Florida Department of Transportation

FY 2021 Highway Safety Plan

DRIVING DOWN FATALITIES

Ron DeSantis
Florida Governor

TABLE OF CONTENTS

INTRODUCTION

FLORIDA DEPARTMENT OF TRANSPORTATION

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

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

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

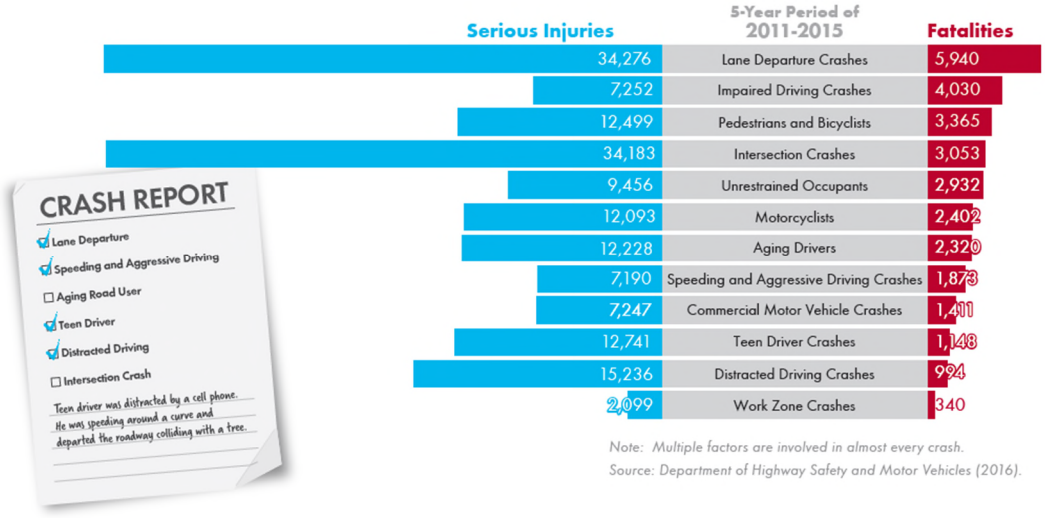
The FDOT State Safety Office has assembled the following Highway Safety Plan to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities.

FLORIDA'S 2016 STRATEGIC HIGHWAY SAFETY PLAN

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. Between 2011 and 2015, 12,665 people died on Florida's roadways and an additional 102,759 were seriously injured. The Florida Department of Transportation (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.

The Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local traffic safety partners and was last updated in 2016. The SHSP is focused on the roadway component of transportation safety. Safety on other modes of transportation is covered by other plans. The SHSP and safety plans for other modes align not only with the Florida Transportation Plan (FTP), but also with national programs funded by the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), and the National Highway Traffic Safety Administration (NHTSA).

Our data driven SHSP focuses on 13 Emphasis Areas, which reflect ongoing and emerging highway safety issues in Florida. Key strategies related to each Emphasis Area are identified, as well as overarching strategies that apply across Emphasis Areas. These strategies align with the "4 Es" of traffic safety – engineering, education, enforcement, and emergency response. The SHSP also defines a framework for implementation activities to be carried out through strategic safety coalitions and specific activities by FDOT, other state agencies, metropolitan planning organizations, local governments, and other traffic safety partners. Data is the foundation of any effort to improve traffic safety and therefore Traffic Records is the first Emphasis Area and the remaining 12 Emphasis Areas are:



STAKEHOLDERS

The 2016 SHSP was updated through collaboration with Florida's traffic safety partners. It is aligned with, and builds on, the FTP, the State's long-range transportation plan. Both the FTP and the SHSP share the vision of a fatality-free roadway system to protect Florida's 20 million residents and more than 105 million annual visitors.

On August 22, 2016, the SHSP's signatory partners met in Tallahassee to pledge their support for the implementation of the five-year plan. Partners that reviewed and approved the plan include:

- Florida Department of Transportation
- Florida Department of Highway Safety and Motor Vehicles
- Florida Highway Patrol
- Florida Sheriffs Association
- Florida Police Chiefs Association
- Metropolitan Planning Organization Advisory Council
- Florida Rail Enterprise
- Florida Association of County Engineers and Road Superintendents
- Federal Highway Administration
- National Highway Traffic Safety Administration
- Federal Motor Carrier Safety Administration

The SHSP update process included:

- Analysis of safety data collected by FDOT, the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and other sources to identify trends in the number of traffic fatalities and serious injuries and factors often associated with these events. All data presented in the SHSP are from DHSMV for 2011 to 2015 unless otherwise noted. This plan was developed using the most recent data available at the time of plan approval.

- Consideration of extensive partner and public input gathered through the FTP update process in 2015. This process engaged more than 15,000 participants through a 35-member Steering Committee, four advisory groups, three statewide events, 13 regional forums and workshops, and more than 350 partner briefings. This input reaffirmed the State's commitment to maintaining a safe and secure transportation system for residents, visitors, and businesses. The process also highlighted several safety issues of concern to the public, including bicycle and pedestrian safety, commercial vehicles, the impacts of changing technologies, and the role of design and operational decisions in creating a safe environment.

- Coordination with at least eight traffic safety coalitions representing statewide, regional, and local partners from both the public and private sectors. These coalitions provided targeted input on the emphasis areas specifically related to their current strategic plans and defined key strategies for the next five years.

- Coordination with Florida's 27 metropolitan planning organizations (MPOs), including review of safety-related goals, objectives, and strategies in MPO plans and targeted outreach sessions through Florida's Metropolitan Planning Organization Advisory Council.

- Review and approval by the signing partners.

FDOT had the benefit of the expertise and experience of several additional partners throughout the SHSP planning process. Input on safety priorities and activities comes from traffic safety coalitions, advocates, FDOT District Traffic Safety Engineers, law enforcement officers and their leadership, emergency responders, judges, Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD), and many other state and local agencies. Florida's Community Traffic Safety Teams (CTSTs) also provide consistent input into the highway safety planning process. CTSTs are locally based groups of highway safety advocates that are committed to solving traffic safety challenges through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state, and occasionally federal partners, as well as private industry representatives and local citizens. Community boundaries are determined by the organizations comprising a CTST: a city, an entire county, a portion of a county, multiple counties, or some other jurisdictional arrangement may be the basis for a CTST.

Through the combination of these efforts there are literally thousands of partners that work in concert with FDOT toward the goal of a fatality-free roadway system.

VISION ZERO

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

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

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

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

The emphasis of this workshop was to forge new strategies, or reinforce effective strategies, including the 4 E's of traffic safety (engineering, enforcement, education, and emergency services) and beyond. Participants included representatives from metropolitan planning organizations, regional planning councils, traffic safety officials, various transportation

modes, and local government planning officials. This multi-disciplinary brainstorming allowed for open dialogue to proactively spearhead ideas to unify processes, structures and education methods that coincide with Vision Zero initiatives within each participant's respective sphere of influence.

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

FEDERAL TRAFFIC SAFETY PROGRAMS

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

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

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

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

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

Florida's 2021 HSP has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs as amended by the FAST Act.

States must annually submit an HSP to NHTSA for approval describing its highway safety program and planned activities that will drive down serious injuries and fatalities on our highways.

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

FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2020-21 Highway Safety Plan (hereafter referred to as Florida's 2021 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The HSP is based on Florida's SHSP goals and objectives, crash data and federal requirements. Today's highway safety programs focus on priority areas that have been proven to be effective in reducing traffic crashes, serious injuries, and fatalities. These safety programs are the focus and foundation of Florida's 2021 HSP and are separated into the following categories:

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

SUBGRANTS

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

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

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

COST REIMBURSEMENT

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

COMPLIANCE WITH NHTSA GUIDELINES - PURCHASES

As per NHTSA guidelines, all subgrants awarded in the FY2021 HSP will comply with the May 18, 2016 memorandum from NHTSA's Chief Counsel. This includes all equipment, recognition awards, educational materials, advertising media, and safety items for public distribution. The FDOT State Safety Office will continue to verify compliance with the NHTSA regional office for any questionable items.

