b>	<b>SC-2023-00296</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>Project Activities</b>	<p>The Broward Sheriff's Office (BSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. BSO strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 0.06% in crashes relating to speeding and aggressive driving. Over the subgrant period, a total of 1,958 overtime hours were performed to conduct 48 enforcement operations with 3,589 contacts made, 254 safety belt citations issued, 1 impaired driving arrest, 2,387 speeding citations issued, 3,295 FDOT safety materials shared, 2,533 warnings given, 3,562 violations cited, and 21 arrests made. Six enforcement operations were conducted during the Southern Slow Down campaign, resulting in 582 warnings, 480 speeding citations, and 58 safety belt citations. Three educational/community outreach events were conducted. Social media platforms and press releases were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.</p>			
<b>Expenditures</b>	<b>\$19,7611.11</b>			



<b>Cape Coral Police Department</b>	<b>Cape Coral Speeding and Aggressive Driving Enforcement and Education</b>	<b>SC-2023-00080</b>	<b>\$65,000</b>	<b>\$65,000</b>
<b>Project Activities</b>	<p>The Cape Coral Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Cape Coral Police Department strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 55% in crashes, 65% in injuries, and 16.66% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 759.8 overtime hours were performed to conduct 30 enforcement operations with 1,324 contacts made, 27 safety belt citations issued, 480 speeding citations issued, 226 warnings given, 1,229 violations cited, and 31 arrests made. Three enforcement operations were conducted during the Southern Slow Down campaign and 3 educational/community outreach events were conducted. Message boards, press releases, and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.</p>			
<b>Expenditures</b>	<b>\$65,000</b>			
<b>Citrus County Sheriff's Office</b>	<b>Just Drive Citrus</b>	<b>SC-2023-00041</b>	<b>\$73,000</b>	<b>\$73,000</b>
<b>Project Activities</b>	<p>The Citrus County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Citrus County Sheriff's Office strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 29.68% in crashes, 27.29% in injuries, and 45.45% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,021 overtime hours were performed to conduct 38 enforcement operations with 1,825 contacts made, 128 safety belt citations issued, 3 impaired driving arrests, 964 speeding citations issued, 890 FDOT safety materials shared, 232 warnings given, 1,482 violations cited, and 15 arrests made. Four enforcement operations were conducted during the Southern Slow Down campaign and 6 educational/community outreach events were conducted. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.</p>			
<b>Expenditures</b>	<b>\$72,957.43</b>			



<b>Orlando Police Department</b>	<b>Orlando Police Department Speeding and Aggressive Driving Enforcement</b>	<b>SC-2023-00032</b>	<b>\$128,000</b>	<b>\$128,000</b>
<b>Project Activities</b>	The Orlando Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Orlando Police Department strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with an increase of 2.7% in crashes, but a decrease of 28.7% in injuries and 33.3% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,092 overtime hours were performed to conduct 94 enforcement operations with 1,280 contacts made, 7 safety belt citations issued, 617 speeding citations issued, 970 FDOT safety materials shared, 408 verbal warnings given, 97 violations cited, and 12 arrests made. One enforcement operation was conducted during the Southern Slow Down campaign. Six educational/community outreach events were conducted during the subgrant period. Social media platforms were also utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$103,905.13</b>			
<b>St. Petersburg Police Department</b>	<b>Slow Down, it's NO Accident</b>	<b>SC-2023-00192</b>	<b>\$42,000</b>	<b>\$42,000</b>
<b>Project Activities</b>	The St. Petersburg Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The St. Petersburg Police Department strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 29% in crashes, 15% in injuries, and 49% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 372 overtime hours were performed to conduct 16 enforcement operations with 651 contacts made, 4 safety belt citations issued, 2 impaired driving arrests, 489 speeding citations issued, 645 FDOT safety materials shared, 64 verbal warnings given, 664 violations cited, 62 arrests made, and 5 educational/community events were conducted. Two enforcement operations were conducted during the Southern Slow Down campaign. Message boards, press releases, and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$41,065.97</b>			

<b>Clermont Police Department</b>	<b>Speeding and Aggressive Driving Enforcement</b>	<b>SC-2023-00175</b>	<b>\$65,000</b>	<b>\$65,000</b>
<b>Project Activities</b>	The Clermont Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Clermont Police Department strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 28.36% in crashes and 33.33% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 213 overtime hours were performed to conduct 52 enforcement operations with 338 contacts made, 264 speeding citations issued, 16 FDOT safety materials shared, 72 warnings given, 277 violations cited, and 1 educational/community event was conducted. One enforcement operation was conducted during the Southern Slow Down campaign. Social media platforms were also utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$50,950.63</b>			
<b>Delray Beach Police Department</b>	<b>Delray Beach Police Speeding and Aggressive Driving Enforcement Program</b>	<b>SC-2023-00232</b>	<b>\$70,000</b>	<b>\$70,000</b>
<b>Project Activities</b>	The Delray Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Delray Beach Police Department strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 3.14% in crashes and 2.98% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 1,013.25 overtime hours were performed to conduct 106 enforcement operations with 2,040 contacts made, 13 safety belt citations issued, 3 impaired driving arrests, 410 speeding citations issued, 881 FDOT safety materials shared, 1,710 warnings given, 944 violations cited, 3 arrests made, and 2 educational/community events were conducted. Eighteen enforcement operations were conducted during the Southern Slow Down campaign. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$70,000</b>			

<b>Hernando County Sheriff's Office</b>	<b>Aggressive Driving Traffic Enforcement Program</b>	<b>SC-2023-00224</b>	<b>\$58,000</b>	<b>\$58,000</b>
<b>Project Activities</b>	The Hernando County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Hernando County Sheriff's Office strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 39% in crashes and 51% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 590.5 overtime hours were performed to conduct 96 enforcement operations with 1,227 contacts made, 41 safety belt citations issued, 3 impaired driving arrests, 670 speeding citations issued, 223 FDOT safety materials shared, 529 warnings given, 787 violations cited, 12 arrests made, and 3 educational/community events were conducted. Six enforcement operations were conducted during the Southern Slow Down campaign. Press releases and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$53,625.95</b>			
<b>Holly Hill Police Department</b>	<b>Speeding and Aggressive Driving Enforcement</b>	<b>SC-2023-00050</b>	<b>\$65,000</b>	<b>\$65,000</b>
<b>Project Activities</b>	The Holly Hill Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Holly Hill Police Department strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 8.1% in crashes and an increase of 12.78% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 442.5 overtime hours were performed to conduct 74 enforcement operations with 719 contacts made, 50 safety belt citations issued, 138 speeding citations issued, 691 FDOT safety materials shared, 516 written warnings given, 417 violations cited, and 7 educational/community events were conducted. Four enforcement operations were conducted during the Southern Slow Down campaign. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$53,336.89</b>			

Hillsborough County Sheriff's Office	Speed: Know Your Limits	SC-2023-00015	\$354,000	\$354,000
Project Activities	The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. HCSO strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 11.97% in crashes and 2.33% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 3,211.5 overtime hours were performed to conduct 118 enforcement operations with 7,173 contacts made, 88 safety belt citations issued, 461 speeding citations issued, 901 FDOT safety materials shared, 6,650 warnings given, 1,081 violations cited, 19 arrest made, and 9 educational/community events were conducted. During the Southern Slow Down campaign, 525 warnings and 65 citations were given, and 2 arrests were made. Message boards, press releases, and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
Expenditures	\$345,014.03			



<b>Jacksonville Sheriff's Office</b>	<b>Speeding and Aggressive Driving Project</b>	<b>SC-2023-00371</b>	<b>\$90,000</b>	<b>\$90,000</b>
<b>Project Activities</b>	The Jacksonville Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Jacksonville Sheriff's Office strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 35% in crashes, 50% in injuries, and 33% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 872.5 overtime hours were performed to conduct 71 enforcement operations with 1,316 contacts made, 73 safety belt citations issued, 2 impaired driving arrests, 685 speeding citations issued, 294 FDOT safety materials shared, 1,496 warnings given, 1,059 violations cited, 5 arrests made, and 3 educational/community events were conducted. During the Southern Slow Down campaign, 217 citations and 341 written warnings were given, and 8 arrests were made. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$79,240.77</b>			
<b>Live Oak Police Department</b>	<b>Speeding and Aggressive Driving</b>	<b>SC-2023-00120</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Project Activities</b>	The Live Oak Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Live Oak Police Department strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 52% in crashes and 50% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 80.5 overtime hours were performed to conduct 17 enforcement operations with 11 speeding citations issued, 141 FDOT safety materials shared, 117 written warnings given, 23 violations cited, and 2 arrests made. Seven enforcement operations were conducted during the Southern Slow Down campaign. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$4,058.90</b>			

<b>Miami Beach Police Department</b>	<b>Speeding and Aggressive Driving Initiative</b>	<b>SC-2023-00199</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	<p>The Miami Beach Police Department (MBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. MBPD strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 7.4% in crashes, 4.35% in injuries, and 40% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 754.5 overtime hours were performed to conduct 50 enforcement operations with 1,305 contacts made, 22 seat belt citations issued, 327 speeding citations issued, 1,305 FDOT safety materials shared, 939 written warnings given, 471 violations cited, and 2 educational/community events were conducted. Five enforcement operations were conducted during the Southern Slow Down campaign. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.</p>			
<b>Expenditures</b>	<b>\$75,000</b>			
<b>Ocoee Police Department</b>	<b>Ocoee Safe Streets</b>	<b>SC-2023-00213</b>	<b>\$65,000</b>	<b>\$65,000</b>
<b>Project Activities</b>	<p>The Ocoee Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Ocoee Police Department strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with an increase of 2.08% in crashes, but a decrease of 44.45% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 850.75 overtime hours were performed to conduct 127 enforcement operations with 1,864 contacts made, 1 safety belt citation issued, 1,463 speeding citations issued, 1,801 FDOT safety materials shared, 171 warnings given, 1,550 violations cited, 2 arrests made, and 6 educational/community outreach events were conducted. Six enforcement operations were conducted during the Southern Slow Down campaign. Message boards, press releases, and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.</p>			
<b>Expenditures</b>	<b>\$65,000</b>			

Okeechobee County Sheriff's Office	Speeding and Aggressive Driving Enforcement	SC-2023-00115	\$82,000	\$82,000
Project Activities	The Okeechobee County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Okeechobee County Sheriff's Office strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 34% in crashes, 66% in injuries, and 17% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,410 overtime hours were performed to conduct 102 enforcement operations with 1,962 contacts made, 3 safety belt citations issued, 269 speeding citations issued, 1,710 FDOT safety materials shared, 1,637 warnings given, 349 violations cited, 35 arrests made, and 2 educational/community events were conducted. Two enforcement operations were conducted during the Southern Slow Down campaign. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
Expenditures	\$71,864			
Orange County Sheriff's Office	Speeding and Aggressive Driving Project	SC-2023-00052	\$323,000	\$323,000
Project Activities	The Orange County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Orange County Sheriff's Office strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with an increase of 2.8% in crashes, but a decrease of 7.25% in injuries and 18.9% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 2,825.5 overtime hours were performed to conduct 152 enforcement operations with 4,749 contacts made, 117 safety belt citations issued, 30 impaired driving arrests, 3,860 speeding citations issued, 1,560 warnings given, 6,173 violations cited, 30 arrests made, and 10 educational/community events were conducted. Message boards, press releases, and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
Expenditures	\$270,425.63			

<b>Palm Beach County Sheriff's Office</b>	<b>Palm Beach County Speeding and Aggressive Enforcement Strategy</b>	<b>SC-2023-00279</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>Project Activities</b>	The Palm Beach County Sheriff's Office (PBCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. PBCSO strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 74.5% in crashes and 75% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,969.2 overtime hours were performed to conduct at least 24 enforcement operations with 3,975 contacts made, 55 safety belt citations issued, 1 impaired driving arrest, 2,903 speeding citations issued, 1,518 warnings given, 1,123 violations cited, 5 Standardized Field Sobriety Test evaluations, 14 arrests made, and 4 educational/community events were conducted. Enforcement operations were conducted during the Southern Slow Down campaign. Press releases and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$199,999.77</b>			
<b>Palm Beach Gardens Police Department</b>	<b>Speeding and Aggressive Driving Initiative</b>	<b>SC-2023-00308</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The Palm Beach Gardens Police Department (PBGPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. PBGPD strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with an increase of 3% in injury/fatal crashes relating to speeding and aggressive driving. Over the subgrant period, a total of 296 overtime hours were performed to conduct 18 enforcement operations with 633 contacts made, 7 safety belt citations issued, 6 impaired driving arrests, 130 speeding citations issued, 495 FDOT safety materials shared, 526 warnings given, 218 violations cited, 8 arrests made, and 8 educational/community outreach events were conducted. During the Southern Slow Down campaign, 194 contacts were made, and 182 materials were shared. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$29,453.05</b>			

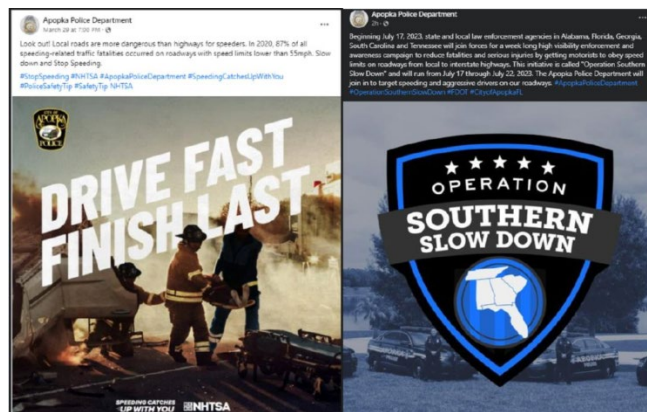


<b>Panama City Beach Police Department</b>	<b>Targeted Enforcement Against Speeding and Aggressive Driving</b>	<b>SC-2023-00017</b>	<b>\$30,000</b>	<b>\$30,000</b>
<b>Project Activities</b>	The Panama City Beach Police Department (PCBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. PCBPD strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 19% in crashes relating to speeding and aggressive driving. Over the subgrant period, a total of 163 overtime hours were performed to conduct 36 enforcement operations with 198 contacts made, 3 impaired driving arrests, 91 speeding citations issued, 60 FDOT safety materials shared, 101 verbal warnings given, 125 violations cited, and 8 arrests made. One enforcement operation was conducted during the Southern Slow Down campaign. Message boards were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$5,170.64</b>			
<b>Pinellas Park Police Department</b>	<b>Pinellas Park Police Department Speeding and Aggressive Driving Program</b>	<b>SC-2023-00031</b>	<b>\$110,000</b>	<b>\$110,000</b>
<b>Project Activities</b>	The Pinellas Park Police Department (PPPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. PPPD strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 4.5% in crashes and fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,063.25 overtime hours were performed to conduct 316 enforcement operations with 1,830 contacts made, 5 safety belt citations issued, 2 impaired driving arrests, 665 speeding citations issued, 1,223 FDOT safety materials shared, 1,129 verbal warnings given, 818 violations cited, and 9 arrests made. Twenty enforcement operations were conducted during the Southern Slow Down campaign. Message boards were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$108,688</b>			

<b>Sarasota Police Department</b>	<b>Speeding and Aggressive Driving</b>	<b>SC-2023-00153</b>	<b>\$115,000</b>	<b>\$115,000</b>
<b>Project Activities</b>	<p>The Sarasota Police Department (SPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The SPD strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 29.56% in crashes and 30.76% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 593.25 overtime hours were performed to conduct 207 enforcement operations with 1,381 contacts made, 2 impaired driving arrests, 1,084 speeding citations issued, 20 FDOT safety materials shared, 252 written warnings given, 1,513 violations cited, 2 arrests made, and 2 educational/community outreach events were conducted. Fourteen overtime hours were used for enforcement operations during the Southern Slow Down campaign. Message boards, press releases, and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.</p>			
<b>Expenditures</b>	<b>\$58,836</b>			
<b>Suwannee County Sheriff's Office</b>	<b>Speeding and Aggressive Driving</b>	<b>SC-2023-00042</b>	<b>\$55,000</b>	<b>\$55,000</b>
<b>Project Activities</b>	<p>The Suwannee County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details within their jurisdiction. The Suwannee County Sheriff's Office strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 5.81% in crashes, 14.5% in injuries, and 14.5% in fatalities relating to speeding and aggressive driving. Over the subgrant period, 805 overtime hours were performed to conduct 39 enforcement operations with 745 contacts made, 7 safety belt citations issued, 105 speeding citations issued, 164 FDOT safety materials shared, 685 warnings given, 218 violations cited, 5 arrests made, and 3 educational/community events were conducted. Six enforcement operations were conducted during the Southern Slow Down campaign. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.</p>			
<b>Expenditures</b>	<b>\$48,071.73</b>			

<b>Tampa International Airport Police Department</b>	<b>Speeding and Aggressive Driving</b>	<b>SC-2023-00142</b>	<b>\$41,000</b>	<b>\$41,000</b>
<b>Project Activities</b>	The Tampa International Airport Police Department (TIAPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. TIAPD strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with a decrease of 25% in crashes and 100% in injuries relating to speeding and aggressive driving. Over the subgrant period, a total of 860 overtime hours were performed to conduct 138 enforcement operations with 1,291 contacts made, 1 safety belt citation issued, 503 speeding citations given, 754 FDOT safety materials shared, 769 written warnings given, 92 violations cited, and 28 arrests made. Seven enforcement operations were conducted during the Southern Slow Down campaign. Message boards, direct messages, and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$41,000</b>			
<b>Tampa Police Department</b>	<b>Speeding and Aggressive Driving</b>	<b>SC-2023-00164</b>	<b>\$219,000</b>	<b>\$219,000</b>
<b>Project Activities</b>	The Tampa Police Department (TPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. TPD strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with an increase of 21% in crashes, but a decrease of 50% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 2,149.5 overtime hours were performed to conduct 169 enforcement operations with 3,913 contacts made, 3 safety belt citations issued, 1 impaired driving arrest, 1,672 speeding citations issued, 3,616 FDOT safety materials shared, 2,375 warnings given, 2,067 violations cited, and 33 arrests made. 5 enforcement operations were conducted during the Southern Slow Down campaign which resulted in 227 contacts, 54 speed citations, 2 arrests made, and 43 educational/community outreach events were conducted. Message boards, press releases, local media, and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$211,634.17</b>			

<b>Titusville Police Department</b>	<b>Speeding and Aggressive Driving</b>	<b>SC-2023-00305</b>	<b>\$73,000</b>	<b>\$73,000</b>
<b>Project Activities</b>	The Titusville Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. The Titusville Police Department strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 29% in crashes, 21% in injuries, 88% in serious injuries, and 57% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 210 overtime hours were performed to conduct 30 enforcement operations with 342 contacts made, 19 speeding citations issued, 192 warnings given, 24 violations cited, and 3 arrests made. Eighty-one overtime hours were used for enforcement operations during the Southern Slow Down campaign, resulting in 246 citations and/or warnings. Social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$61,511.30</b>			
<b>West Palm Beach Police Department</b>	<b>Speeding and Aggressive Driving</b>	<b>SC-2023-00150</b>	<b>\$118,000</b>	<b>\$118,000</b>
<b>Project Activities</b>	The West Palm Beach Police Department (WPBPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details. WPBPD strived to reduce crashes and fatalities by 5% when compared to the past 3-year average and ended with an increase of 5.9% in crashes and 20% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 846.5 overtime hours were performed to conduct 43 enforcement operations with 1,600 contacts made, 28 safety belt citations issued, 1,058 speeding citations issued, 1,600 FDOT safety materials shared, 964 written warnings given, 1,603 violations cited, 7 arrests made, and 9 educational/community outreach events were conducted. Two enforcement operations were conducted during the Southern Slow Down campaign. Message boards and social media platforms were utilized to educate the public on enforcement waves and spread awareness throughout the subgrant period.			
<b>Expenditures</b>	<b>\$106,362.26</b>			



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$657,000

**Project Description:** The following enforcement agencies work in communities that have portions of Florida’s interstate system running within their jurisdiction and will be collaborating with the Florida Highway Patrol to enforce speed/aggressive driving on the interstate. 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:** \$657,000

Agency	Project Name	Project Number	Local Benefit	Budget
Brevard County Sheriff's Office	Interstate Speed Prevention Project	SC-2023-00178	\$40,000	\$40,000
<b>Project Activities</b>	The Brevard County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 663 overtime hours were performed to conduct 352 enforcement operations with 1,248 contacts made, 7 safety belt citations issued, 650 speeding citations issued, 499 warnings given, 782 violations cited, and 9 arrests made. Five enforcement operations were conducted during the Southern Slow Down campaign on the interstate.			
<b>Expenditures</b>	<b>\$40,000</b>			

<b>Charlotte County Sheriff's Office</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00261</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities</b>	The Charlotte County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. The Charlotte County Sheriff's Office strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 7.73% in crashes, 9.09% in injuries, and 30.23% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 879.5 overtime hours were performed to conduct 29 enforcement operations with 1,424 contacts made, 1 safety belt citation issued, 1,153 speeding citations issued, 224 written warnings given, 1,433 violations cited, and 59 arrests made on the interstate.			
<b>Expenditures</b>	<b>\$99,918.78</b>			
<b>Collier County Sheriff's Office</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00331</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities</b>	The Collier County Sheriff's Office (CCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. CCSO strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with an increase of 42% in crashes, but a decrease of 100% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,360.59 overtime hours were performed to conduct 239 enforcement operations with 2,033 contacts made, 44 safety belt citations issued, 3 impaired driving arrests, 1,566 speeding citations issued, 566 warnings given, 1,616 violations cited, and 38 arrests made. Thirteen enforcement operations were conducted during the Southern Slow Down campaign on the interstate.			
<b>Expenditures</b>	<b>\$96,382.27</b>			
<b>Florida Department of Agriculture and Consumer Services</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00207</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities</b>	The Florida Department of Agriculture and Consumer Services (FDACS) Office of Agricultural Law Enforcement was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 350 overtime hours were performed with 466 contacts made, 184 speeding citations issued, 291 warnings given, 194 violations cited, and 9 arrests made. Thirteen enforcement operations were conducted during the Southern Slow Down campaign, resulting in 45 speeding citations and 4 warnings/citations given on the interstate.			
<b>Expenditures</b>	<b>\$15,719.85</b>			

<b>Jefferson County Sheriff's Office</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00304</b>	<b>\$27,000</b>	<b>\$27,000</b>
<b>Project Activities</b>	<p>The Jefferson County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction.</p> <p>Due to staff changes and internal delays in approval processes, the agency was unable to execute its award during the project period.</p>			
<b>Expenditures</b>	<b>\$0</b>			
<b>Madison County Sheriff's Office</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00136</b>	<b>\$40,000</b>	<b>\$40,000</b>
<b>Project Activities</b>	<p>The Madison County Sheriff's Office (MCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 469 overtime hours were performed to conduct 85 enforcement operations with 70 safety belt citations and 899 speeding citations issued. During the Southern Slow Down campaign, 82 speeding citations and 5 aggressive driving citations were issued, and 9 arrests including 1 impaired driver arrest were made on the interstate.</p>			
<b>Expenditures</b>	<b>\$22,692.07</b>			
<b>Santa Rosa Sheriff's Office</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00006</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities</b>	<p>The Santa Rosa County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. The Santa Rosa County Sheriff's Office strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 36% in crashes, 31.5% in injuries, and 37.5% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,494 overtime hours were performed to conduct 10 enforcement operations with 3,152 contacts made, 11 safety belt citations issued, 709 speeding citations issued, 631 FDOT safety materials shared, 2,217 warnings given, 1,014 violations cited, and 19 arrests made. Three enforcement operations were conducted during the Southern Slow Down campaign on the interstate.</p>			
<b>Expenditures</b>	<b>\$97,740.99</b>			

<b>Sarasota County Sheriff's Office</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00280</b>	<b>\$125,000</b>	<b>\$125,000</b>
<b>Project Activities</b>	The Sarasota County Sheriff's Office (SCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. The SCSO strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with an increase of 6% in crashes, but a decrease of 2.4% in injuries and 13.6% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 1,125.5 overtime hours were performed to conduct 194 enforcement operations with 1,811 contacts made, 34 safety belt citations issued, 2 impaired driving arrests, 1,287 speeding citations issued, 548 warnings given, 1,715 violations cited, and 11 arrests made. Three enforcement operations were conducted during the Southern Slow Down campaign on the interstate.			
<b>Expenditures</b>	<b>\$92,059.57</b>			
<b>Seminole County Sheriff's Office</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00210</b>	<b>\$25,000</b>	<b>\$25,000</b>
<b>Project Activities</b>	The Seminole County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. Over the subgrant period, a total of 69 enforcement operations were conducted with 8 safety belt citations issued, 1 impaired driver arrest, and 315 speeding citations issued on the interstate.			
<b>Expenditures</b>	<b>\$20,222.35</b>			
<b>Sunrise Police Department</b>	<b>Interstate Speed Prevention Project</b>	<b>SC-2023-00158</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities</b>	The Sunrise Police Department (SPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speeding and aggressive driving details on the interstate within their jurisdiction. The SPD strived to reduce crashes and fatalities by 3% when compared to the past 3-year average and ended with a decrease of 12.64% in crashes, 37.2% in injuries, and 27.02% in fatalities relating to speeding and aggressive driving. Over the subgrant period, a total of 274 overtime hours were performed to conduct 23 enforcement operations with 494 contacts made, 3 safety belt citations issued, 421 speeding citations issued, 102 written warnings given, 489 violations cited, and 8 arrests made. Three enforcement operations were conducted during the Southern Slow Down campaign on the interstate.			
<b>Expenditures</b>	<b>\$49,918.50</b>			



# TEEN DRIVER SAFETY

## DESCRIPTION OF THE PROBLEM

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

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

- Young Drivers - Driver Education  
Pre-Licensure Driver Education (CTW: Chapter 6, Page 21)
- Young Drivers - Driver Education  
Post-Licensure or Second-Tier Driver Education (CTW: Chapter 6, Page 23)
- Young Drivers - Parents  
Parental Role in Teaching and Managing Young Drivers (CTW: Chapter 6, Page 23)
- Young Drivers - Traffic Law Enforcement  
Enforcement of GDL and Zero-Tolerance Laws (CTW: Chapter 6, Page 26)

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

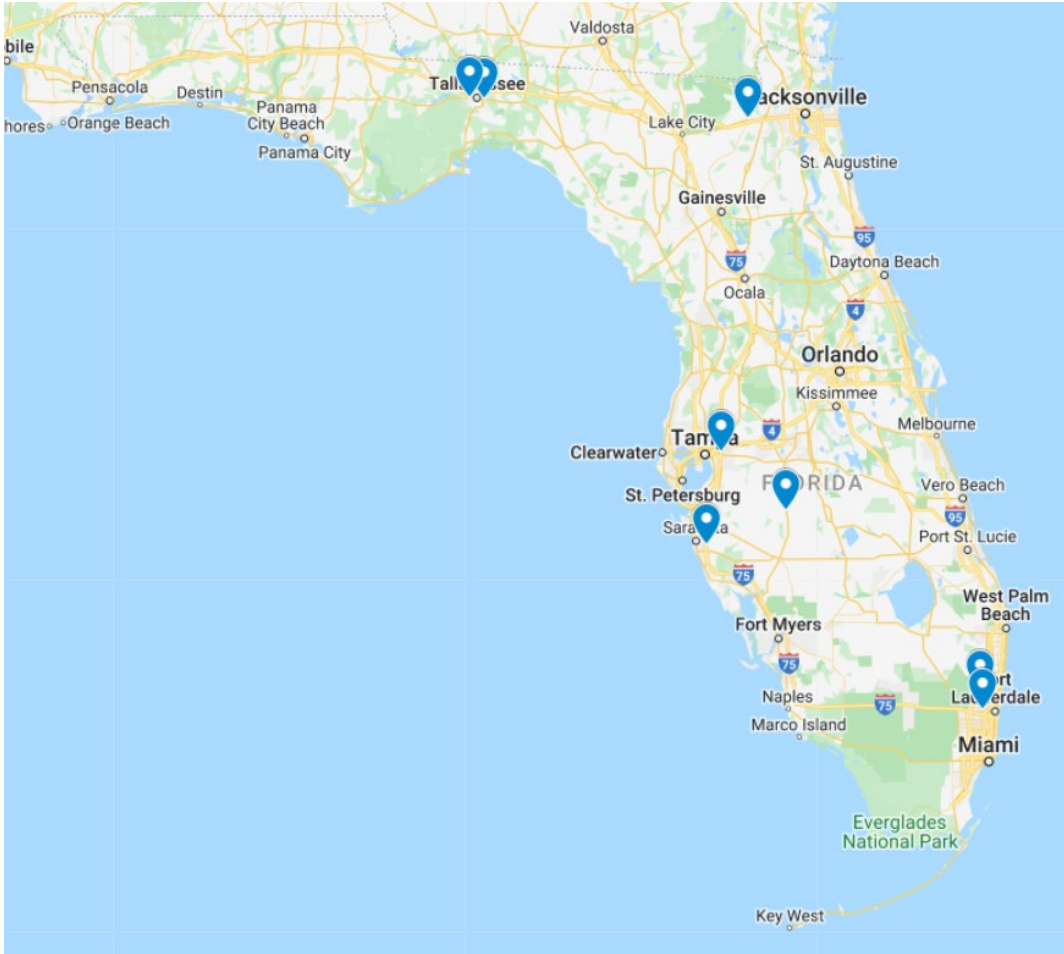
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF TEEN DRIVER SAFETY PROJECT LOCATIONS

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



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$367,000

**Project Description:** The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to teen driving and currently rank in the top 25% of the FY 2023 Highway Safety Matrix. They will receive funding to conduct teen driver related countermeasures, such as education, Graduated Driver's License (GDL) enforcement, distracted driving, speeding in school zones, and zero-tolerance laws that include overtime salaries and benefits necessary for successful enforcement. The goal of each project is to reduce teen driver related fatalities and injuries by using data-driven approaches.