COMPLIANCE WITH U.S. CODE – LOCAL BENEFIT

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

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

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

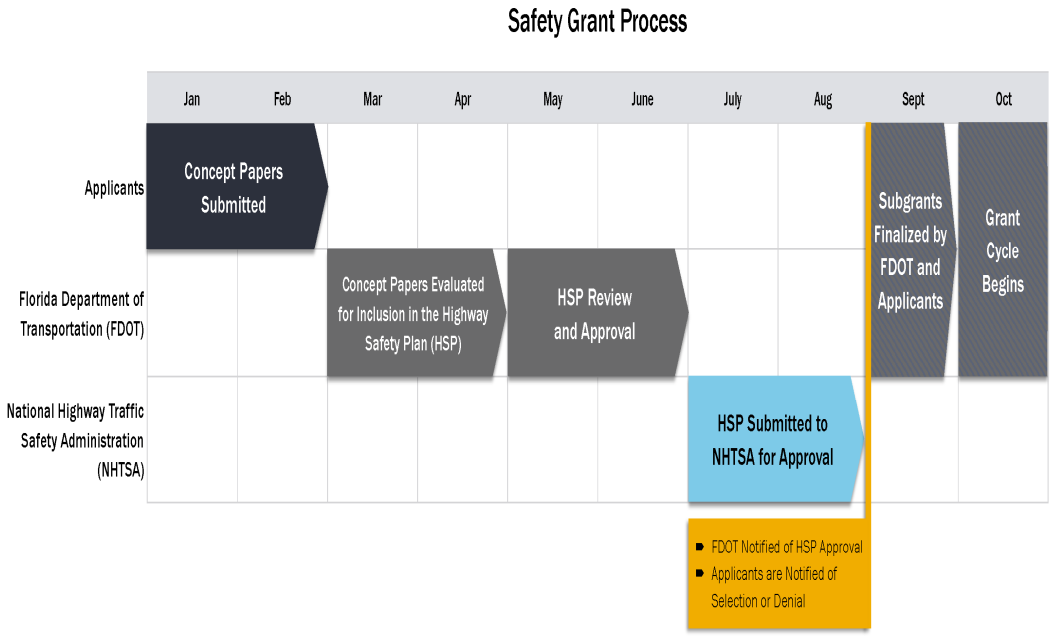
FY 2021 Highway Safety Plan
402 Local Benefit

FDOT Program Areas	Sum of Final Funding Amount	Sum of Local Benefit	Percentage
Aging Road Users	$ 562,725	$ 212,725	38%
Community Traffic Safety Outreach	$ 775,000	$ 255,000	33%
Distracted Driving	$ 247,500	$ 247,500	100%
Impaired Driving	$ 207,381	$ -	0%
Motorcycle Safety	$ 2,108,100	$ 1,426,600	68%
Occupant Protection and Child Passenger Safety	$ 177,100	$ -	0%
Paid Media - Distracted Driving	$ 800,000	$ -	0%
Paid Media - Motorcycle Safety	$ 440,000	$ -	0%
Paid Media - Occupant Protection	$ 1,500,000	$ -	0%
Paid Media - Railroad Safety	$ 500,000	$ -	0%
Paid Media - Work Zone Safety	$ 500,000	$ -	0%
Pedestrian and Bicycle Safety	$ 1,756,500	$ 666,500	38%
Planning and Administration	$ 445,000	$ -	0%
Police Traffic Services - LEL	$ 1,145,000	$ -	0%
Public Traffic Safety Professionals Training	$ 838,350	$ 838,350	100%
Speed/Aggressive Driving	$ 2,193,000	$ 2,193,000	100%
Teen Driver Safety	$ 660,050	$ 336,050	51%
Traffic Records	$ 1,316,087	$ 542,490	41%
Work Zone Safety	$ 211,000	$ 211,000	100%
Grand Total	**$ 16,382,793**	**$ 6,929,215**	**42%**

APPLICATION PROCESS

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

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



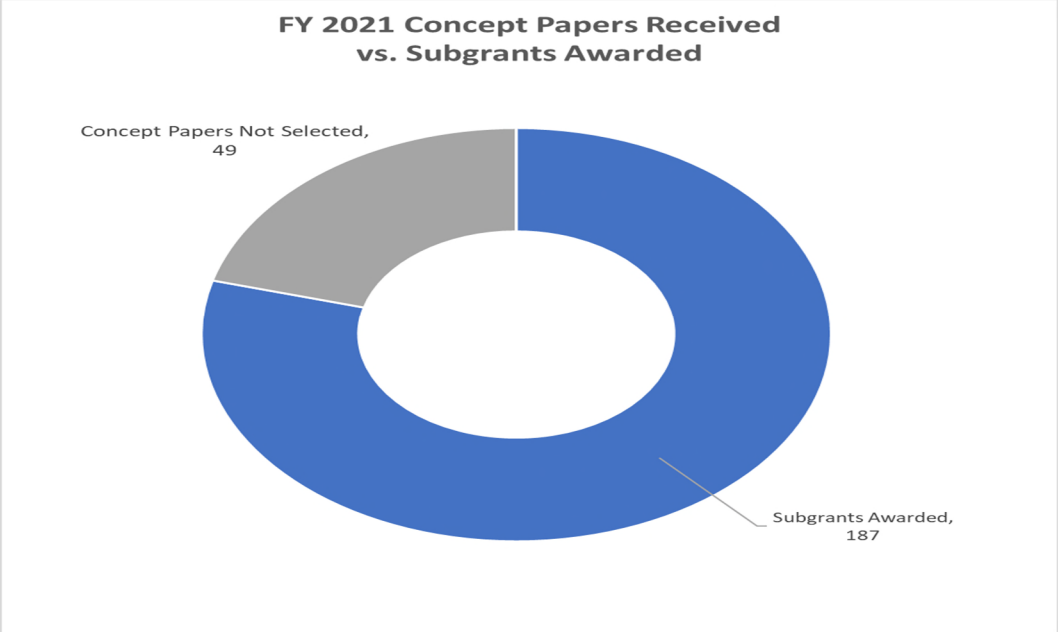
CONCEPT PAPERS

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

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

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

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

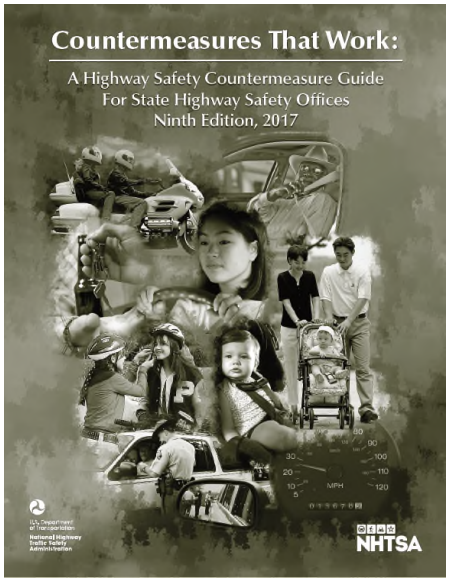


RISK ASSESSMENT

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

ANALYSIS

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



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

PROBLEM IDENTIFICATION

The FDOT State Safety Office has developed objective, data-driven tools to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2014-2018), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

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

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

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

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

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

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

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

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

CARGO SHIFT OR LOSS (UNSECURED LOAD)

The FDOT State Safety Office also annually reviews the number of serious injuries and fatalities caused by crashes involving unsecured loads on non-commercial vehicles. Examination of five years of cumulative data (2014-2018) reveals that a total of 14 fatalities and 93 serious injuries were sustained by Florida motorists due to unsecure loads, or an average of a little over two fatalities and 18 serious injuries per year. This review provides Florida decision-makers with critical information about crashes involving cargo shift or loss for non-commercial vehicles throughout the state. An analysis of the data indicates that the incidents occur rarely and randomly throughout the state. The FDOT State Safety Office and its traffic safety partners will monitor this data annually to determine the need for future countermeasures.

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

FY2021 Highway Safety Matrix - Ranking of Florida Counties

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

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

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

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

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

Legend

Highlighting is highest % in category

25%

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

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

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

Report Generated: 12/20/2019

Data Extracted: 12/16/2019

FY2021 Highway Safety Matrix - Ranking of Florida Cities

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

Group I - Population of 75,000 and above - 33 Cities

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

Legend

Highlighted is highest % in category

25%

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.

Data Extracted 12/20/2019

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

Published 12/20/2019

FY2021 Highway Safety Matrix - Ranking of Florida Cities

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

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

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

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

Legend

Highlighted is highest % in category

25%

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

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

Data Extracted 12/20/2019

Published 12/20/2019

FY2021 Highway Safety Matrix - Ranking of Florida Cities

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

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

Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zone
Alachua	17	32	13	23	13	88	51	18	40
Arcadia	4	9	3	2	2	4	11	4	1
Atlantic Beach	57	35	21	28	85	18	46	49	115
Avon Park	12	19	33	20	19	28	63	31	18
Bay Harbor Islands	109	96	103	113	93	115	90	85	81
Belle Isle	110	98	109	99	114	98	61	75	93
Bellair	106	91	73	94	105	94	106	96	33
Bellview	26	49	42	44	45	65	38	42	75
Biscayne Park	112	105	90	106	102	109	104	90	52
Brooksville	3	8	17	5	7	9	16	3	2
Bunnell	48	23	14	13	31	48	28	69	21
Cape Canaveral	62	75	38	55	99	36	52	64	104
Chipley	49	46	41	74	21	75	56	23	58
Clewiston	27	28	16	19	12	42	43	33	5
Cocoa Beach	37	55	67	26	47	10	53	35	19
Crystal River	11	3	50	4	16	14	9	10	53
Dade City	7	22	36	11	25	16	25	7	3
Davenport	31	41	24	30	46	67	41	46	9
Daytona Beach Shores	91	63	32	35	65	62	30	71	65
Defuniak Springs	19	18	19	25	11	66	6	24	6
Destin	39	21	30	40	28	7	27	37	13
Dundee	107	93	99	111	109	113	109	102	70
Fellsmere	93	70	77	96	110	105	70	72	35
Fernandina Beach	51	76	57	58	84	60	64	78	113
Flagler Beach	84	94	74	48	75	64	87	84	23
Florida City	30	34	58	14	51	5	18	32	28
Fort Meade	115	84	78	114	79	84	93	52	83
Fort Myers Beach	46	66	10	40	38	33	43	87	87
Freeport	54	51	51	34	60	93	29	26	22
Frostproof	90	79	40	105	43	90	48	61	51
Fruitland Park	32	47	113	69	41	108	99	30	7
Grant-Valkaria	114	110	96	110	107	112	107	97	64
Green Cove Springs	56	43	46	52	56	71	97	63	15
Gulf Breeze	22	29	64	62	62	50	111	43	79
Gulfport	81	103	56	45	81	59	45	119	110
High Springs	86	50	65	115	67	97	72	110	85
Highland Beach	113	109	93	108	104	111	105	95	59
Holly Hill	34	67	86	27	119	17	54	66	106
Holmes Beach	83	90	71	60	79	81	68	82	61
Indian Harbour Beach	79	86	112	67	117	57	98	116	100
Indian River Shores	99	92	95	109	106	102	86	83	63
Indian Rocks Beach	92	82	52	47	91	63	86	99	67
Indiantown	116	116	108	117	112	116	114	112	89
Inverness	8	5	81	12	10	28	7	15	24
Islamorada	40	14	18	50	54	68	71	73	12
Juno Beach	105	108	70	85	89	80	82	80	57
Kenneth City	100	95	75	112	92	55	110	51	73
Key Biscayne	71	33	118	80	50	45	119	57	27
Labelle	42	48	35	49	33	22	88	41	71
Lady Lake	14	78	22	29	20	30	47	59	119
Lake Alfred	64	71	53	77	63	107	59	109	82
Lake City	5	1	1	8	1	11	1	2	43
Lake Clarke Shores	104	107	92	93	103	110	81	94	56
Lake Park	67	100	83	68	35	72	40	34	102
Lantana	98	87	55	56	80	43	44	65	107
Lauderdale-By-The-Sea	85	114	105	63	111	85	113	86	84
Lighthouse Point	68	54	54	31	57	20	62	77	105
Live Oak	15	15	5	41	6	52	3	14	92
Longboat Key	77	111	98	95	108	77	108	101	69
Loxahatchee Groves	103	106	91	92	71	91	80	70	54

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

Legend

Highlighted is highest 9% in category

25%

Data Extracted 12/20/2019

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

Report generated by local\SF9408J from the Crash Analysis Reporting Data Warehouse

Published

PERFORMANCE PLAN

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

CORE OUTCOME MEASURES

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

BEHAVIOR MEASURES

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

ACTIVITY MEASURES

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

FLORIDA-SPECIFIC MEASURES

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

TARGETS

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

DATA FORECASTS

Understanding that zero fatalities cannot be reached within the HSP 2021 year, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida's data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including vehicle miles traveled (VMT), gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only Vehicle Miles Traveled (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five-year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2020 and 2021 are based on monthly data from 2005 through 2019 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data (FARS) to create the accurate forecast. Forecasts for 2020 and 2021 were calculated with preliminary 2019 state data.

C1 - NUMBER OF FATALITIES

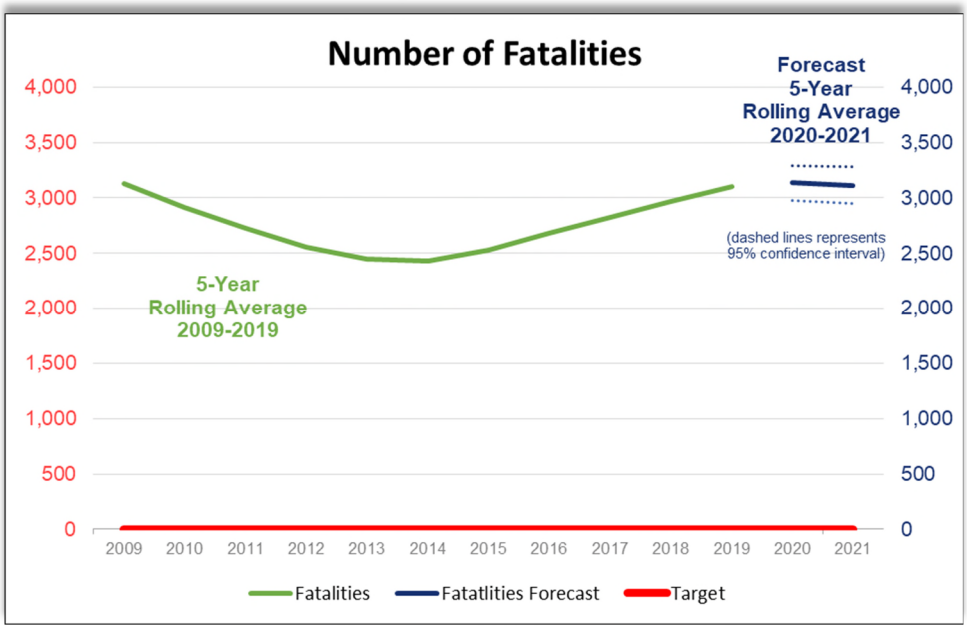
- **Target:** Florida's target for fatalities is zero in 2021.