**Budget:** \$367,000

Agency	Project Name	Project Number	Local Benefit	Budget
Baker County Sheriff's Office	Baker County Sheriff's Office Teen Driver Safety	TSP-2023-00332	\$26,000	\$26,000
Project Activities	The Baker County Sheriff's Office (BCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. BCSO strived to reduce crashes and fatalities by 3% during the subgrant period and ended with a decrease of 23% in crashes and 100% in fatalities. Over the project period, there were enforcement operations that yielded 18 safety belt citations, 2 impaired driving arrests, 25 speeding citations, and over 375 warnings. Speed measurement devices were purchased for program implementation and speed measurement trailers were utilized to collect necessary data for targeted enforcement operations and education was used during campaign waves.			
Expenditures	\$9,000			

<b>Coral Springs Police Department</b>	<b>Teen Driver Safety</b>	<b>TSP-2023-00218</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities</b>	<p>The Coral Springs Police Department (CSPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. CSPD strived to reduce crashes and fatalities by 5% during the subgrant period and ended with an increase of 1.2% in crashes and 2.6% in injuries relating to teen driving. Over the project period, a total of 383.50 overtime hours were used to conduct 84 enforcement operations which resulted in 1,184 educational materials being distributed. There were 1,184 contacts made that yielded 29 safety belt citations, 580 speeding citations, an estimated 226 verbal warnings, 380 moving and non-moving violations, and 1 arrest made. Enforcement activities were during a statewide campaign, Operation Southern Slow Down. Speed measurement devices were purchased to assist in program implementation. Social media posts focused on program education and informing teen drivers about traffic safety. Officers conducted community outreach events centered around schools to ensure the safety of all school zone operations before and after school hours. Speed measurement devices were purchased for program implementation.</p>			
<b>Expenditures</b>	<b>\$49,885.39</b>			
<b>Hillsborough County Sheriff's Office</b>	<b>Teen Driver Education and Enforcement Operation</b>	<b>TSP-2023-00014</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>Project Activities</b>	<p>The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. HCSO strived to reduce crashes and fatalities by 3% during the subgrant period and ended with a reduction of 17.37% in crashes and 52% in fatalities relating to teen driving. Over the project period, a total of 1,492.15 overtime hours were used to conduct 27.5 enforcement operations which resulted in 473 educational materials being distributed. There were 5,122 contacts made, 45 safety belt citations, 2 impaired driving arrests, 104 speeding citations, 430 verbal warnings, 3,008 written warnings, 390 violations cited, and 4 misdemeanor arrests made. Enforcement activities were conducted during a statewide campaign, Drive Sober or Get Pulled Over. One Press release and three social media posts were utilized to educate and inform teen drivers about traffic safety. Officers facilitated 12 outreach events to increase teen driver-related awareness during the project period. Speed measurement devices were purchased for program implementation.</p>			
<b>Expenditures</b>	<b>\$196,359.60</b>			

<b>Plantation Police Department</b>	<b>Teen Driver Safety</b>	<b>TSP-2023-00067</b>	<b>\$50,000</b>	<b>\$50,000</b>
<b>Project Activities</b>	The Plantation Police Department (PPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. PPD strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 22% in crashes, 17% in serious injuries, and 100% in fatalities relating to teen driving. Over the project period, a total of 430 overtime hours were used to conduct 83 enforcement operations which resulted in 1,196 educational materials being distributed. There were 1,347 contacts made, 32 safety belt citations, 481 speeding citations, 523 warnings, and 687 violations cited. Enforcement activities were conducted during a statewide campaign, Southern Slow Down. Nineteen social media posts were utilized to educate and inform teen drivers about traffic safety and officers facilitated 4 outreach events to increase teen driver-related awareness during the project period.			
<b>Expenditures</b>	<b>\$50,000</b>			
<b>Wauchula Police Department</b>	<b>Wauchula Police Department Teen Driver Safety</b>	<b>TSP-2023-00248</b>	<b>\$41,000</b>	<b>\$41,000</b>
<b>Project Activities</b>	The Wauchula Police Department (WPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. WPD strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 29% in crashes and 100% in fatalities relating to teen driving. Over the project period, a total of 386 overtime hours were used to conduct 49 enforcement operations which resulted in 1,073 educational materials being distributed. There were 637 contacts made, 1 safety belt citation, 5 speeding citations, 264 verbal warnings, 395 written warnings, 32 violations cited, 3 criminal and 38 misdemeanor arrests made. Enforcement activities were conducted during a statewide campaign, Click It or Ticket, Drive Sober or Get Pulled Over, Child Passenger Safety Week, and Occupant Protection Buckle Up. Fourteen social media posts were utilized to educate and inform teen drivers about traffic safety. Officers facilitated 4 outreach events to increase teen driver-related awareness during the project period. Speed measurement devices were also purchased for program implementation.			
<b>Expenditures</b>	<b>\$26,060.54</b>			

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**Agency:** Florida Department of Highway Safety and Motor Vehicles (FLHSMV)

**Project Name:** Teen Driver Safety - Drive with CARE

**Project Number:** TSP-2023-00024

**Funding Source:** 402

**Local Benefit:** \$67,200

**Project Description:** The Florida Department of Highway Safety and Motor Vehicles will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, GDL restrictions, violation penalties, courteous vs. aggressive driving, alert vs. distracted driving, impaired driving, and safety belt usage. The goal of the program is to reach teens during the graduated licensing stage to impart an understanding of safe driving skills and behaviors as well as the consequences of making risky, unsafe driving decisions. This will be accomplished by providing printed guides, posters, parent/teen logs, teen/parent driving agreements, various educational materials, digitally creative files to partnered organizations, presentations, and outreach events.

**Budget:** \$67,200

**Project Activities:** The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a subgrant to continue the facilitation of the Teen Driver Safety-Drive with CARE program. This multicultural, interactive teen outreach program was designed to explain teen driving laws and Graduated Driver License (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.

During the FY2023 subgrant year, 100 outreach events were held during which time over 7,800 older teens participated in various hands-on activities. Outreach was conducted at a total of 24 schools in 12 counties, including six priority counties. In addition, the agency participated in several large outreach events throughout Florida. Events included the Florida Department of Law Enforcement Capitol Police Crime Prevention Unit's annual state fair, Springtime



Tallahassee, Prom Promise at Bishop McLaughlin, Walk Like MADD event in Tallahassee, and Ford Driving. Over 7,500 teen safe driving materials were distributed through outreach activities and 13 traffic safety press releases were published to spread teen driver-related awareness.

**Expenditures:                    \$21,085.34**



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

**Project Name:** Florida Teen Traffic Safety

**Project Number:** TSP-2023-00267

**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 their work on the implementation and furtherance of the items outlined within the coalition's strategic plan. Community outreach and education will also be facilitated through “Weeks of Awareness” during which time a traffic safety presentation will be presented to students at approximately 60 high schools across Florida. Speaker topics and stories can range from distracted driving, impaired driving, occupant protection, peer pressure in a vehicle, speeding and aggressive driving, and how to speak up when you feel unsafe in a car as a passenger.

**Budget:** ~~\$665,000~~ \$995,000

**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.

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

total number of coalition members averaged 32 official members. The coalition created unique pieces of teen traffic safety educational materials on different traffic-related topics. The FTSDC website was utilized to provide up-to-date teen driver traffic-related resources. In the previous year there was a substantial surge in user traffic and as a result this project year the agency was able to maintain a new stabilized average that built upon the prior year's remarkable growth. During the project period, there was a 39.71% increase in unique page views from the prior year. Social media was utilized to conduct outreach with results of a gain of 403 new followers, a reach of 30,332 people, 176 posts, 2,056 likes, 60 comments, 302 post shares, and 2,565 video views across platforms. Materials purchased throughout the subgrant period helped to expand the impact of the Coalition throughout the state.

There was a total of 53 presentations given across 6 weeks during the scheduled Weeks of Awareness and as a result, a total student reach of 28,528. These presentations were focused on locations that were listed in the Top 25% of the FDOT Highway Safety Matrix for Teen Drivers.

**Expenditures:                    \$763,910.20**



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<b>Agency:</b>	TjohnE Productions, Inc.
<b>Project Name:</b>	ThinkFast Interactive Teen Driver Safety Program
<b>Project Number:</b>	TSP-2023-00161
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$56,000
<b>Project Description:</b>	The TjohnE Productions, Inc. will begin its pilot project focusing on teen driver-related at-risk county high schools in Florida. The program offers teens an interactive platform that is geared toward educating them on the issues they face as newly licensed teen driver. The program uses state rules, regulations, fines, goals, and performance measures to guide teens through the driving experience. Countermeasures such as reinforcing GDL laws, effects of alcohol-impaired driving, the use of safety belts and child restraints, the dangers of speeding and/or aggressive driving, and the risks behind distracted and drowsy driving are all used to educate teens on the risky factors behind driving.
<b>Budget:</b>	<b>\$56,000</b>
<b>Project Activities:</b>	The TjohnE Productions, Inc. was awarded a subgrant to conduct their ThinkFast Interactive (TFI) program in six counties that were listed in the top 25% of the FDOT Highway Safety Matrix in the area of Teen Drivers; Baker, Bay, Columbia, Duval, Holmes, and Jackson. The TFI program managers were required to work with stakeholders to develop a teen driver interactive program that focused on teen driver-related laws and education. There was a strong focus on 11 <sup>th</sup> and 12 <sup>th</sup> -grade students, with 9 <sup>th</sup> and 10 <sup>th</sup> allowed in extenuating circumstances. Pre- and post-program surveys were developed and conducted to assess the effectiveness of the presentations and knowledge of teen drivers in these high-ranked areas. A total of 16 programs were conducted to meet the project goal. The program was presented to approximately 4,685 students. There was a 71% improvement in student knowledge between the pre-to-post-program survey.
<b>Expenditures:</b>	<b>\$56,000</b>

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<b>Agency:</b>	Sarasota County Sheriff's Office
<b>Project Name:</b>	Sarasota County Teen Drivers Safety
<b>Project Number:</b>	TSP-2022-00372
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$21,000
<b>Project Description:</b>	The Sarasota County Sheriff's Office will educate and train teen drivers through the Teen Driver Challenge (TDC) program created by the Florida Sheriffs Association in 2007. Licensed teens ages 16-19 in Sarasota County will have the opportunity to take a post-licensure or second-tier driver education program, free of charge. Funding will be used to pay law enforcement overtime to meet the goal of the program, which is to educate the teens of Sarasota County and help reduce the rate of fatalities, crashes, and injuries amongst teen drivers in the area.
<b>Budget:</b>	<b>\$21,000</b>
<b>Project Activities:</b>	The Sarasota County Sheriff's Office (SCSO) was awarded a subgrant to conduct the Teen Driver Challenge (TDC) program created by the Florida Sheriffs Association within their jurisdiction. There was a total of seven TDC courses scheduled, advertised, and conducted in completion to licensed teen/young drivers in Sarasota County. Over the subgrant period, a total of 62 teen/young drivers were trained by law enforcement instructors. The agency also strived to decrease teen driver-related crashes and fatalities countywide by 5% and ended with a reduction of 34% in crashes and 100% in fatalities.
<b>Expenditures:</b>	<b>\$18,511.01</b>

# TRAFFIC RECORDS

## DESCRIPTION OF THE PROBLEM

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

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



## COUNTERMEASURE STRATEGIES FROM SHSP

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

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

## RATIONALE FOR SELECTION

Projects 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 FDOT, FDOH, FLHSMV, the State Court System, FHP, Florida Sheriffs Association, Florida Police Chiefs Association. Members of the Executive Board are appointed by the heads of their respective agencies. Projects were evaluated based on their support of the state’s traffic records goals for coordination, data quality, integration, accessibility, and utilization along with cost effectiveness.

## SAFETY IMPACTS

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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida’s target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA’s Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.





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<b>Agency:</b>	Florida Department of Health
<b>Project Name:</b>	Field Data Collection for National EMS Information System (NEMSIS)
<b>Project Number:</b>	M3DA-2023-00085
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	The Health Information and Policy Analysis Section operates the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Currently that program and data repository is administered using an existing commercial off-the-shelf solution known as EMSTARS-CDX. This system collects Emergency Medical Services (EMS) incident-level data in compliance with the Florida Emergency Medical Services Advisory Council Data Committee's Data Dictionary Versions 3.3.4, 3.4, and the National Emergency Medical Services Information System (NEMSIS) Version 3. Florida must continue to provide the resources to support and train on multiple NEMSIS data standards and pursue the participation of EMS providers with electronic data collection and reporting under all versions of the NEMSIS standard, while concurrently continuing to support all national standards. Project efforts will impact the timeliness, completeness, accuracy, uniformity, accessibility, and integration of traffic records data which will improve Florida's Crash, Roadway, Vehicle, and EMS/Injury Surveillance data systems.
<b>Project Description:</b>	The implementation of the NEMSIS Version 3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process. The Florida Department of Health (FDOH) will work on increasing the number of agencies submitting data to the state repository in compliance with the current NEMSIS standards. Specifically, the FDOH will continue to transition agencies to the new national data collection standards while maintaining compliance with the prior NEMSIS Version 3 data standards. They will also assist and support licensed EMS agencies via direct technical support and training as these agencies continue their incremental transition from NEMSIS Version 3 to Version 3.5.

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

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

**Budget:** **\$411,000**

**Project Activities:** The Health Information and Policy Analysis Section of the Florida Department of Health administered the Emergency Medical Services Tracking and Reporting System (EMSTARS) program.

EMSTARS program staff attended three EMS Advisory Council Data Committee meetings throughout the subgrant period. These meetings facilitated the review of EMSTARS performance and plans for transition to the latest NEMSIS version V3.5, Data Dictionary review and revisions, report progress, and system integration with the Florida Health Information Exchange (HIE). The final publication of the Florida Data Dictionary and business rules for NEMSIS V3.5 was approved by the full Florida Emergency Management Advisory Councils in June 2023.

In addition to Advisory Council meetings, program staff participated in regular conference calls and virtual meetings with EMS data vendors and EMS Data Managers to continue improvements for compliance with NEMSIS version 3 prehospital data collection and reporting. At the end of the subgrant period EMSTARS staff successfully increased the percentage of EMS agencies submitting to the state incident level repository from 81% to 90%, with 98% of EMS runs submitted to the state repository. All EMS agencies in Florida successfully achieved 100% compliance with NEMSIS V3 with 84% of those runs being received within 10 hours of the run.

**Expenditures:** **\$274,272.96**



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<b>Agency:</b>	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
<b>Project Name:</b>	Crash and Uniform Traffic Citation (UTC) Data Improvement
<b>Project Number:</b>	M3DA-2023-00063
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	The FLHSMV serves as the official custodian of Florida’s driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. NHTSA has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida’s roadways. Improving the data quality attributes of the crash and UTC datasets support the FLHSMV’s Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the state’s data-driven approach in developing traffic safety initiatives and law enforcement countermeasures. This project directly affects Florida’s Citation/Adjudication and Crash traffic data systems, by using the established performance measures to implement actionable strategies to improve the accuracy, completeness, and uniformity of these two key parts of the Traffic Records Information System.
<b>Project Description:</b>	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 select appropriate countermeasures. Using the recommendations provided by the NHTSA 2020 Traffic Records Assessment, FLHSMV will improve the crash data quality program by developing a sample-based audit to create the ability to compare the electronic crash report data submitted by Law Enforcement Agencies (LEAs) and the FLHSMV crash database. The sample-based audit results will expose various discrepancies such as software and/or technical issues, identify updates needed to validation rules and prompting form revisions, generate new training content, and provide feedback to improve the crash manual. The ability to synchronize local and state crash data will also reduce the labor and time required for fatal crash report reconciliation that is necessary for the annual Crash Facts report.

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

OPS staff will be used to facilitate the evaluation of current driver history data to identify and resolve potential duplicates, as well as other data quality issues (deceased drivers, etc.), that may prevent a successful and smooth transition to the American Association of Motor Vehicle Administrators' (AAMVA) State-to-State (S2S) Verification Service. Further, these resources would be used to continue record data quality efforts to more quickly resolve the go-live duplicates identified and further ensure a successful onboarding experience. The efforts of these resources will serve to reduce the risk of increased overall implementation cost due to migrating unnecessary records into the new system (for which Florida is charged a per record fee), as well as increase the accessibility and accuracy of the driver history record system once the S2S Verification Service has been implemented.

Project funding will be provided for an Other Personnel Services (OPS) Management Analyst, and two OPS Project Coordinators, office supplies, and training materials.