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

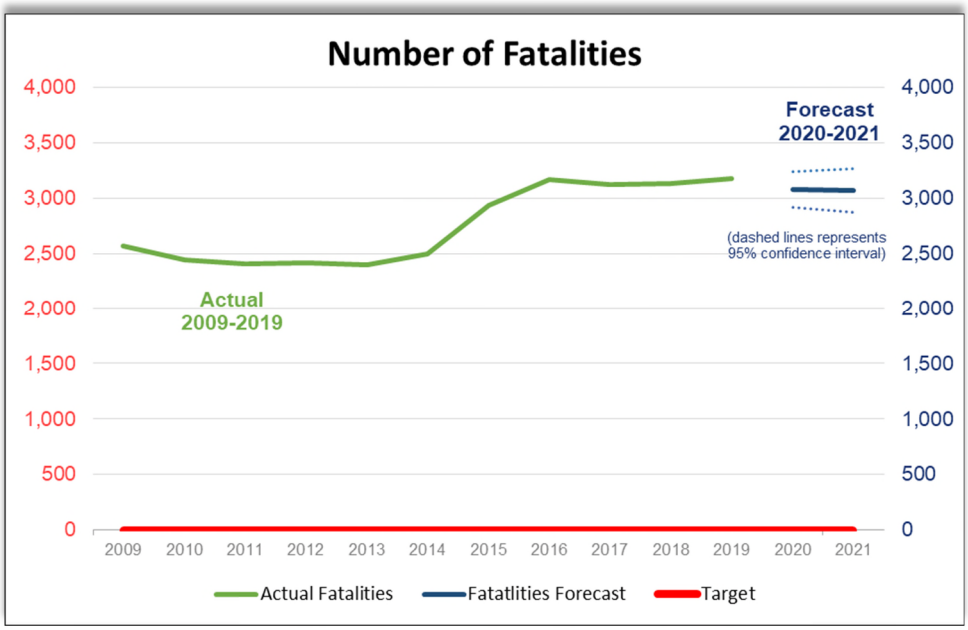
- **Strategy:** The data forecast indicates Florida's five year rolling average for fatalities could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward trend to ultimately reduce the number of traffic fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2020 and 2021.



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



C2 - NUMBER OF SERIOUS INJURIES

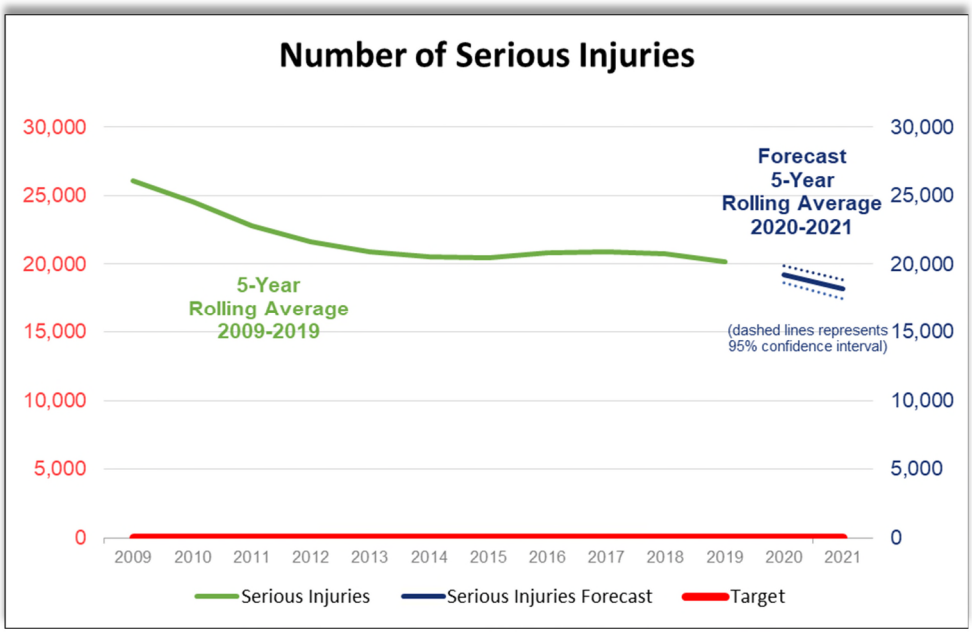
- **Target:** Florida's target for serious injuries is zero in 2021.

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

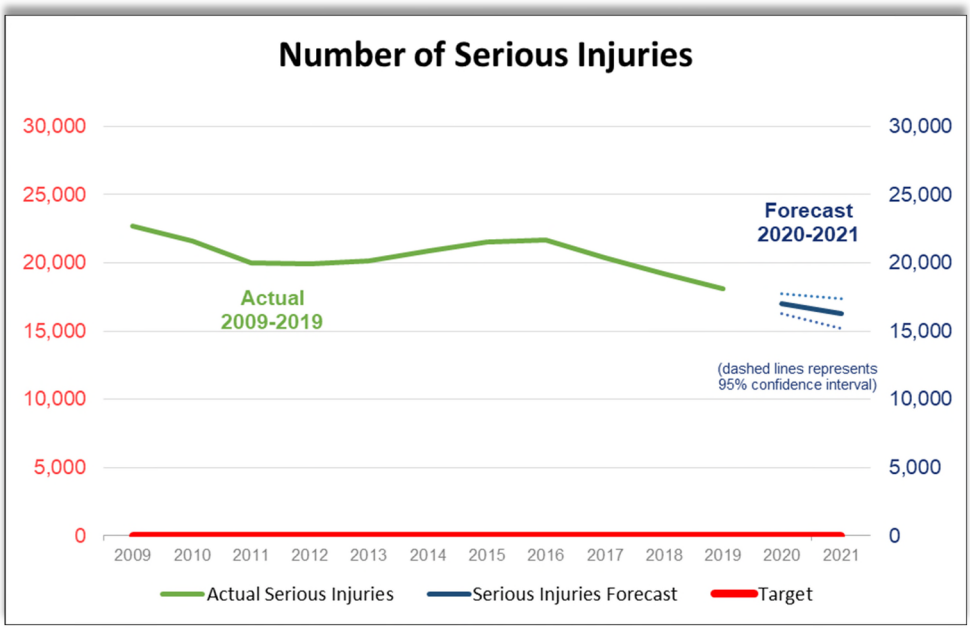
- **Strategy:** The data forecast indicates Florida's five year rolling average for serious injuries could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward trend to ultimately reduce the number of serious injuries.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of serious injuries for each year and the data forecast for 2020 and 2021.



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



C3 - FATALITY RATE PER 100M VMT

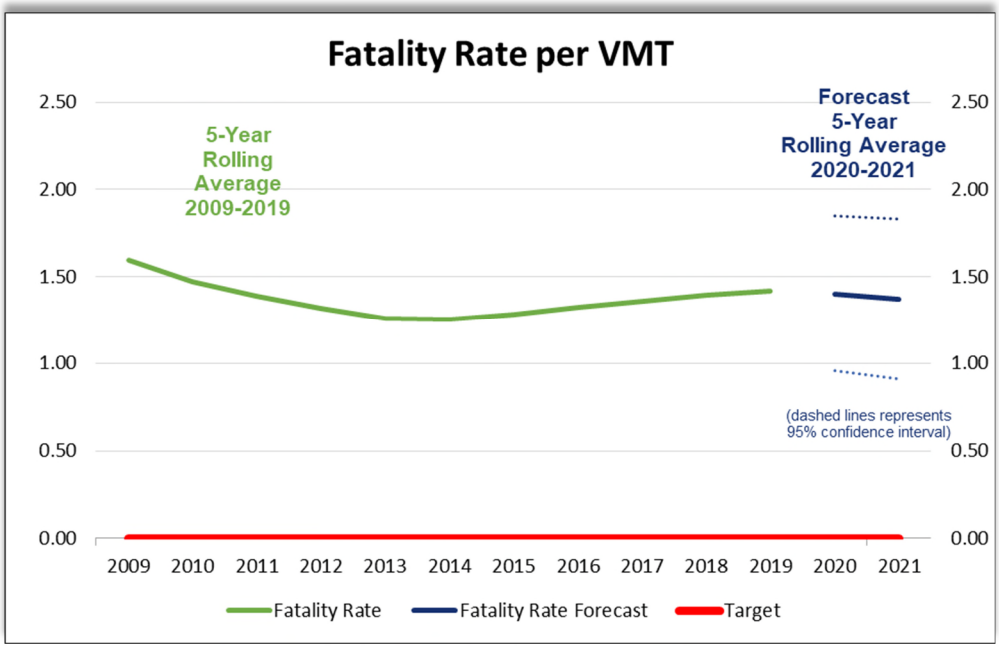
- **Target:** Florida's target for fatality rate is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for fatality rate per 100M VMT on Florida's roads is forecasted as 1.37 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

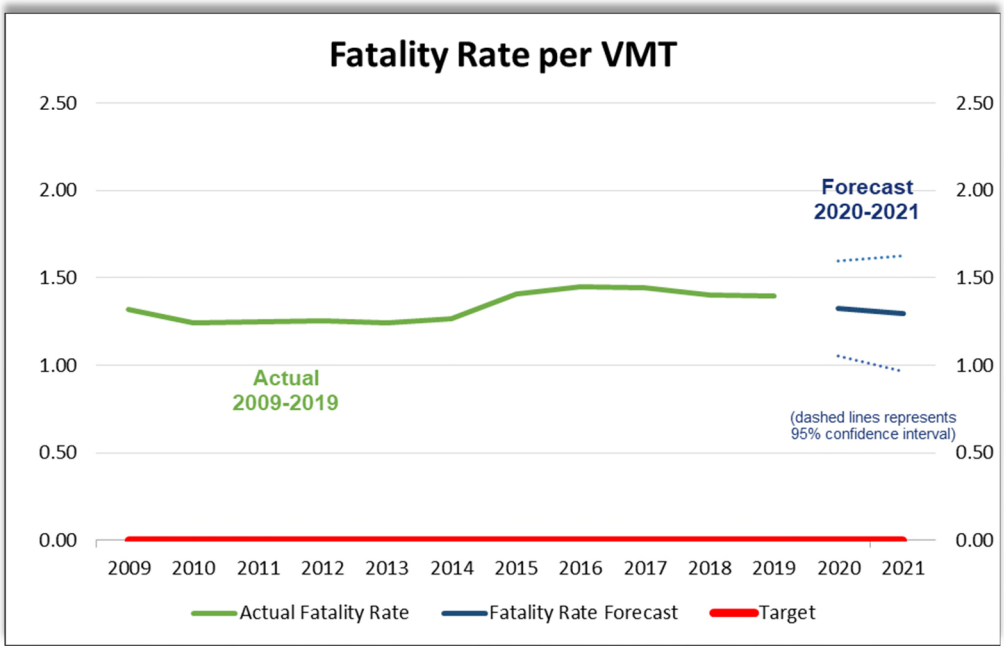
- **Strategy:** The data forecast indicates Florida's five year rolling average for fatality rate could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatality rate could slowly trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward trend to ultimately reduce the fatality rate per 100M VMT.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average for fatality rate per 100M VMT for each year and the data forecast for 2020 and 2021.



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



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

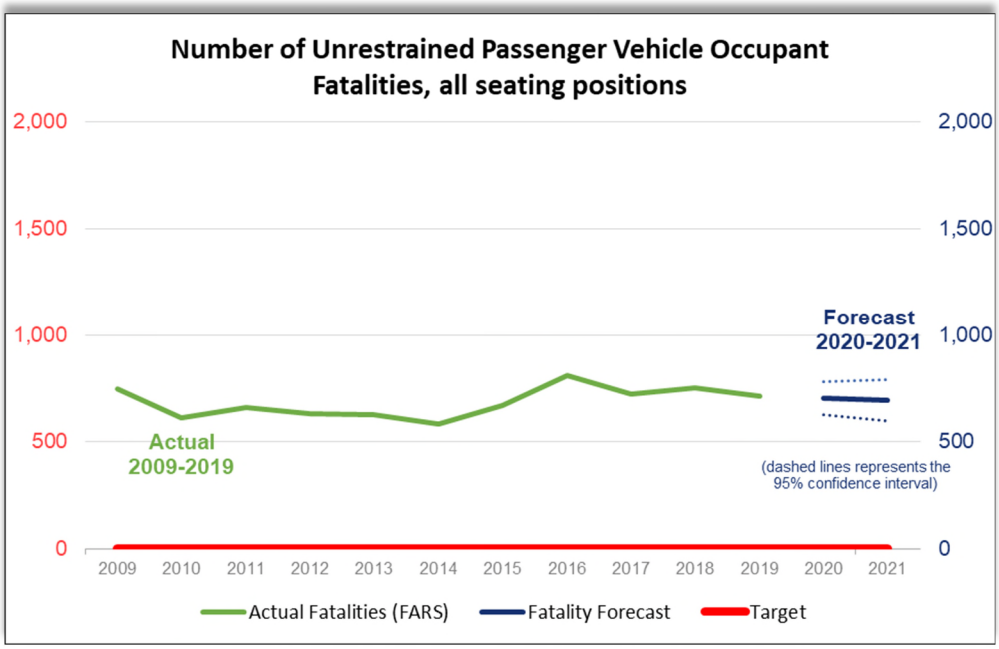
- **Target:** Florida's target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads is forecasted as 694 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could slowly trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward trend to ultimately reduce the number of unrestrained passenger vehicle occupant fatalities, all seating positions.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecast for 2020 and 2021.



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

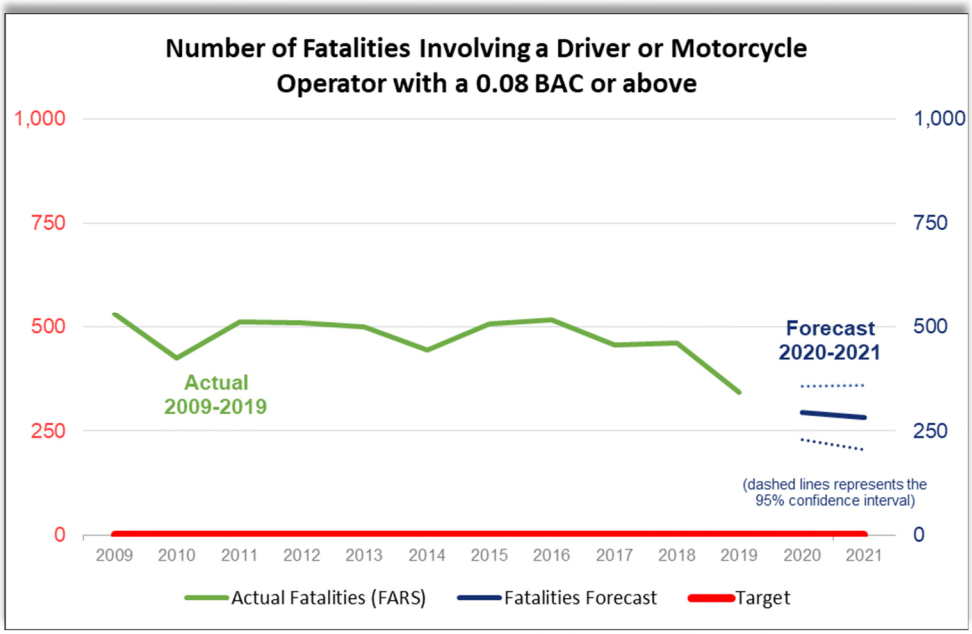
- **Target:** Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above on Florida's roads is forecasted as 282 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual total for the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above could slowly trend downward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's fatalities involving a driver or motorcycle operator with a .08 BAC or above could slowly trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the downward trend to ultimately reduce the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above for each year and the data forecast for 2020 and 2021.