**Budget:** **\$173,000**

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

FLHSMV and the subgrant team continues to collaborate with FDOT and the University of Florida Signal Four Analytics program to identify issues with crash location data. The integration of FDOT crash

mapping within the Signal Four database has been live since July 2022. FLHSMV will continue to coordinate with FDOT to analyze the back-end data and create a rating criterion for crash location data then, devise a plan to incorporate these ratings into law enforcement agency quarterly reports.

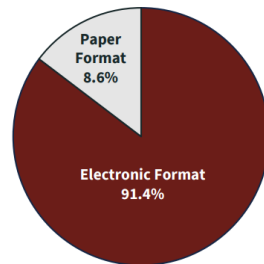
Using the National Highway Traffic Safety Administration (NHTSA) Model Minimum Uniform Crash Criteria (MMUCC) mapping report, each element references their alignment to MMUCC's 5<sup>th</sup> edition to assist future mapping efforts and guides FLHSMV in reaching the 6<sup>th</sup> edition to be published in the winter of 2024. This work fulfilled the objective to expand the crash data dictionary and/or Uniform Traffic Crash Report Manual to include edit checks and validation rules, links to other data systems, and other data elements populated from other traffic record systems.

**Expenditures: \$23,238.48**



## UTC Administration

Electronic Uniform Traffic Citations used by Florida Law Enforcement Agencies



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**Agency:** Florida Department of Highway Safety and Motor Vehicles (FLHSMV)  
**Project Name:** Driver and Vehicle Data Quality Improvement  
**Project Number:** TR-2023-00065  
**Funding Source:** 402  
**Local Benefit:** \$0

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

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

**Project Description:** As the third most populated state in the nation and with more than 87,500,000 records in the FLHSMV driver and vehicle records systems, the FLHSMV team will be tasked with improving its data quality control program and performance monitoring efforts for their driver and vehicle datasets. In 2020, FLHSMV offices, third-party

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

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

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

**Budget:** **\$146,500**

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

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

SSNs: SSNs with all the same number (e.g. “999-99-9999”) or sequential number (123-45-6789); Same customer name, same SSN: more than one record with the same customer name and SSN (duplicate customer records); Different customer name, same SSN; more than one record with the same SSN, but different customer names. FLHSMV used the duplicate data information to reconcile the duplicate SSN records and achieved a 99.90% accuracy target throughout the subgrant cycle.

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

**Expenditures: \$103,523.07**



**98.38%**

REAL ID Summary by credential type				
	REAL ID percentage	REAL ID credential co..	Credential Count	Count of Current Activ..
Driver's license	98.27%	17,845,487	18,159,117	667,328
Identification card	99.53%	1,654,289	1,662,095	270,312
Grand Total	98.38%	19,499,776	19,821,212	937,640



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<b>Agency:</b>	Florida State University
<b>Project Name:</b>	Electronic License and Vehicle Information System (ELVIS)
<b>Project Number:</b>	M3DA-2023-00269
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	<p>The Florida State University’s ELVIS Team will continue to maintain and upgrade a data tool that provides access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data. This web-based service tool is provided without charge and is currently being utilized by 21,000 users and 212 various agencies such as Florida Law Enforcement Agencies, Clerk of Courts, and other approved Florida Department of Law Enforcement entities.</p> <p>The proposed ELVIS System will provide all Florida law enforcement agencies the ability to run queries and import driver license and vehicle tag information onto multiple traffic data forms that are submitted to the state repositories. Not only will the quality of traffic records data be improved but the ELVIS system will reduce the redundancy and labor costs associated with manual entry.</p> <p>This solution will improve the accuracy, accessibility, completeness, timeliness, uniformity and integration of the crash, citation/adjudication, vehicle, and driver datasets. Resources will be allocated to a full-time Systems Architect, Systems Administrator, Information Technology (IT) Support Specialist, part-time Principal Investigator, along with maintenance of the tool, operational costs, travel expenses to conduct trainings and provide technical support, an annual user forum as well as finalizing a secondary site for disaster recovery efforts.</p>
<b>Budget:</b>	<b>\$508,000</b>
<b>Project Activities:</b>	The Electronic License and Vehicle Information System (ELVIS) exceeded performance goals for advanced authentications, queries, and record exports while maintaining parsing algorithms for the Department of Motor Vehicles (DMV) data for all 50 states, the District of Columbia, Puerto Rico, and 6 Canadian provinces. Over 10 million driver and vehicle records were successfully exported from the ELVIS system application programming interface (API) to outside

systems. The ELVIS project staff and equipment, maintained compliance with all Federal Bureau of Investigation (FBI) and Florida Department of Law Enforcement (FDLE) security policies, including the Criminal Justice Information Services (CJIS) Security Policy and Florida-specific addendums by updating contractual language with agencies Memoranda of Understanding (MOU), network infrastructure, and software algorithms.

**Expenditures:** **\$438,826.83**

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**Agency:** Florida State University

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

**Project Number:** M3DA-2023-00147

**Funding Source:** 405(c)

**Local Benefit:** N/A

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

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

**Project Description:** The Florida State University's TraCS Team will continue development and enhancements to the TraCS National Model software to include

updates to meet state and federal guidelines. Currently TraCS Florida has approximately 27,000 users across 196 LEAs and is responsible for about 36% of statewide electronic crash report submittals. The TraCS staff will support current users and future officers and IT staff at user agencies with technical support and training. Efforts will focus on rewriting external interfaces for case and form management, Florida Crime Information Center, and National Crime Information Center imports through various vendors and Signal Four (S4) Analytics' geo-location tool to work on both physical and web-based platforms. At this time, 190 LEAs (97% of TraCS users) use the S4 geo-location tool for crash reporting and 19 LEAs to submit citations.

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

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

**Budget: \$1,130,000**

**Project Activities:**

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

Accessibility was improved and maintained with TraCS Florida website where software installation packages were made available for independent downloads by agencies. In addition, the maintenance of a cloud-based data hosting site for agencies without technology resources to host themselves that contractually guarantees outage resolution within four (4) seconds or less, significantly reduced system outages statewide. The cloud-based hosting solution and physical backup host at Panama City Police Department both maintained all required software and applicable hardware updates to ensure continuous system access.

Accuracy and completeness were maintained with a 99.93% error rate for TraCS reports submitted electronically into the state database. In addition, an average of 49.01% of the state's crash reports were submitted using TraCS, up from 38% from last year. As of the last quarter, 54.36% of the crash reports submitted electronically using the TraCS system. Now that the state has officially reached close to 100% of electronic crash submissions, any increase in the completeness metric is dependent on agencies switching to electronic vendors, versus switching from paper to electronic.

The average length of time for electronically reporting crashes to the state database via TraCS was 12.6 days, which fell over the 10-day requirement mandated by state statute which increased significantly due to the diagram load issues during the 2<sup>nd</sup> quarter. Uniformity was maintained through uniform software package releases to all TraCS users.

Administration and systematic duties associated with the project were conducted throughout the subgrant year. Support efforts included the TraCS team handling over, work orders in an online website/issue tracker, along with answering numerous phone calls and emails. Development efforts included redesigning the existing software package to meet the needs of various law enforcement agencies including streamlining operations for the hosted software solution. Forms, logic, reports, and more were created using the TraCS baseline Software Development Kit (SDK). These files were

packaged up into a uniform statewide release to be used by all agencies. Staff continually worked to correct software bugs in the TraCS software package and made improvements to the integration with the Signal Four Geolocation tool. A new interface was created to integrate with the Signal Four Diagram tool. Staff also worked throughout the year to correct software bugs affecting the integration of TraCS with the ELVIS tool and other the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) vendors.

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

**Expenditures:                    \$980,200.09**



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<b>Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Name:</b>	Traffic Records Coordinating Committee Support
<b>Project Number:</b>	TR-2023-00260
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	Tallahassee Community College will contract with a consultant to provide technical advice and support to the TRCC Executive Board and its subcommittees. The consultant will assist with the facilitation of meetings, preparation of meeting summary reports, host and maintain the Florida TRCC website, and provide additional meeting assistance and support for special projects.
<b>Budget:</b>	<b>\$67,000</b>
<b>Project Activities:</b>	Tallahassee Community College contracted with Cambridge Systematic to provide administrative support for the Florida Traffic Records Coordinating Committee (TRCC) in executing four quarterly executive committee meetings, one subcommittee meeting, and updates for the TRCC strategic plan, action plan, and website maintenance and updates.
<b>Expenditures:</b>	<b>\$36,180</b>



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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
<b>Project Number:</b>	M3DA-2023-00336
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	<p>The TRCC’s vision is to provide users access to quality traffic records data when, where, and in the form needed. The TRCC has invested considerable resources in the development of Signal Four (S4) Analytics, a statewide crash and citations analytical system that allows local, regional, and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform, and timely fashion. S4 Analytics has been a success that has greatly contributed to improving traffic records data accessibility, accuracy, completeness, timeliness, uniformity, and integration of three of Florida’s traffic data systems: Crash, Citation/Adjudication, and Roadway data systems. Although S4 has been successful in linking the three data systems, the ultimate TRCC goal is to integrate and link all six traffic data systems to maximize the efficiency and effectiveness of traffic records data resources, collection, analysis, and reporting. This project will continue its efforts to accomplish the TRCC’s mission.</p>
<b>Project Description:</b>	<p>The University of Florida’s S4 Analytics team will continue to provide a statewide crash and citation analytical system to approximately 4,100 users across 840 agencies and vendors. S4 Analytics allows users at local, regional, and state agencies the ability to analyze and create maps and statistical reports of crash and citation data in a consistent, uniform, and timely fashion.</p> <p>This subgrant year the team will continue to develop the S4 public viewable crash dashboard that was developed in FY2021. The dashboard will be improved and expanded with additional attributes, comparison statistics, mapping, and the ability to work on a mobile platform. To keep up with increasing user needs, the S4 team will continue developing a dashboard for citation data and continue to determine relevant Emergency Medical Services (EMS) data elements that can be integrated within S4 in coordination with</p>

FDOH. The latter will require creating an extract, transform, load (ETL) process to obtain the data as well as developing the necessary dashboard and analytical functions to analyze the data.

Resources will contribute to personnel services to maintain and enhance S4 Analytics, travel for marketing and training, travel expenses and server and network support.

**Budget:** **\$554,000**

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

Servers and storage were continually monitored and upgraded with the latest updates. A webpage was developed to share the availability of upcoming service availability to provide user access to up-to-date information regarding S4 availability. As of September 2023, there are 208 agencies that are now using the service.

S4 has successfully migrated to the next-gen web platform, except for the Pedestrian and Bicycle Crash Analysis Tool (PBCAT) portion. S4 staff successfully optimized queries and displays for large query results and have expanded download options to include ten (10) additional tables and, are working toward new features and the most recent version (V.1.1.0) was released in September of 2023.

**Expenditures:** **\$275,438.51**



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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality
<b>Project Number:</b>	TR-2023-00238
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>FDOT's current crash location system has several limitations that are preventing FDOT staff to map crashes in a timely fashion. The system is antiquated, requires extensive training, and can only handle on-system crashes, (i.e., crashes only on state-maintained roads). The FDOT uses a second system to locate off-road system crashes which operates differently from the on-system and as such requires different training and different data management practices. Due to these challenges and the sheer number of crashes in the state (over 700,000 annually) FDOT experiences delays in providing timely geolocated crashes to Florida traffic improvement stakeholders.</p>

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

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

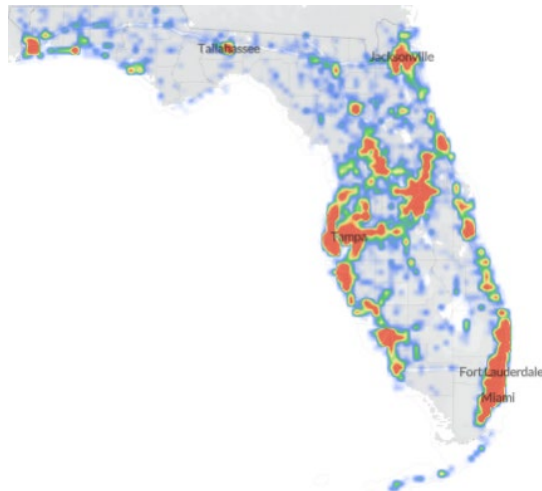
This project with the University of Florida (UF) will continue efforts to reduce the three systems to a single unified geo-location system for

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

**Budget:** **\$686,000**

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

**Expenditures:** **\$398,990.75**



# 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 facilitate safe highway construction, maintenance, or utility-work activities. Work zones are usually marked by signs, channeling devices, barriers, pavement markings, and/or work vehicles, and may be monitored by state or local law enforcement.

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

## COUNTERMEASURE STRATEGIES FROM SHSP

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

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work (CTW): Tenth Edition, 2020 guide. See the following section(s):

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

## RATIONALE FOR SELECTION

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

## SAFETY IMPACTS

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

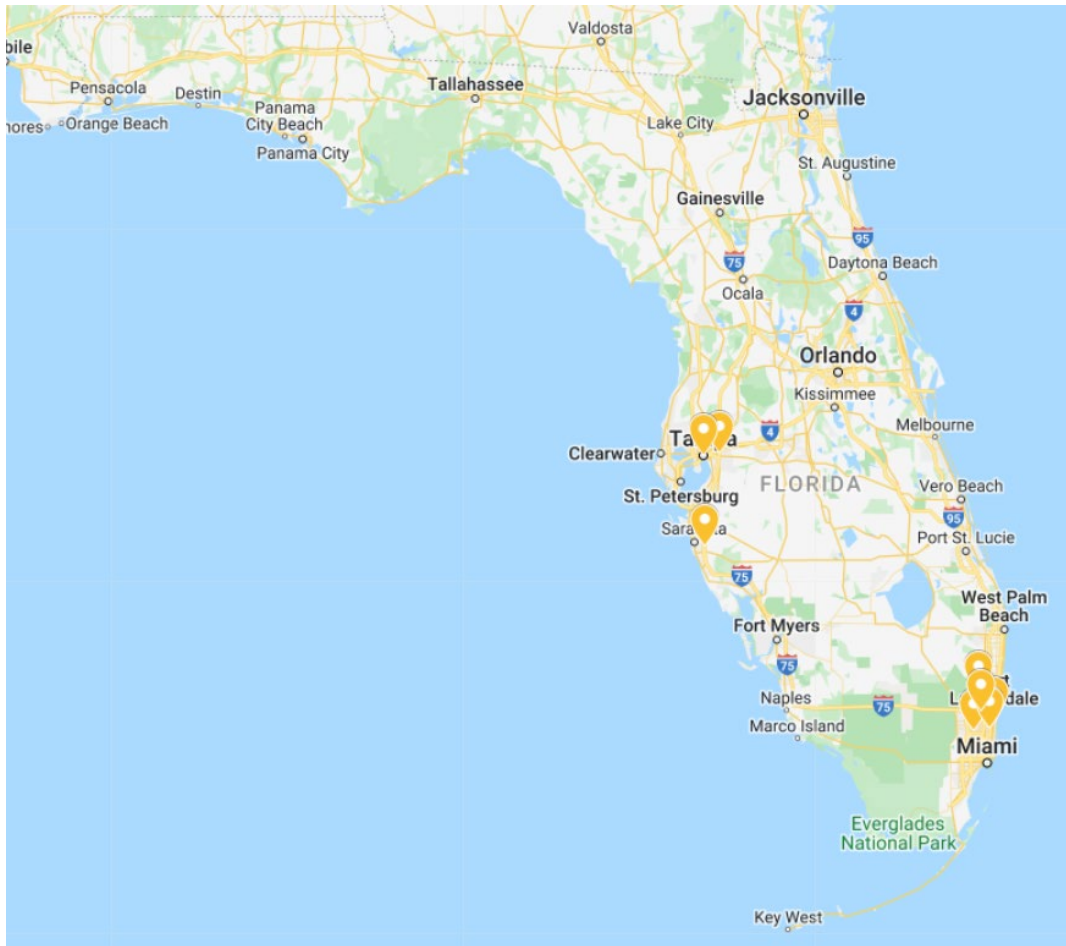
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the Highway Safety Matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Tenth Edition, 2020 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF WORK ZONE SAFETY PROJECT LOCATIONS

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



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$835,000

**Project Description:** The following agencies will receive funding to conduct work zone safety enforcement and education initiatives consisting of overtime salaries and benefits. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program. During the subgrant period these projects yielded a total of 230 safety belt and 2,737 speeding citations combined.