C6 - NUMBER OF SPEEDING-RELATED FATALITIES

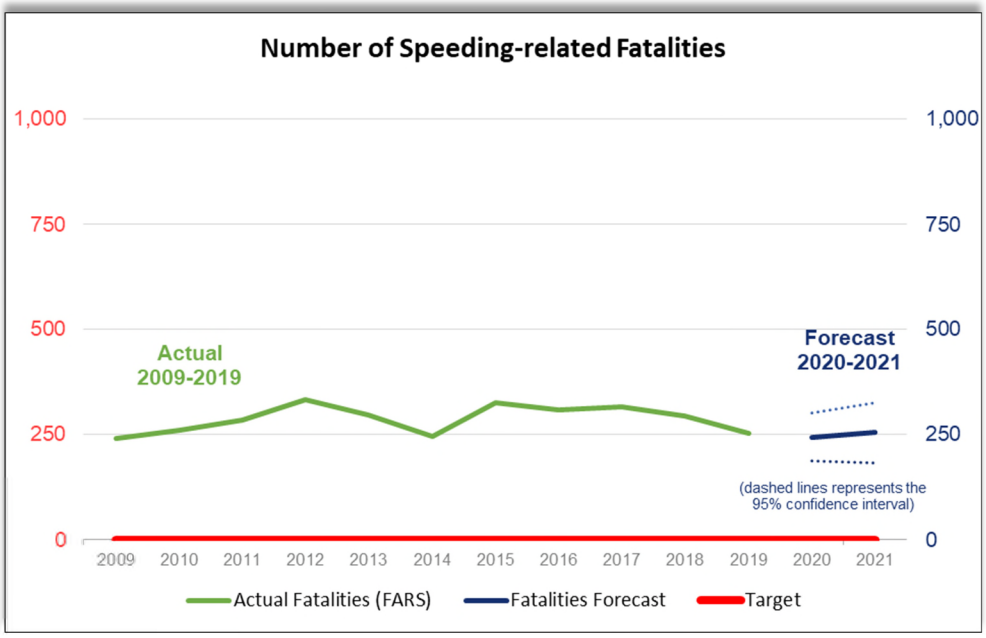
- **Target:** Florida's target for the number of speeding-related fatalities is zero in 2021.

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

- **Strategy:** The data forecast indicates Florida's annual total for the number of speeding-related fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of speeding-related fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will reverse this trend and ultimately reduce the number of speeding-related fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual total for the number of speeding-related fatalities for each year and the data forecast for 2020 and 2021.



C7 - NUMBER OF MOTORCYCLIST FATALITIES

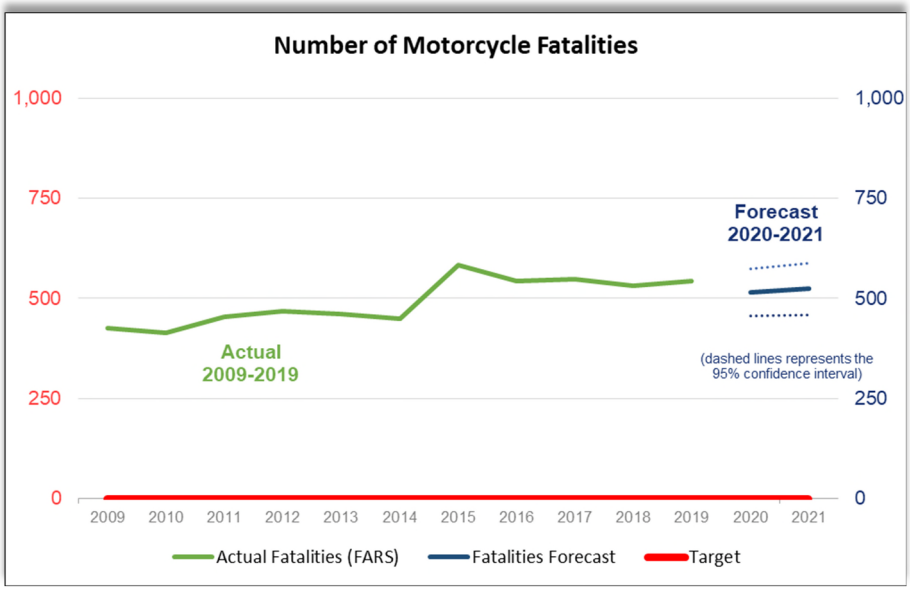
- **Target:** Florida's target for the number of motorcycle fatalities is zero in 2021.

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

- **Strategy:** The data forecast indicates Florida's annual total for the number of motorcyclist fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates the annual total for the number of motorcycle fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will reverse this trend and ultimately reduce the number of motorcyclist fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

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



C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

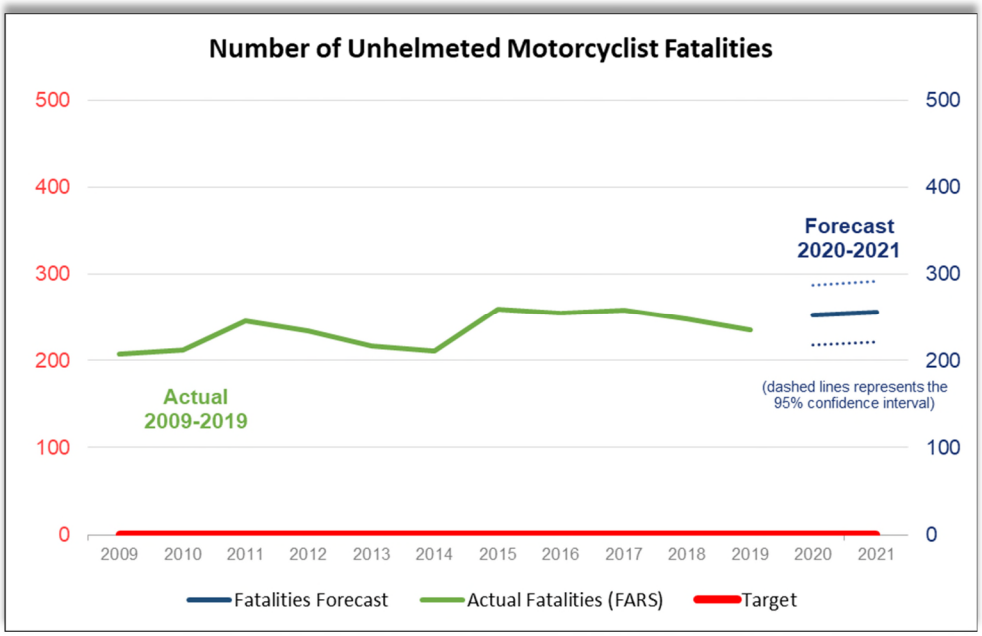
- **Target:** Florida's target for the number of unhelmeted motorcyclist fatalities is zero in 2021.

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

- **Strategy:** The data forecast indicates the annual total for the number of unhelmeted motorcyclist fatalities could slowly trend upward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of unhelmeted motorcyclist fatalities could slowly trend upward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will reverse this trend and ultimately reduce the number of unhelmeted motorcyclist fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual total for the number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2020 and 2021.



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

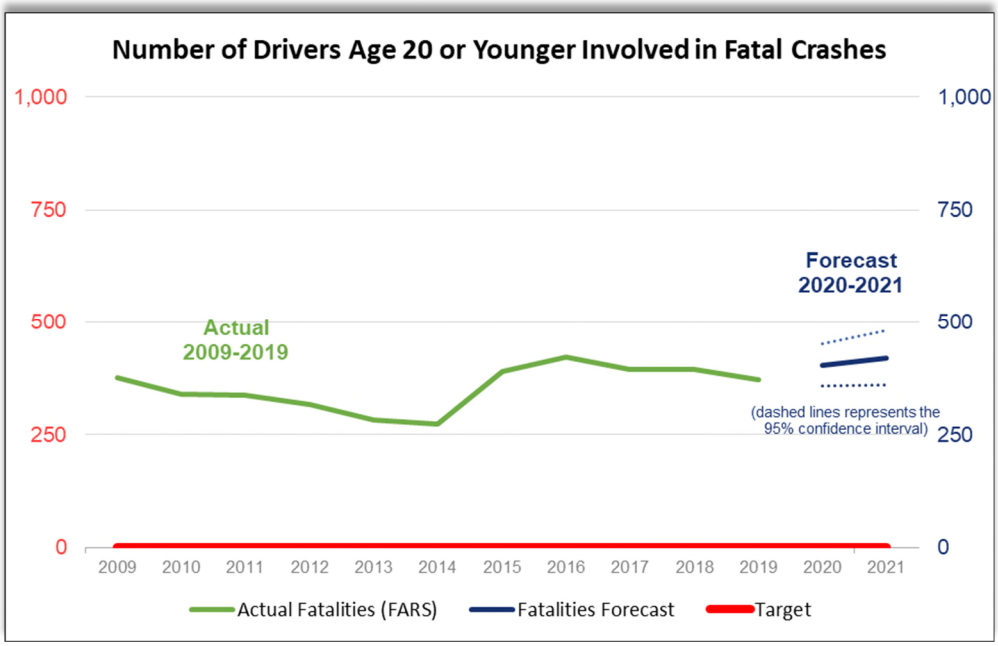
- **Target:** Florida's target for the number of drivers age 20 or younger involved in fatal crashes is zero in 2021.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of drivers age 20 or younger involved in fatal crashes on Florida's roads is forecasted as 421 in 2021. This forecast was made with historical and current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021.

- **Strategy:** The data forecast indicates Florida's annual number of drivers age 20 or younger involved in fatal crashes could slowly trend upward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of drivers age 20 or younger involved in fatal crashes could slowly trend upward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will reverse this trend and ultimately reduce the number of drivers age 20 or younger involved in fatal crashes.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2020 and 2021.



C10 - NUMBER OF PEDESTRIAN FATALITIES

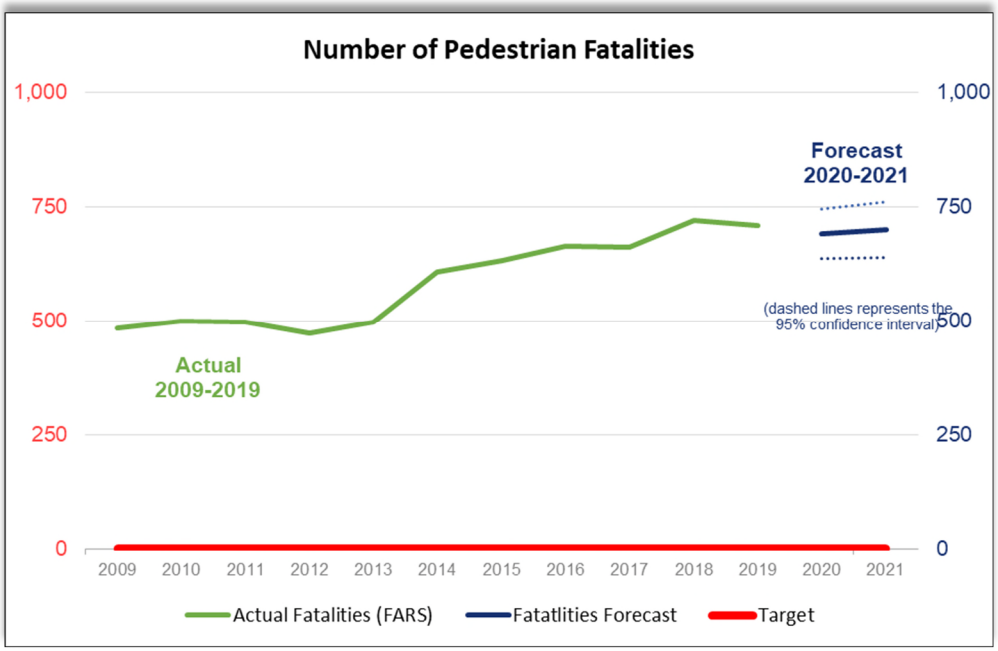
- **Target:** Florida's target for the number of pedestrian fatalities is zero in 2021.

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

- **Strategy:** The data forecast indicates Florida's annual number of pedestrian fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of pedestrian fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will reverse this trend and ultimately reduce the number of pedestrian fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

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



C11 - NUMBER OF BICYCLIST FATALITIES

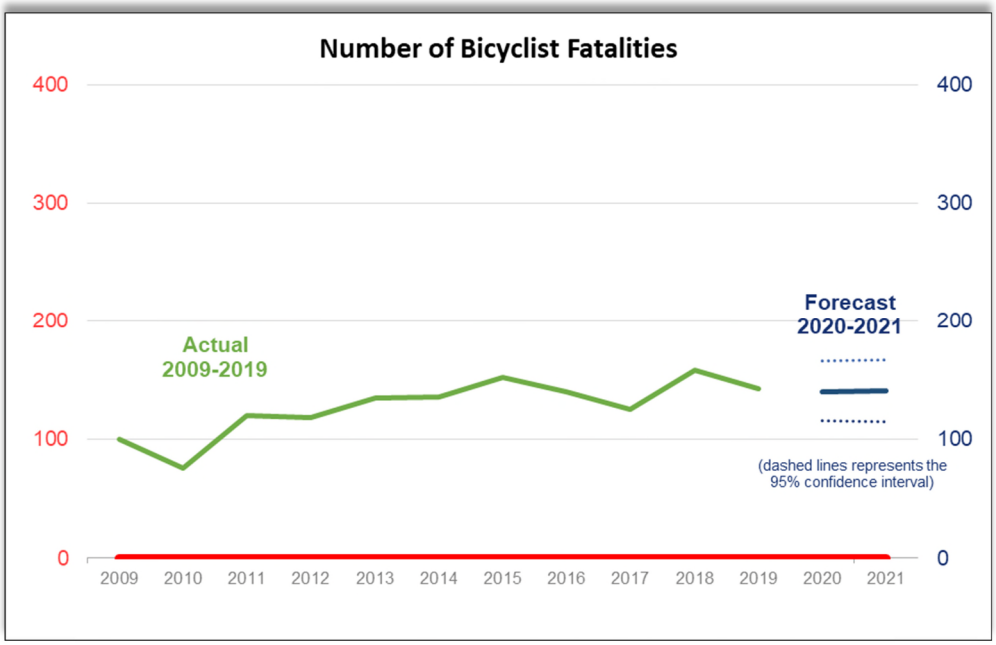
- **Target:** Florida's target for the number of bicyclist fatalities is zero in 2021.