**Budget:** \$835,000

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Work Zone Safety and Enforcement Project	RS-2023-00323	\$125,000	\$125,000
<b>Project Activities</b>	Broward County Sheriff's Office (BSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime work zone safety detail. BSOs conducted a total of 86 enforcement operations, which yielded 2,104 traffic stops, 2,137 citations, and 1,491 warnings. Work zone safety educational material was distributed during the enforcement operations and social media was used to educate the public. Deputies also participated in 2 educational/outreach events educating the public about work zone safety measures.			
<b>Expenditures</b>	<b>\$120,211.87</b>			

<b>Miramar Police Department</b>	<b>Work Zone Safety</b>	<b>RS-2023-00292</b>	<b>\$75,000</b>	<b>\$75,000</b>
<b>Project Activities</b>	The Miramar Police Department (MPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime work zone safety detail. MPD conducted a total of 75 enforcement operations resulting in 1,432 traffic stops, 920 citations, and 808 warnings. Work zone safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$64,677.13</b>			
<b>Coral Springs Police Department</b>	<b>Work Zone Safety</b>	<b>RS-2023-00318</b>	<b>\$45,000</b>	<b>\$45,000</b>
<b>Project Activities</b>	The Coral Springs Police Department (CSPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime work zone safety detail. CSPD conducted a total of 79 enforcement operations yielding 743 traffic stops, 708 citations, and 122 warnings. Work zone safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$44,921.55</b>			
<b>Hillsborough County Sheriff's Office</b>	<b>Work Zone Education and Enforcement Operation</b>	<b>RS-2023-00012</b>	<b>\$240,000</b>	<b>\$240,000</b>
<b>Project Activities</b>	The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime work zone safety detail. HCSO conducted 141 enforcement operations that resulted in 5,596 traffic stops, 837 citations, and 5,073 warnings. Work zone safety educational material was distributed during the enforcement operations and social media was used to educate the public. Deputies also participated in 10 educational/outreach events educating the public about work zone safety measures.			
<b>Expenditures</b>	<b>\$232,615.33</b>			
<b>Hollywood Police Department</b>	<b>Work Zone Safety</b>	<b>RS-2023-00181</b>	<b>\$60,000</b>	<b>\$60,000</b>
<b>Project Activities</b>	The Hollywood Police Department (HPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime work zone detail. HPD conducted 67 enforcement operations yielding 309 traffic stops, 73 citations, and 235 warnings. Work zone safety educational material was distributed during the enforcement operations and social media was used to educate the public.			
<b>Expenditures</b>	<b>\$56,339.70</b>			

<b>Plantation Police Department</b>	<b>Work Zone Safety</b>	<b>RS-2023-00155</b>	<b>\$65,000</b>	<b>\$65,000</b>
<b>Project Activities</b>	The Plantation Police Department (PPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime work zone safety detail. PPD conducted 61 enforcement operations that resulted in 797 traffic stops, 487 citations, and 228 warnings. Work zone safety educational material was distributed during the enforcement operations and social media was used to educate the public. Officers also participated in 3 educational/outreach events educating the public about work zone safety measures.			
<b>Expenditures</b>	<b>\$64,666.92</b>			
<b>Sarasota County Sheriff's Office</b>	<b>Sarasota County Work Zone Safety Enforcement</b>	<b>RS-2023-00276</b>	<b>\$125,000</b>	<b>\$125,000</b>
<b>Project Activities</b>	The Sarasota County Sheriff's Office (SCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime work zone detail. SCSO conducted 39 enforcement operations yielding 530 traffic stops, 599 citations, and 134 warnings. Work zone safety educational material was distributed during the enforcement operations and social media was used to educate the public. Officers also participated in 25 educational/outreach events educating the public about work zone safety measures.			
<b>Expenditures</b>	<b>\$17,353.85</b>			
<b>Tampa Police Department</b>	<b>The "Work Zone" is a "No Crash Zone"</b>	<b>RS-2023-00166</b>	<b>\$100,000</b>	<b>\$100,000</b>
<b>Project Activities</b>	The Tampa Police Department (TPD) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime work zone detail. TPD conducted 73 enforcement operations that resulted in 844 traffic stops and 291 speeding citations. Work zone safety educational material was distributed during the enforcement operations and social media was used to educate the public. Officers also participated in 3 educational/outreach events educating the public about work zone safety measures.			
<b>Expenditures</b>	<b>\$43,985.21</b>			



# PROJECT LIST

Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount	Expenditures	% Expended
402 (Grants)	Aging Road Users	Institute for Mobility, Activity, and Participation	CP-2023-00330	Aging Road User Information Systems	\$ 210,000.00	\$ 210,000.00	\$ 137,219.93	65%
402 (Grants)	Aging Road Users	Pepper Institute on Aging and Public Policy	CP-2023-00148	Safe Mobility for Life Coalition	\$ -	\$ 300,000.00	\$ 266,274.86	89%
402 (Grants)	Community Traffic Safety Outreach	Center for Urban Transportation Research	CP-2023-00127	Community Traffic Safety Support	\$ -	\$ 740,000.00	\$ 351,195.37	47%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District 1	CP-2023-00243	Public Information and Education Program - District 1	\$ 35,000.00	\$ 35,000.00	\$ 16,830.30	48%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District 2	CP-2023-00083	Public Information and Education Program - District 2	\$ 30,000.00	\$ 30,000.00	\$ 28,539.30	95%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District 3	CP-2023-00294	Public Information and Education Program - District 3	\$ 30,000.00	\$ 30,000.00	\$ 29,953.82	100%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District 4	CP-2023-00176	Public Information and Education Program - District 4	\$ 30,000.00	\$ 30,000.00	\$ 28,491.01	95%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District 5	CP-2023-00239	Public Information and Education Program - District 5	\$ 30,000.00	\$ 30,000.00	\$ 27,687.72	92%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District 6	CP-2023-00051	Public Information and Education Program - District 6	\$ 30,000.00	\$ 30,000.00	\$ 28,773.15	96%
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District 7	CP-2023-00231	Public Information and Education Program - District 7	\$ 30,000.00	\$ 30,000.00	\$ 25,000.00	83%
402 (Grants)	Community Traffic Safety Outreach	Transportation Technology Transfer (T2) Center	CP-2023-00298	Florida's Traffic Safety Resource Center (FTSRC)	\$ 420,000.00	\$ 420,000.00	\$ 405,805.84	97%
402 (Grants)	Distracted Driving	Apopka Police Department	DD-2023-00169	Enforcement of Distracted Driving in Apopka	\$ 26,000.00	\$ 26,000.00	\$ 15,695.60	60%
402 (Grants)	Distracted Driving	Baker County Sheriff's Office	DD-2023-00078	Baker County Sheriff's Office Distracted Driving Program	\$ 30,000.00	\$ 30,000.00	\$ 29,829.12	99%
402 (Grants)	Distracted Driving	Cape Coral Police Department	DD-2023-00173	Cape Coral Distracted Driving Enforcement and Education	\$ 20,000.00	\$ 20,000.00	\$ 19,997.80	100%
402 (Grants)	Distracted Driving	Gainesville Police Department	DD-2023-00285	City of Gainesville Distracted Driving Program	\$ 30,000.00	\$ 30,000.00	\$ 4,748.35	16%
402 (Grants)	Distracted Driving	Lake Mary Police Department	DD-2023-00369	Distracted Driving Education and Enforcement	\$ 20,000.00	\$ 20,000.00	\$ 7,789.60	39%
402 (Grants)	Distracted Driving	Maitland Police Department	DD-2023-00184	Maitland Distracted Driving Program	\$ 15,000.00	\$ 15,000.00	\$ -	0%
402 (Grants)	Distracted Driving	Monroe County Sheriff's Office	DD-2023-00035	Distracted Driving Education and Enforcement	\$ 100,000.00	\$ 100,000.00	\$ 99,999.95	100%
402 (Grants)	Distracted Driving	Osceola County Sheriff's Office	DD-2023-00172	Distracted Driving	\$ 122,000.00	\$ 122,000.00	\$ 113,332.81	93%
402 (Grants)	Impaired Driving	Center for Urban Transportation Research	AL-2023-00320	Florida Impaired Driving Coalition	\$ -	\$ 235,000.00	\$ 183,049.12	78%
402 (Grants)	Motorcycle Safety	Broward Sheriff's Office	MC-2023-00297	Broward Motorcycle Safety and Enforcement Project	\$ 125,000.00	\$ 125,000.00	\$ 123,942.91	99%
402 (Grants)	Motorcycle Safety	Center for Urban Transportation Research	MC-2023-00316	Florida's Comprehensive Motorcycle Safety Program	\$ -	\$ 515,000.00	\$ 475,865.24	92%
402 (Grants)	Motorcycle Safety	Center for Urban Transportation Research	MC-2023-00328	Motorcycle Program Evaluation and Data Collection	\$ -	\$ 120,000.00	\$ 79,215.19	66%
402 (Grants)	Motorcycle Safety	Center for Urban Transportation Research	MC-2023-00339	Statewide Implementation of Motorcycle Education Program for Every Rider (MEPER)	\$ -	\$ 92,000.00	\$ 73,704.20	80%

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402 (Grants)	Motorcycle Safety	Citrus County Sheriff's Office	MC-2023-00040	Motorcycle Safety and Education	\$ 46,000.00	\$ 46,000.00	\$ 45,999.75	100%
402 (Grants)	Motorcycle Safety	Collier County Sheriff's Office	MC-2023-00317	Citizen Motorcycle Class	\$ 70,000.00	\$ 70,000.00	\$ 46,994.69	67%
402 (Grants)	Motorcycle Safety	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	MC-2023-00057	Motorcycle Endorsement Mailout	\$ -	\$ 61,000.00	\$ 34,764.83	57%
402 (Grants)	Motorcycle Safety	Florida State University Police Department	MC-2023-00168	Preventing Street Racing Through Legal Alternatives	\$ 90,000.00	\$ 90,000.00	\$ 40,885.43	45%
402 (Grants)	Motorcycle Safety	Fort Lauderdale Police Department	MC-2023-00288	Fort Lauderdale Police Motorcycle Safety Campaign	\$ 30,000.00	\$ 30,000.00	\$ 26,602.80	89%
402 (Grants)	Motorcycle Safety	Gainesville Police Department	MC-2023-00283	City of Gainesville Motorcycle and Scooter Safety and Education Program	\$ 70,000.00	\$ 70,000.00	\$ 11,178.74	16%
402 (Grants)	Motorcycle Safety	Hillsborough County Sheriff's Office	MC-2023-00013	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$ 175,000.00	\$ 175,000.00	\$ 171,918.16	98%
402 (Grants)	Motorcycle Safety	Institute of Police Technology and Management (IPTM)	MC-2023-00206	Motorcycle Awareness Survey	\$ -	\$ 71,000.00	\$ 70,400.00	99%
402 (Grants)	Motorcycle Safety	Jacksonville Sheriff's Office	MC-2023-00008	Jacksonville Safe Motorcycle and Rider Techniques (SMART)	\$ 36,000.00	\$ 36,000.00	\$ 24,600.58	68%
402 (Grants)	Motorcycle Safety	Key West Police Department	MC-2023-00054	Motorcycle Safety	\$ 75,000.00	\$ 75,000.00	\$ 64,228.38	86%
402 (Grants)	Motorcycle Safety	Miami Beach Police Department	MC-2023-00196	Motorcycle Safety Campaign	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	100%
402 (Grants)	Motorcycle Safety	Miami-Dade Police Department	MC-2023-00303	Miami-Dade Motorcycle Safety Program	\$ 150,000.00	\$ 150,000.00	\$ 144,148.35	96%
402 (Grants)	Motorcycle Safety	Monroe County Sheriff's Office	MC-2023-00036	Motorcycle Safety	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	100%
402 (Grants)	Motorcycle Safety	Osceola County Sheriff's Office	MC-2023-00091	Safe Motorcycle and Rider Techniques (SMART)	\$ 76,500.00	\$ 76,500.00	\$ 70,079.85	92%
402 (Grants)	Motorcycle Safety	Sunrise Police Department	MC-2023-00171	Motorcyclist Safety and Education Initiative	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	100%
402 (Grants)	Motorcycle Safety	Tampa Police Department	MC-2023-00165	Tampa Safe Motorcycle and Rider Techniques (SMART) - Making a Difference	\$150,000 \$219,000	\$150,000 \$219,000	\$ 185,523.15	85%
402 (Grants)	Motorcycle Safety	University of Miami	MC-2023-00245	Motorcycle Education and Injury Prevention Program in Trauma Centers	\$ 290,000.00	\$ 290,000.00	\$ 210,692.96	73%
402 (Grants)	Occupant Protection and Child Passenger Safety	Boynton Beach Police Department	OP-2023-00180	Boynton Beach Occupant Protection and Child Passenger Safety	\$ 45,000.00	\$ 45,000.00	\$ 42,373.88	94%
402 (Grants)	Occupant Protection and Child Passenger Safety	City of Miami Police Department	OP-2023-00251	Miami Safety Belt Enforcement Project	\$ 85,000.00	\$ 85,000.00	\$ 84,583.36	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	DeFuniak Springs Police Department	OP-2023-00358	Occupant Protection and Child Passenger Safety	\$ 15,000.00	\$ 15,000.00	\$ 13,526.88	90%
402 (Grants)	Occupant Protection and Child Passenger Safety	Delray Beach Police Department	OP-2023-00233	Delray Beach Police Occupant Protection and Child Passenger Safety	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	Hillsborough County Sheriff's Office	OP-2023-00011	Occupant Protection Education and Enforcement Operation	\$ 125,000.00	\$ 125,000.00	\$ 124,958.14	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	Homestead Police Department	OP-2023-00311	Homestead Police Department Occupant Protection Project	\$ 55,000.00	\$ 55,000.00	\$ 55,000.00	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	Jackson County Sheriff's Office	OP-2023-00221	Jackson County Sheriff's Office Occupant Protection Program	\$ 30,000.00	\$ 30,000.00	\$ 20,924.11	70%
402 (Grants)	Occupant Protection and Child Passenger Safety	Live Oak Police Department	OP-2023-00121	Occupant Protection	\$ 20,000.00	\$ 20,000.00	\$ 2,133.78	11%

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402 (Grants)	Occupant Protection and Child Passenger Safety	Miami Beach Police Department	OP-2023-00198	Occupant Protection and Child Passenger Safety	\$ 75,000.00	\$ 75,000.00	\$ 56,735.18	76%
402 (Grants)	Occupant Protection and Child Passenger Safety	Miami-Dade Police Department	OP-2023-00300	Miami-Dade Occupant Protection and Child Passenger Safety Program	\$ 300,000.00	\$ 300,000.00	\$ 280,027.05	93%
402 (Grants)	Occupant Protection and Child Passenger Safety	Palm Beach County Sheriff's Office	OP-2023-00356	Palm Beach County Occupant Protection Strategy	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	100%
402 (Grants)	Occupant Protection and Child Passenger Safety	Palm Beach Gardens Police Department	OP-2023-00306	Occupant Protection Initiative	\$ 35,000.00	\$ 35,000.00	\$ 34,629.95	99%
402 (Grants)	Occupant Protection and Child Passenger Safety	Tallahassee Police Department	OP-2023-00044	Safety Belt Enforcement	\$ 50,000.00	\$ 50,000.00	\$ 21,482.48	43%
402 (Grants)	Occupant Protection and Child Passenger Safety	Tampa Police Department	OP-2023-00322	Sit Tight and Belt Right	\$ 200,000.00	\$ 200,000.00	\$ 196,577.93	98%
402 (Grants)	Occupant Protection and Child Passenger Safety	The Dori Slosberg Foundation, Inc. (DIA Dori Saves Lives)	OP-2023-00059	Occupant Protection & Child Passenger Safety Subgrant	\$ -	\$ 10,000.00	\$ -	0%
402 (Grants)	Occupant Protection and Child Passenger Safety	Transportation Technology Transfer (T2) Center	OP-2023-00246	Florida's Occupant Protection Coalition	\$ -	\$ 120,000.00	\$ 94,456.44	79%
402 (Grants)	Occupant Protection and Child Passenger Safety	Wauchula Police Department	OP-2023-00227	Wauchula Police Department Occupant Protection and Child Passenger Safety	\$ 30,000.00	\$ 30,000.00	\$ 22,922.64	76%
402 (Grants)	Occupant Protection and Child Passenger Safety	West Palm Beach Police Department	OP-2023-00151	Occupant Protection and Child Passenger Safety	\$ 100,000.00	\$ 100,000.00	\$ 44,206.01	44%
402 (Grants)	Paid Media - Distracted Driving	FDOT State Safety Office	PM-2023-00363	Distracted Driving Media Campaign	\$ -	\$ 750,000.00	\$ 730,959.01	97%
402 (Grants)	Paid Media - Motorcycle Safety	Center for Urban Transportation Research	PM-2023-00340	Motorcycle Safety Media Campaign	\$ -	\$ 440,000.00	\$ 391,572.88	89%
402 (Grants)	Paid Media - Railroad Safety	FDOT State Safety Office	PM-2023-00364	Railroad Crossing Safety Media Campaign	\$ -	\$ 750,000.00	\$ -	0%
402 (Grants)	Paid Media - Speeding and Aggressive Driving	FDOT State Safety Office	PM-2023-00367	Stop Speeding Safety Campaign	\$ -	\$ 750,000.00	\$ 748,518.95	100%
402 (Grants)	Paid Media - Work Zone Safety	Center for Urban Transportation Research	PM-2023-00129	Work Zone Safety Media Campaign	\$ -	\$ 750,000.00	\$ 734,300.71	98%
402 (Grants)	Pedestrian and Bicycle Safety	Center for Urban Transportation Research	PS-2023-00128	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program	\$ -	\$ 56,000.00	\$ 46,729.48	83%
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology & Management (IPTM)	PS-2023-00023	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	\$ -	\$ 100,000.00	\$ 64,954.79	65%
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2023-00025	Pedestrian and Bicycle Program Evaluation and Data Collection	\$ -	\$ 236,500.00	\$ 234,162.46	99%
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2023-00202	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$ -	\$ 480,000.00	\$ 327,178.33	68%
402 (Grants)	Pedestrian and Bicycle Safety	Transportation Technology Transfer (T2) Center	PS-2023-00256	Pedestrian and Bicycle Safety Outreach and Support	\$ -	\$ 516,000.00	\$ 485,428.43	94%
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2023-00366	Operation of the Highway Traffic Safety Grants Section	\$ -	\$ 455,000.00	\$ 388,990.64	85%
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2023-00370	Highway Safety Travel and Training	\$ -	\$ 24,000.00	\$ -	0%
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2023-00374	Florida Highway Traffic Safety Grant System Upgrade and Support	\$ -	\$ 250,000.00	\$ -	0%
402 (Grants)	Planning and Administration	The District Board of Trustees of Tallahassee Community College	PA-2023-00259	Traffic Safety Support	\$ -	<del>6340,000</del> \$544,050	\$ 100,074.88	18%
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology & Management (IPTM)	PT-2023-00082	Florida Law Enforcement Liaison Program	\$ -	\$ 975,000.00	\$ 923,920.82	95%

Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount	Expenditures	% Expended
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology & Management (IPTM)	PT-2023-00138	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	\$ -	\$ 150,000.00	\$ 120,709.42	80%
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology & Management (IPTM)	OP-2023-00140	Florida Law Enforcement Liaison Occupant Protection Awareness Program	\$ 100,000.00	\$ 100,000.00	\$ 4,530.20	5%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00092	Crash Data Retrieval (CDR) Tool Technician - Online	\$ 48,000.00	\$ 48,000.00	\$ 11,305.00	24%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00095	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	\$ 36,000.00	\$ 36,000.00	\$ 6,265.00	17%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00096	Event Data Recorder Use in Traffic Crash Reconstruction - Level I (Online)	\$ 25,000.00	\$ 25,000.00	\$ 19,900.00	80%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00097	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	\$ 40,000.00	\$ 40,000.00	\$ 24,645.00	62%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00098	Event Data Recorder Use in Traffic Crash Reconstruction - Level II	\$ 35,000.00	\$ 35,000.00	\$ -	0%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00099	Human Factors in Traffic Crash Reconstruction	\$ 35,000.00	\$ 35,000.00	\$ 18,795.00	54%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00100	Investigation of Motorcycle Crashes - Level I	\$ 40,000.00	\$ 40,000.00	\$ 26,235.00	66%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00101	Investigation of Motorcycle Crashes - Level II	\$ 36,000.00	\$ 36,000.00	\$ 1,790.00	5%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00103	Pedestrian/Bicycle Crash Investigation - Level I	\$ 40,000.00	\$ 40,000.00	\$ 38,160.00	95%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00104	Pedestrian/Bicycle Crash Investigation - Level II	\$ 35,000.00	\$ 35,000.00	\$ 9,740.00	28%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00106	Traffic Crash Reconstruction - Level II	\$ 36,000.00	\$ 36,000.00	\$ -	0%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00187	Digital Photography for Traffic Crash Investigators	\$ 35,000.00	\$ 35,000.00	\$ 10,335.00	30%
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology & Management (IPTM)	PT-2023-00189	Police Motorcycle Instructor	\$ 100,000.00	\$ 100,000.00	\$ 60,750.00	61%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2023-00312	Advanced Traffic Homicide Investigation Training	\$ 80,000.00	\$ 80,000.00	\$ 32,130.00	40%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2023-00314	Basic Traffic Homicide Investigation Training	\$ 85,000.00	\$ 85,000.00	\$ 46,621.00	55%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2023-00315	Crash Scene Mapping with Speed Lasers Training	\$ 35,000.00	\$ 35,000.00	\$ 8,620.00	25%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2023-00321	Speed Measurement Instructor Training	\$ 35,000.00	\$ 35,000.00	\$ 3,885.00	11%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2023-00325	Speed Measurement Training	\$ 55,000.00	\$ 55,000.00	\$ 21,525.00	39%
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2023-00327	Traffic Crash Reconstruction Training	\$ 75,000.00	\$ 75,000.00	\$ 17,010.00	23%
402 (Grants)	Speeding and Aggressive Driving	Apopka Police Department	SC-2023-00167	Enforcement of Speeding and Aggressive Driving in Apopka	\$ 49,000.00	\$ 49,000.00	\$ 40,211.16	82%
402 (Grants)	Speeding and Aggressive Driving	Bay County Sheriff's Office	SC-2023-00163	Speeding and Aggressive Driving	\$ 75,000.00	\$ 75,000.00	\$ 56,855.84	76%
402 (Grants)	Speeding and Aggressive Driving	Boynton Beach Police Department	SC-2023-00275	Boynton Beach Speeding and Aggressive Driving	\$ 40,000.00	\$ 40,000.00	\$ 37,409.32	94%

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402 (Grants)	Speeding and Aggressive Driving	Bradenton Police Department	SC-2023-00037	Slow Down and Stop on Red	\$ 45,000.00	\$ 45,000.00	\$ 39,296.92	87%
402 (Grants)	Speeding and Aggressive Driving	Brevard County Sheriff's Office	SC-2023-00178	Interstate Speed Prevention Project	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	100%
402 (Grants)	Speeding and Aggressive Driving	Broward Sheriff's Office	SC-2023-00296	Broward Aggressive Safety and Enforcement Project	\$ 200,000.00	\$ 200,000.00	\$ 197,611.11	99%
402 (Grants)	Speeding and Aggressive Driving	Cape Coral Police Department	SC-2023-00080	Cape Coral Speeding and Aggressive Driving Enforcement and Education	\$ 65,000.00	\$ 65,000.00	\$ 65,000.00	100%
402 (Grants)	Speeding and Aggressive Driving	Charlotte County Sheriff's Office	SC-2023-00261	Interstate Speed Prevention Project	\$ 100,000.00	\$ 100,000.00	\$ 99,918.78	100%
402 (Grants)	Speeding and Aggressive Driving	Citrus County Sheriff's Office	SC-2023-00041	Just Drive Citrus	\$ 73,000.00	\$ 73,000.00	\$ 72,957.41	100%
402 (Grants)	Speeding and Aggressive Driving	Clermont Police Department	SC-2023-00175	Speeding and Aggressive Driving Enforcement	\$ 65,000.00	\$ 65,000.00	\$ 50,950.63	78%
402 (Grants)	Speeding and Aggressive Driving	Collier County Sheriff's Office	SC-2023-00331	Interstate Speed Prevention Project	\$ 100,000.00	\$ 100,000.00	\$ 96,382.27	96%
402 (Grants)	Speeding and Aggressive Driving	Delray Beach Police Department	SC-2023-00232	Delray Beach Police Speeding and Aggressive Driving Enforcement Program	\$ 70,000.00	\$ 70,000.00	\$ 70,000.00	100%
402 (Grants)	Speeding and Aggressive Driving	Florida Department of Agriculture and Consumer Services	SC-2023-00207	Interstate Speed Prevention Project	\$ 50,000.00	\$ 50,000.00	\$ 15,719.85	31%
402 (Grants)	Speeding and Aggressive Driving	Hernando County Sheriff's Office	SC-2023-00224	Aggressive Driving Traffic Enforcement Program	\$ 58,000.00	\$ 58,000.00	\$ 53,625.95	92%
402 (Grants)	Speeding and Aggressive Driving	Hillsborough County Sheriff's Office	SC-2023-00015	Speed: Know Your Limits	\$ 354,000.00	\$ 354,000.00	\$ 345,014.03	97%
402 (Grants)	Speeding and Aggressive Driving	Holly Hill Police Department	SC-2023-00050	Speeding and Aggressive Driving Enforcement	\$ 65,000.00	\$ 65,000.00	\$ 53,336.89	82%
402 (Grants)	Speeding and Aggressive Driving	Jacksonville Sheriff's Office	SC-2023-00371	Speeding and Aggressive Driving Project	\$ 90,000.00	\$ 90,000.00	\$ 79,240.77	88%
402 (Grants)	Speeding and Aggressive Driving	Jefferson County Sheriff's Office	SC-2023-00304	Interstate Speed Prevention Project	\$ 27,000.00	\$ 27,000.00	\$ -	0%
402 (Grants)	Speeding and Aggressive Driving	Live Oak Police Department	SC-2023-00120	Speeding and Aggressive Driving	\$ 20,000.00	\$ 20,000.00	\$ 4,058.90	20%
402 (Grants)	Speeding and Aggressive Driving	Madison County Sheriff's Office	SC-2023-00136	Interstate Speed Prevention Project	\$ 40,000.00	\$ 40,000.00	\$ 22,692.07	57%
402 (Grants)	Speeding and Aggressive Driving	Miami Beach Police Department	SC-2023-00199	Speeding and Aggressive Driving Initiative	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	100%
402 (Grants)	Speeding and Aggressive Driving	Ocoee Police Department	SC-2023-00213	Ocoee Safe Streets	\$ 65,000.00	\$ 65,000.00	\$ 65,000.00	100%
402 (Grants)	Speeding and Aggressive Driving	Okeechobee County Sheriff's Office	SC-2023-00115	Speeding and Aggressive Driving Enforcement	\$ 82,000.00	\$ 82,000.00	\$ 71,864.00	88%
402 (Grants)	Speeding and Aggressive Driving	Orange County Sheriff's Office	SC-2023-00052	Speeding and Aggressive Driving Project	\$ 323,000.00	\$ 323,000.00	\$ 270,425.63	84%
402 (Grants)	Speeding and Aggressive Driving	Orlando Police Department	SC-2023-00032	Orlando Police Department Speeding and Aggressive Driving Enforcement	\$ 128,000.00	\$ 128,000.00	\$ 103,905.13	81%
402 (Grants)	Speeding and Aggressive Driving	Palm Beach County Sheriff's Office	SC-2023-00279	Palm Beach County Speeding and Aggressive Enforcement Strategy	\$ 200,000.00	\$ 200,000.00	\$ 199,999.77	100%
402 (Grants)	Speeding and Aggressive Driving	Palm Beach Gardens Police Department	SC-2023-00308	Speeding and Aggressive Driving Initiative	\$ 30,000.00	\$ 30,000.00	\$ 29,453.05	98%
402 (Grants)	Speeding and Aggressive Driving	Panama City Beach Police Department	SC-2023-00017	Targeted Enforcement Against Speeding and Aggressive Driving	\$ 30,000.00	\$ 30,000.00	\$ 5,170.64	17%
402 (Grants)	Speeding and Aggressive Driving	Pinellas Park Police Department	SC-2023-00031	Pinellas Park Police Department Speeding and Aggressive Driving Program	\$ 110,000.00	\$ 110,000.00	\$ 108,688.00	99%

Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount	Expenditures	% Expended
402 (Grants)	Speeding and Aggressive Driving	Santa Rosa Sheriff's Office	SC-2023-00006	Interstate Speed Prevention Project	\$ 100,000.00	\$ 100,000.00	\$ 97,740.99	98%
402 (Grants)	Speeding and Aggressive Driving	Sarasota County Sheriff's Office	SC-2023-00280	Interstate Speed Prevention Project	\$ 125,000.00	\$ 125,000.00	\$ 92,059.57	74%
402 (Grants)	Speeding and Aggressive Driving	Sarasota Police Department	SC-2023-00153	Speeding and Aggressive Driving	\$ 115,000.00	\$ 115,000.00	\$ 58,836.00	51%
402 (Grants)	Speeding and Aggressive Driving	Seminole County Sheriff's Office	SC-2023-00210	Interstate Speed Prevention Project	\$ 25,000.00	\$ 25,000.00	\$ 20,222.35	81%
402 (Grants)	Speeding and Aggressive Driving	St. Petersburg Police Department	SC-2023-00192	Slow Down, It's NO Accident	\$ 42,000.00	\$ 42,000.00	\$ 41,065.97	98%
402 (Grants)	Speeding and Aggressive Driving	Sanrise Police Department	SC-2023-00158	Interstate Speed Prevention Project	\$ 50,000.00	\$ 50,000.00	\$ 49,918.50	100%
402 (Grants)	Speeding and Aggressive Driving	Sawannee County Sheriff's Office	SC-2023-00042	Speeding and Aggressive Driving	\$ 55,000.00	\$ 55,000.00	\$ 48,071.73	87%
402 (Grants)	Speeding and Aggressive Driving	Tampa International Airport Police Department	SC-2023-00142	Speeding and Aggressive Driving	\$ 41,000.00	\$ 41,000.00	\$ 41,000.00	100%
402 (Grants)	Speeding and Aggressive Driving	Tampa Police Department	SC-2023-00164	Speeding and Aggressive Driving	\$ 219,000.00	\$ 219,000.00	\$ 211,634.17	97%
402 (Grants)	Speeding and Aggressive Driving	Thibault Police Department	SC-2023-00305	Speeding and Aggressive Driving	\$ 73,000.00	\$ 73,000.00	\$ 61,511.30	84%
402 (Grants)	Speeding and Aggressive Driving	West Palm Beach Police Department	SC-2023-00150	Speeding and Aggressive Driving	\$ 118,000.00	\$ 118,000.00	\$ 106,362.26	90%
402 (Grants)	Teen Driver Safety	Baker County Sheriff's Office	TSP-2023-00332	Baker County Sheriff's Office Teen Driver Safety	\$ 26,000.00	\$ 26,000.00	\$ 9,000.00	35%
402 (Grants)	Teen Driver Safety	Coral Springs Police Department	TSP-2023-00218	Teen Driver Safety	\$ 50,000.00	\$ 50,000.00	\$ 49,885.39	100%
402 (Grants)	Teen Driver Safety	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	TSP-2023-00024	Teen Driver Safety - Drive with CARE	\$ 67,200.00	\$ 67,200.00	\$ 21,085.34	31%
402 (Grants)	Teen Driver Safety	Hillsborough County Sheriff's Office	TSP-2023-00014	Teen Driver Education and Enforcement Operation	\$ 200,000.00	\$ 200,000.00	\$ 196,359.60	98%
402 (Grants)	Teen Driver Safety	Plantation Police Department	TSP-2023-00067	Teen Driver Safety	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	100%
402 (Grants)	Teen Driver Safety	Sarasota County Sheriff's Office	TSP-2023-00372	Sarasota County Teen Drivers Safety	\$ 21,000.00	\$ 21,000.00	\$ 18,511.01	88%
402 (Grants)	Teen Driver Safety	The District Board of Trustees of Tallahassee Community College	TSP-2023-00267	Florida Teen Traffic Safety	\$ -	\$ 665,000 \$895,000	\$ 763,910.20	77%
402 (Grants)	Teen Driver Safety	TjohnE Productions, Inc.	TSP-2023-00161	ThinkFast Interactive Teen Driver Safety Program	\$ 56,000.00	\$ 56,000.00	\$ 56,000.00	100%
402 (Grants)	Teen Driver Safety	Wauchula Police Department	TSP-2023-00248	Wauchula Police Department Teen Driver Safety	\$ 41,000.00	\$ 41,000.00	\$ 26,060.54	64%
402 (Grants)	Traffic Records	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	TR-2023-00065	Driver and Vehicle Data Quality Improvement	\$ -	\$ 146,500.00	\$ 103,523.07	71%
402 (Grants)	Traffic Records	The District Board of Trustees of Tallahassee Community College	TR-2023-00260	Traffic Records Coordinating Committee Support	\$ -	\$ 67,000.00	\$ 36,180.00	54%
402 (Grants)	Traffic Records	University of Florida	TR-2023-00238	Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality	\$ -	\$ 686,000.00	\$ 398,990.75	58%
402 (Grants)	Work Zone Safety	Broward Sheriff's Office	RS-2023-00323	Work Zone Safety and Enforcement Project	\$ 125,000.00	\$ 125,000.00	\$ 120,211.87	96%
402 (Grants)	Work Zone Safety	Coral Springs Police Department	RS-2023-00318	Work Zone Safety	\$ 45,000.00	\$ 45,000.00	\$ 44,921.55	100%
402 (Grants)	Work Zone Safety	Hillsborough County Sheriff's Office	RS-2023-00012	Work Zone Education and Enforcement Operation	\$ 240,000.00	\$ 240,000.00	\$ 232,615.33	97%

Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount	Expenditures	% Expended
402 (Grants)	Work Zone Safety	Hollywood Police Department	RS-2023-00181	Work Zone Safety	\$ 60,000.00	\$ 60,000.00	\$ 56,139.70	94%
402 (Grants)	Work Zone Safety	Miramar Police Department	RS-2023-00292	Work Zone Safety	\$ 75,000.00	\$ 75,000.00	\$ 64,677.13	86%
402 (Grants)	Work Zone Safety	Plantation Police Department	RS-2023-00155	Work Zone Safety	\$ 65,000.00	\$ 65,000.00	\$ 64,666.92	99%
402 (Grants)	Work Zone Safety	Sarasota County Sheriff's Office	RS-2023-00276	Sarasota County Work Zone Safety Enforcement	\$ 125,000.00	\$ 125,000.00	\$ 17,353.85	14%
402 (Grants)	Work Zone Safety	Tampa Police Department	RS-2023-00166	The "Work Zone" is a "No Crash Zone"	\$ 100,000.00	\$ 100,000.00	\$ 43,985.21	44%
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	M2X-2023-00026	Child Passenger Safety (CPS) Support	\$ -	\$ 25,000.00	\$ -	0%
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	Institute for Mobility, Activity, and Participation	M2X-2023-00326	Child Passenger Safety Seat Fitting Station Database and Mapping	\$ -	\$ 72,000.00	\$ 61,836.04	86%
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	Institute of Police Technology and Management (IPTM)	M2X-2023-00328	Statewide Safety Belt and Child Passenger Safety Surveys	\$ -	\$ 356,000.00	\$ 336,237.00	94%
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	Transportation Technology Transfer (T2) Center	M2X-2023-00302	Child Passenger Safety Resources and Support	\$ -	\$ 277,000.00	\$ 265,919.12	96%
405b (Occupant Protection)	Paid Media - Occupant Protection	FDOT State Safety Office	M2PEM-2023-00362	Florida Click it or Ticket Media Campaign	\$ -	\$ 1,700,000.00	\$ 1,684,112.29	99%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida Department of Health	M3DA-2023-00085	Field Data Collection for National EMS Information System (NEMIS)	\$ -	\$ 411,000.00	\$ 274,272.96	67%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	M3DA-2023-00063	Crash and Uniform Traffic Citation (UTC) Data Improvement	\$ -	\$ 173,000.00	\$ 23,238.48	13%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida State University	M3DA-2023-00269	Electronic License and Vehicle Information System (ELVIS)	\$ -	\$ 508,000.00	\$ 438,826.83	86%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida State University	M3DA-2023-00347	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	\$ -	\$ 1,130,000.00	\$ 980,200.09	87%
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	University of Florida	M3DA-2023-00336	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$ -	\$ 554,000.00	\$ 275,438.51	50%
405d (Impaired Driving)	Impaired Driving	Apopka Police Department	M5HVE-2023-00117	Enforcement of Impaired Driving in Apopka	\$ -	\$ 12,000.00	\$ 7,761.82	65%
405d (Impaired Driving)	Impaired Driving	Bay County Sheriff's Office	M5HVE-2023-00211	Enhanced Impaired Driving Enforcement	\$ -	\$ 30,000.00	\$ 14,095.62	47%
405d (Impaired Driving)	Impaired Driving	Bradenton Police Department	M5HVE-2023-00159	Eye on Impaired Driving	\$ -	\$ 20,000.00	\$ 9,099.91	45%
405d (Impaired Driving)	Impaired Driving	Bradford County Sheriff's Office	M5HVE-2023-00068	Bradford County Impaired Driving Enforcement	\$ -	\$ 50,000.00	\$ 50,000.00	100%
405d (Impaired Driving)	Impaired Driving	Cape Coral Police Department	M5HVE-2023-00079	Cape Coral Impaired Driving Enforcement and Education	\$ -	\$ 65,000.00	\$ 64,884.68	100%
405d (Impaired Driving)	Impaired Driving	Citrus County Sheriff's Office	M5HVE-2023-00123	Drive Sober Citrus	\$ -	\$ 51,500.00	\$ 51,124.27	99%
405d (Impaired Driving)	Impaired Driving	City of Miami Police Department	M5HVE-2023-00146	Driving Under the Influence (DUI) Overtime Patrol	\$ -	\$ 90,000.00	\$ 83,801.20	93%

Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount	Expenditures	% Expended
405d (Impaired Driving)	Impaired Driving	Florida Department of Law Enforcement	MSX-2023-00190	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	\$ -	\$ 122,000.00	\$ 41,807.84	34%
405d (Impaired Driving)	Impaired Driving	Fort Walton Beach Police Department	MSHVE-2023-00359	Fort Walton Beach Driving Under the Influence (DUI) Enforcement	\$ -	\$ 25,000.00	\$ 3,874.35	15%
405d (Impaired Driving)	Impaired Driving	Gainesville Police Department	MSHVE-2023-00286	City of Gainesville Safe Gator Program	\$ -	\$ 70,000.00	\$ 6,317.16	9%
405d (Impaired Driving)	Impaired Driving	Hillsborough County Sheriff's Office	MSHVE-2023-00016	Operation Trident: Outreach, Education, and Enforcement	\$ -	\$ 652,000.00	\$ 644,009.02	99%
405d (Impaired Driving)	Impaired Driving	Homesead Police Department	MSHVE-2023-00354	Homesead Police Department Driving Under the Influence Reduction	\$ -	\$ 85,000.00	\$ 84,056.11	99%
405d (Impaired Driving)	Impaired Driving	Institute of Police Technology and Management (IPTM)	MSX-2023-00061	Drug Recognition Expert (DRE) Call-Out	\$ -	<del>666,000</del> \$75,000	\$ 26,089.32	35%
405d (Impaired Driving)	Impaired Driving	Institute of Police Technology and Management (IPTM)	MSX-2023-00226	Impaired Driving Media Awareness Survey	\$ -	\$ 71,000.00	\$ 70,400.00	99%
405d (Impaired Driving)	Impaired Driving	Jacksonville Sheriff's Office	MSHVE-2023-00030	Jacksonville Sheriff's Office Impaired Driving Enforcement Project	\$ -	\$ 85,000.00	\$ 63,045.43	74%
405d (Impaired Driving)	Impaired Driving	Miami Beach Police Department	MSHVE-2023-00197	Impaired Driving Initiative	\$ -	\$ 135,000.00	\$ 108,027.22	80%
405d (Impaired Driving)	Impaired Driving	Mothers Against Drunk Driving (MADD) Florida	MSX-2023-00033	Mothers Against Drunk Driving (MADD) Florida Safe and Aware	\$ -	\$ 300,000.00	\$ 273,279.20	91%
405d (Impaired Driving)	Impaired Driving	Nassau County Sheriff's Office	MSHVE-2023-00090	Sober Up	\$ -	\$ 20,000.00	\$ 11,245.18	56%
405d (Impaired Driving)	Impaired Driving	Okeechobee County Sheriff's Office	MSHVE-2023-00114	Enhanced Impaired Driving Enforcement	\$ -	\$ 85,000.00	\$ 55,703.01	66%
405d (Impaired Driving)	Impaired Driving	Orange County Sheriff's Office	MSHVE-2023-00053	Impaired Driving Enforcement	\$ -	\$ 75,000.00	\$ 16,013.26	21%
405d (Impaired Driving)	Impaired Driving	Orlando Police Department	MSHVE-2023-00126	Orlando Police Department Impaired Driving Enforcement Team	\$ -	\$ 100,000.00	\$ 41,328.83	41%
405d (Impaired Driving)	Impaired Driving	Palm Beach County Sheriff's Office	MSHVE-2023-00357	City of Lake Worth Beach and Village of Wellington Impaired Driving Strategy	\$ -	\$ 100,000.00	\$ 100,000.00	100%
405d (Impaired Driving)	Impaired Driving	Panama City Police Department	MSHVE-2023-00241	Impaired Driving Task Force	\$ -	\$ 20,000.00	\$ 3,611.09	18%
405d (Impaired Driving)	Impaired Driving	Pensacola Police Department	MSHVE-2023-00205	Zero Tolerance - Impaired Driving Enforcement Initiative	\$ -	\$ 45,000.00	\$ 8,454.52	19%
405d (Impaired Driving)	Impaired Driving	Pinellas County Sheriff's Office	MSHVE-2023-00109	Impaired Driving Prevention Enhancement Project	\$ -	\$ 50,000.00	\$ 50,000.00	100%
405d (Impaired Driving)	Impaired Driving	Santa Rosa Sheriff's Office	MSHVE-2023-00007	Law Enforcement Against Drunk Driving (LEADD) Program	\$ -	\$ 60,000.00	\$ 18,104.06	30%
405d (Impaired Driving)	Impaired Driving	Tampa Police Department	MSHVE-2023-00284	Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"	\$ -	\$ 625,000.00	\$ 601,510.25	96%
405d (Impaired Driving)	Impaired Driving	The District Board of Trustees of Tallahassee Community College	MSCS-2023-00262	Traffic Safety Resource Prosecutor (TSRP) Program	\$ -	\$ 465,000.00	\$ 330,552.87	67%
405d (Impaired Driving)	Impaired Driving	Titusville Police Department	MSHVE-2023-00324	Impaired Driving	\$ -	\$ 20,000.00	\$ -	0%
405d (Impaired Driving)	Impaired Driving	Wauchula Police Department	MSHVE-2023-00139	Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety Program	\$ -	\$ 30,000.00	\$ 6,022.40	20%
405d (Impaired Driving)	Paid Media - Impaired Driving	FDOT State Safety Office	MSPEM-2023-00365	Impaired Driving Statewide Media Campaign	\$ -	\$ 2,000,000.00	\$ 1,991,410.10	100%
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	MSPEM-2023-00249	Impaired Driving Major College Sports Marketing	\$ -	\$ 460,000.00	\$ 449,820.00	98%
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	MSPEM-2023-00250	Impaired Driving Sports Media Campaign	\$ -	\$ 216,000.00	\$ 215,989.95	100%
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	MSPEM-2023-00252	Impaired Driving Professional Sports Marketing	\$ -	\$ 2,000,000.00	\$ 1,989,110.00	99%



Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount	Expenditures	% Expended
405d (Impaired Driving)	Paid Media - Motorcycle Safety	Center for Urban Transportation Research	MSPEN-2023-00341	Impaired Motorcyclist Media Campaign	\$ -	\$ 500,000.00	\$ 449,958.66	90%
405d (Impaired Driving)	Police Traffic Services - LEL	Institute of Police Technology & Management (IPTM)	MSX-2023-00137	Florida Law Enforcement Liaison Impaired Driving Awareness Program	\$ -	\$ 100,000.00	\$ 50,899.06	51%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	MSTR-2023-00058	Legal Training for Driving Under the Influence (DUI) Administrative Hearings	\$ -	\$ 38,500.00	\$ 26,277.48	68%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00049	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$ -	\$ 75,000.00	\$ 51,375.00	69%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00060	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$ -	\$ 150,000.00	\$ 98,355.00	66%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00071	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	\$ -	\$ 35,000.00	\$ 34,980.00	100%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00072	Medical Foundations of Visual Systems Testing	\$ -	\$ 45,000.00	\$ 15,470.00	34%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00073	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$ -	\$ 45,000.00	\$ 24,975.00	56%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00074	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	\$ -	\$ 225,000.00	\$ 165,410.00	74%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00075	Sobriety Checkpoint Operations (Online)	\$ -	\$ 20,000.00	\$ 12,495.00	62%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00077	Drug Recognition Expert (DRE) Preparatory Course	\$ -	\$ 17,000.00	\$ 13,325.00	78%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00081	Drug Evaluation and Classification Program	\$ -	\$ 765,000.00	\$ 345,770.77	45%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00086	Standardized Field Sobriety Testing (SFST) Instructor Curriculum Update	\$ -	\$ 15,000.00	\$ 9,990.00	67%
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	MSTR-2023-00112	Winning the Florida Drivers License Hearing: What You Need To Know (Online)	\$ -	\$ 30,000.00	\$ 24,885.00	83%
405f (Motorcyclist Safety)	Paid Media - Motorcycle Safety	Center for Urban Transportation Research	M11MA-2023-00342	Share the Road Media Campaign	\$ -	\$ 275,000.00	\$ 241,440.09	88%
405h (Non-Motorized Safety)	Paid Media - Pedestrian and Bicycle Safety	FDOT State Safety Office	FHPE-2023-00373	Statewide Pedestrian and Bicycle Safety Media Campaign	\$ -	\$ 1,500,000.00	\$ 1,499,968.48	100%
405h (Non-Motorized Safety)	Paid Media - Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	FHPE-2023-00027	Pedestrian and Bicycle Safety Public Education Program - Billboard and Transit Advertising	\$ -	\$ 500,000.00	\$ 497,348.72	99%
405h (Non-Motorized Safety)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	FHTR-2023-00022	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	\$ -	\$ 357,000.00	\$ 250,331.57	70%

# FINANCIAL SUMMARY

## FY 2023 Highway Safety Plan Financial Summary

Sum of Final Funding Amount	Column Labels							
Row Labels	402 (Grants)	405b (Occupant Protection)	405c (Traffic Records)	405d (Impaired Driving)	405f (Motorcyclist Safety)	405h (Non-Motorized Safety)	Grand Total	
Aging Road Users	\$ 510,000.00						\$ 510,000.00	
Community Traffic Safety Outreach	\$ 1,375,000.00						\$ 1,375,000.00	
Distracted Driving	\$ 363,000.00						\$ 363,000.00	
Impaired Driving	\$ 235,000.00			\$ 3,633,500.00			\$ 3,868,500.00	
Motorcycle Safety	\$ 2,536,500.00						\$ 2,536,500.00	
Occupant Protection and Child Passenger Safety	\$ 1,555,000.00	\$ 730,000.00					\$ 2,285,000.00	
Paid Media - Distracted Driving	\$ 750,000.00						\$ 750,000.00	
Paid Media - Impaired Driving				\$ 4,676,000.00			\$ 4,676,000.00	
Paid Media - Motorcycle Safety	\$ 440,000.00			\$ 500,000.00	\$ 275,000.00		\$ 1,215,000.00	
Paid Media - Occupant Protection		\$ 1,700,000.00					\$ 1,700,000.00	
Paid Media - Pedestrian and Bicycle Safety						\$ 2,000,000.00	\$ 2,000,000.00	
Paid Media - Railroad Safety	\$ 750,000.00						\$ 750,000.00	
Paid Media - Speeding and Aggressive Driving	\$ 750,000.00						\$ 750,000.00	
Paid Media - Work Zone Safety	\$ 750,000.00						\$ 750,000.00	
Pedestrian and Bicycle Safety	\$ 1,388,500.00						\$ 1,388,500.00	
Planning and Administration	\$ 1,273,050.00						\$ 1,273,050.00	
Police Traffic Services - LEL	\$ 1,225,000.00			\$ 100,000.00			\$ 1,325,000.00	
Public Traffic Safety Professionals Training	\$ 906,000.00			\$ 1,460,500.00		\$ 357,000.00	\$ 2,723,500.00	
Speeding and Aggressive Driving	\$ 3,632,000.00						\$ 3,632,000.00	
Teen Driver Safety	\$ 1,506,200.00						\$ 1,506,200.00	
Traffic Records	\$ 899,500.00						\$ 899,500.00	
Traffic Records Coordinating Committee (TRCC)			\$ 2,776,000.00				\$ 2,776,000.00	
Work Zone Safety	\$ 835,000.00						\$ 835,000.00	
<b>Grand Total</b>	<b>\$ 21,679,750.00</b>	<b>\$ 2,430,000.00</b>	<b>\$ 2,776,000.00</b>	<b>\$ 10,370,000.00</b>	<b>\$ 275,000.00</b>	<b>\$ 2,357,000.00</b>	<b>\$ 39,887,750.00</b>	

# PROJECT COUNT

## FY 2023 Highway Safety Plan Count of Projects

FDOT Program Areas	Total Projects	Total Funding Amount
Aging Road Users	2	\$ 510,000
Community Traffic Safety Outreach	9	\$ 1,375,000
Distracted Driving	8	\$ 363,000
Impaired Driving	31	\$ 3,868,500
Motorcycle Safety	21	\$ 2,536,500
Occupant Protection and Child Passenger Safety	22	\$ 2,285,000
Paid Media - Distracted Driving	1	\$ 750,000
Paid Media - Impaired Driving	4	\$ 4,676,000
Paid Media - Motorcycle Safety	3	\$ 1,215,000
Paid Media - Occupant Protection	1	\$ 1,700,000
Paid Media - Pedestrian and Bicycle Safety	2	\$ 2,000,000
Paid Media - Railroad Safety	1	\$ 750,000
Paid Media - Speeding and Aggressive Driving	1	\$ 750,000
Paid Media - Work Zone Safety	1	\$ 750,000
Pedestrian and Bicycle Safety	5	\$ 1,388,500
Planning and Administration	4	\$ 1,273,050
Police Traffic Services - LEL	4	\$ 1,325,000
Public Traffic Safety Professionals Training	32	\$ 2,723,500
Speeding and Aggressive Driving	40	\$ 3,632,000
Teen Driver Safety	9	\$ 1,506,200
Traffic Records	3	\$ 899,500
Traffic Records Coordinating Committee (TRCC)	5	\$ 2,776,000
Work Zone Safety	8	\$ 835,000
<b>Grand Total</b>	<b>217</b>	<b>\$ 39,887,750</b>

# \$5,000 EQUIPMENT LIST

## Florida FY2023 HSP - \$5,000 Equipment List

FDOT Program Area						
Implementing Agency / Project Name	Project Number	Funding Source	Item	Max Units	Max Unit Cost	Subgrant Line Item Total
<b>Aging Road Users</b>						
N/A						
<b>Community Traffic Safety Outreach</b>						
N/A						
<b>Distracted Driving</b>						
N/A						
<b>Impaired Driving</b>						
Miami Beach Police Department / Impaired Driving Initiative	MSHVE-2023-00197	405 (d)	Breath Alcohol Testing (BAT) Checkpoint Vehicle	1	\$60,000	\$60,000
Tampa Police Department / Tampa Enhanced DUI Enforcement Project, "Last Call"	MSHVE-2023-00284	405 (d)	Pickup Truck	1	\$60,000	\$60,000
			SIDNE Cart	1	\$25,000	\$25,000
Florida Department of Law Enforcement / Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	MSX-2023-00190	405 (d)	Breath Test Instrument	6	\$12,000	\$72,000
Hillsborough County Sheriff's Office / Operation Trident: Outreach, Education, and Enforcement	MSHVE-2023-00016	405 (d)	Breath Alcohol Testing (BAT)	1	\$300,000	\$300,000
Jacksonville Sheriff's Office / Jacksonville Sheriff's Office Impaired Driving Enforcement Project	MSHVE-2023-00030	405 (d)	Message Board	1	\$16,000	\$16,000
Okeechobee County Sheriff's Office / Enhanced Impaired Driving Enforcement	MSHVE-2023-00114	405 (d)	In-Car Video System	2	\$7,500	\$15,000
			Message Board	1	\$20,000	\$20,000
<b>Motorcycle Safety</b>						
Collier County Sheriff's Office / Citizen Motorcycle Class	MC-2023-00317	402	Trailer	1	\$10,000	\$10,000
Tampa Police Department / Tampa Safe Motorcycle and Rider Techniques (SMART) – Making a	MC-2023-00165	402	Pickup Truck	1	\$69,000	\$69,000

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## Florida FY2023 HSP - \$5,000 Equipment List

Difference						
<b>Occupant Protection</b>						
Boynton Beach Police Department / Boynton Beach Occupant Protection and Child Passenger Safety	OP-2023-00180	402	Message Board	1	\$20,000	\$20,000
<b>Paid Media</b>						
N/A						
<b>Pedestrian and Bicycle Safety</b>						
N/A						
<b>Planning and Administration</b>						
N/A						
<b>Police Traffic Services – LEL</b>						
Institute of Police Technology and Management (IPTM) / Florida Law Enforcement Liaison Program	PT-2023-00082	402	Minivan or SUV	1	\$25,000	\$25,000
<b>Public Traffic Safety Professionals Training</b>						
N/A						
<b>Speeding and Aggressive Driving</b>						
Hernando County Sheriff's Office / Aggressive Driving Traffic Enforcement Program	SC-2023-00224	402	Speed Measurement Trailer	1	\$10,000	\$10,000
Holly Hill Police Department / Speeding and Aggressive Driving Enforcement	SC-2023-00050	402	Speed Measurement and Message Board Combo Trailer	1	\$25,000	\$25,000
Orange County Sheriff's Office / Speeding and Aggressive Driving Enforcement	SC-2023-00052	402	Speed Measurement and Message Board Combo Trailer	2	\$24,000	\$48,000
Pinellas Park Police Department / Pinellas Park Police Department Speeding and Aggressive Driving Program	SC-2023-00031	402	Speed Measurement and Message Board Combo Trailer	1	\$25,000	\$25,000
Sarasota Police Department / Speeding and Aggressive Driving	SC-2023-00153	402	Speed Measurement Trailer	2	\$7,500	\$15,000

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## Florida FY2023 HSP - \$5,000 Equipment List

Teen Driver Safety						
N/A						
Traffic Records						
N/A						
Work Zone Safety						
Hillsborough County Sheriff's Office / Work Zone Education and Enforcement Operation	RS-2023-00012	402	Speed Measurement Trailer	1	\$10,000	\$10,000
Hollywood Police Department / Work Zone Safety	RS-2023-00181	402	Speed Message Board	1	\$20,000	\$20,000
City of Miramar / Work Zone Safety	RS-2023-00292	402	Speed Message Board	1	\$16,000	\$16,000
Plantation Police Department / Work Zone Safety	RS-2023-00155	402	Speed Message Board	1	\$25,000	\$25,000

**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 11/20/15).

**Legend:**  
 Amendment 1 Changes: Gold  
 Amendment 2 Changes: Red

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# FLORIDA FY2023 HSP – FINANCIAL EXPENDITURES

FY2023 Annual Report Financial Summary									
FDOT Program Areas	NHTSA Funding	402	405 (b)	405 (c)	405 (d)	405 (f)	405 (h)	Grand Total	Percentage Expended
Aging Road Users	Awarded	\$ 510,000						\$ 510,000	79%
	Expenditures	\$ 403,495						\$ 403,495	
Community Traffic Safety Outreach	Awarded	\$ 1,375,000						\$ 1,375,000	69%
	Expenditures	\$ 942,277						\$ 942,277	
Distracted Driving	Awarded	\$ 363,000						\$ 363,000	80%
	Expenditures	\$ 291,393						\$ 291,393	
Impaired Driving	Awarded	\$ 235,000			\$ 3,633,500			\$ 3,868,500	78%
	Expenditures	\$ 183,049			\$ 2,826,219			\$ 3,009,268	
Motorcycle Safety	Awarded	\$ 2,536,500						\$ 2,536,500	84%
	Expenditures	\$ 2,125,745						\$ 2,125,745	
Occupant Protection and Child Passenger Safety	Awarded	\$ 1,555,000	\$ 730,000					\$ 2,285,000	88%
	Expenditures	\$ 1,354,538	\$ 663,992					\$ 2,018,530	
Paid Media - Distracted Driving	Awarded	\$ 750,000						\$ 750,000	97%
	Expenditures	\$ 730,959						\$ 730,959	
Paid Media - Impaired Driving	Awarded				\$ 4,676,000			\$ 4,676,000	99%
	Expenditures				\$ 4,626,340			\$ 4,626,340	
Paid Media - Motorcycle Safety	Awarded	\$ 440,000			\$ 500,000	\$ 275,000		\$ 1,215,000	89%
	Expenditures	\$ 391,573			\$ 449,959	\$ 241,440		\$ 1,082,972	
Paid Media - Occupant Protection and Child Passenger Safety	Awarded		\$ 1,700,000					\$ 1,700,000	99%
	Expenditures		\$ 1,684,112					\$ 1,684,112	
Paid Media - Pedestrian and Bicycle Safety	Awarded					\$ 2,000,000		\$ 2,000,000	100%
	Expenditures					\$ 1,997,317		\$ 1,997,317	
Paid Media - Rail Crossing	Awarded	\$ 750,000						\$ 750,000	0%
	Expenditures	\$ -						\$ -	
Paid Media - Speeding and Aggressive Driving	Awarded	\$ 750,000						\$ 750,000	100%
	Expenditures	\$ 748,519						\$ 748,519	
Paid Media - Work Zone Safety	Awarded	\$ 750,000						\$ 750,000	98%
	Expenditures	\$ 734,301						\$ 734,301	
Pedestrian and Bicycle Safety	Awarded	\$ 1,388,500						\$ 1,388,500	83%
	Expenditures	\$ 1,158,453						\$ 1,158,453	
Planning & Administration	Awarded	\$ 1,273,050						\$ 1,273,050	38%
	Expenditures	\$ 489,066						\$ 489,066	
Police Traffic Services - LEL	Awarded	\$ 1,225,000			\$ 100,000			\$ 1,325,000	83%
	Expenditures	\$ 1,049,160			\$ 50,899			\$ 1,100,060	
Public Traffic Safety Professionals Training	Awarded	\$ 906,000			\$ 1,460,500	\$ 357,000		\$ 2,723,500	53%
	Expenditures	\$ 357,711			\$ 823,308	\$ 250,332		\$ 1,431,351	
Speed/Aggressive Driving	Awarded	\$ 3,632,000						\$ 3,632,000	88%
	Expenditures	\$ 3,198,211						\$ 3,198,211	
Teen Driver Safety	Awarded	\$ 1,506,200						\$ 1,506,200	79%
	Expenditures	\$ 1,190,812						\$ 1,190,812	
Traffic Records	Awarded	\$ 899,500						\$ 899,500	60%
	Expenditures	\$ 538,694						\$ 538,694	
Traffic Records Coordinating Committee (TRCC)	Awarded			\$ 2,776,000				\$ 2,776,000	72%
	Expenditures			\$ 1,991,977				\$ 1,991,977	
Work Zone Safety	Awarded	\$ 835,000						\$ 835,000	77%
	Expenditures	\$ 644,772						\$ 644,772	
<b>Awarded Total</b>		<b>\$ 21,679,750</b>	<b>\$ 2,430,000</b>	<b>\$ 2,776,000</b>	<b>\$ 10,370,000</b>	<b>\$ 275,000</b>	<b>\$ 2,357,000</b>	<b>\$ 39,887,750</b>	
<b>Expenditures Total</b>		<b>\$ 16,532,727</b>	<b>\$ 2,348,104</b>	<b>\$ 1,991,977</b>	<b>\$ 8,776,725</b>	<b>\$ 241,440</b>	<b>\$ 2,247,649</b>	<b>\$ 32,138,622</b>	
<b>Difference</b>		<b>76%</b>	<b>97%</b>	<b>72%</b>	<b>85%</b>	<b>88%</b>	<b>95%</b>	<b>81%</b>	

### FY2022 Expenditures by FDOT Program Areas