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

- **Strategy:** The data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will reverse this trend and ultimately reduce the number of bicyclist fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with vehicles miles of travel (VMT), gas consumption, vehicle registration and Florida gross domestic product (GDP) – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

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



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

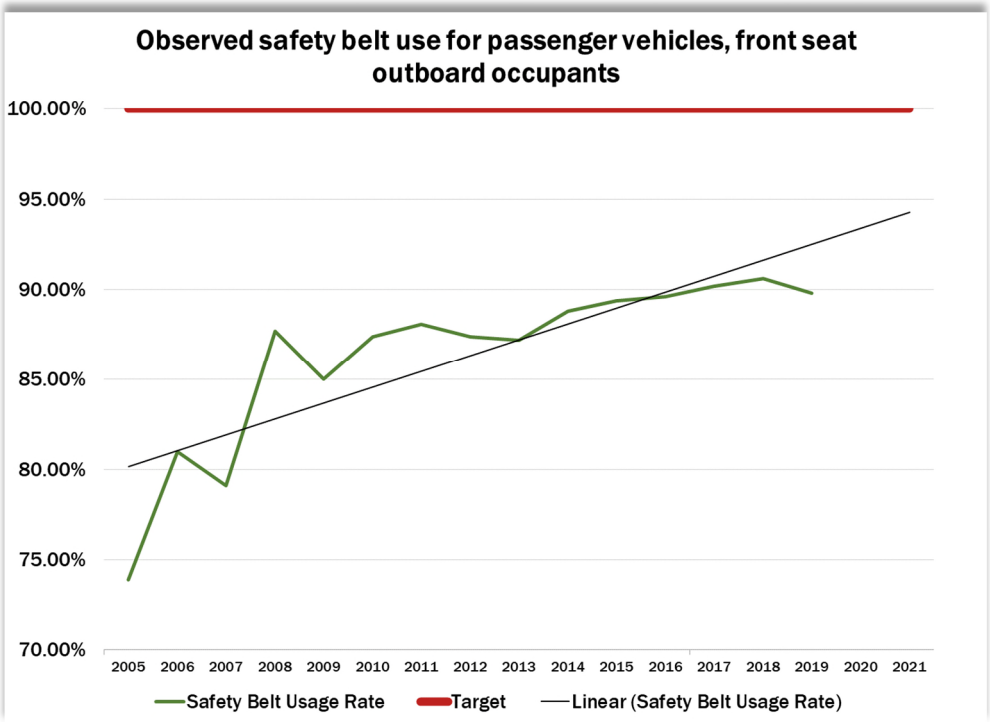
- **Target:** Florida's target for the observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2021.

- **Annual Performance Forecast:** Based on a linear trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could be as high as 94.25% in 2021. This estimate was made with historical and current state data from 2005 to 2019 to estimate probable outcomes for 2020 and 2021.

- **Strategy:** The linear trend indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2020 and 2021, the FDOT State Safety Office intends to execute the subgrants identified in this annual Highway Safety Plan in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding and included in this Highway Safety Plan will enhance the upward trend to ultimately increase the observed safety belt use for passenger vehicles, front seat outboard occupants.

- **Justification:** This estimate was made by using state data from 2005 to 2019 to show the trend.

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



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 grant-funded enforcement activities:

Activity Measures			2015	2016	2017	2018	2019
A-1	Number of Grant-Funded Safety Belt Citations	Final	1,105	553	3,870	9,295	4,273
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	1,060	1,848	1,121	1,134	460
A-3	Number of Grant-Funded Speeding Citations	Final	5,737	4,285	17,605	19,999	29,991

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:

	Program Area	Florida Specific Measures		FFY2021
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	0
			Final	
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	180
			Final	
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0
			Final	
F-4	Paid Media	Estimated number of impressions		
		Impaired Driving	Target	75,000,000
			Final	
		Motorcycle Safety	Target	50,000,000
			Final	
		Occupant Protection	Target	50,000,000
			Final	
		Pedestrian and Bicycle Safety	Target	50,000,000
			Final	
		Rail Safety	Target	100,000
			Final	
		Work Zone	Target	100,000
			Final	
F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	187
			Final	
F-6	Police Traffic Services - LEL	Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	100%
			Final	
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's traning	Target	2,000
			Final	
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80%
			Final	
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0
			Final	

Per 23 CFR 1300.11, Florida has established performance measures for all program focus areas. Because these are newly established

Indicates that data is not currently available

PERFORMANCE REPORT

In accordance with Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Florida is providing the below performance report that shows the State's progress towards meeting state performance targets from the previous fiscal year's HSP. All 2018 numbers are based on preliminary state data and subject to change.

	Core Performance Measures		2015	2016	2017	2018	2019
C-1	Number of Traffic Fatalities	Target	N/A	N/A	N/A	0	0
		Final	2,938	3,176	3,116	3,133	
C-2	Number of Serious Injuries in Traffic Crashes	Target	N/A	N/A	N/A	0	0
		Final	21,546	21,645	20,037	17,976	
C-3	Number of Fatalities/100M VMT	Target	N/A	N/A	N/A	0	0
		Final	1.42	1.47	1.42		
C-4	Number of Unrestrained Occupant Fatalities – All Seating Positions	Target	N/A	N/A	N/A	0	0
		Final	602	745	671	695	
C-5	Number of Fatalities Involving Driver/Motorcyclist with .08+ BAC	Target	N/A	N/A	N/A	0	0
		Final	794	905	839	814	
C-6	Number of Speeding-Related Fatalities	Target	N/A	N/A	N/A	0	0
		Final	320	310	307	303	
C-7	Number of Motorcyclist Fatalities	Target	N/A	N/A	N/A	0	0
		Final	615	586	591	574	
C-8	Number of Unhelmeted Motorcyclist Fatalities	Target	N/A	N/A	N/A	0	0
		Final	283	283	290	285	
C-9	Number of Drivers ≤ Age 20 Involved in Fatal Crashes	Target	N/A	N/A	N/A	0	0
		Final	359	401	381	373	
C-10	Number of Pedestrian Fatalities	Target	N/A	N/A	N/A	0	0
		Final	629	653	654	704	
C-11	Number of Bicyclist Fatalities	Target	N/A	N/A	N/A	0	0
		Final	150	139	125	161	
	Behavioral Measures		**2015**	**2016**	**2017**	**2018**	**2019**
B-1	Observed Safety Belt Use, Front Seat Outboard Occupants	Target	90.0%	90.0%	90.0%	100%	100%
		Final	89.4%	89.6%	90.2%	90.6%	89.8%
	Activity Measures		**2015**	**2016**	**2017**	**2018**	**2019**
A-1	Number of Grant-Funded Safety Belt Citations	Final	1,105	553	3,870	9,295	4,273
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	1,060	1,848	1,121	1,134	460
A-3	Number of Grant-Funded Speeding Citations	Final	5,737	4,285	17,605	19,999	29,991
	Florida Specific Measures		**2015**	**2016**	**2017**	**2018**	**2019**
F-1	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	311	295	280	0	0
		Final	516	325	358	305	
F-2	Number of CTST outreach events conducted	Target	N/A	N/A	N/A	160	175
		Final	N/A	N/A	N/A	168	250
F-3	Number of distracted driving fatalities	Target	N/A	N/A	N/A	0	0
		Final	N/A	N/A	N/A	87	
F-4	Estimated number of impressions						
	Distracted Driving	Target	N/A	N/A	N/A	N/A	N/A
		Final	N/A	N/A	N/A	N/A	N/A
	Impaired Driving	Target	N/A	N/A	N/A	3,000,000	3,000,000
		Final	N/A	N/A	N/A	85,389,616	100,998,383
	Motorcycle Safety	Target	N/A	N/A	N/A	500,000	500,000
		Final	N/A	N/A	N/A	78,996,032	47,872,112
	Occupant Protection	Target	N/A	N/A	N/A	1,000,000	1,000,000
		Final	N/A	N/A	N/A	98,028,754	24,973,712
	Pedestrian and Bicycle Safety	Target	N/A	N/A	N/A	400,000	400,000
		Final	N/A	N/A	N/A	182,600,000	2,813,253
	Railroad Safety	Target	N/A	N/A	N/A	N/A	N/A
		Final	N/A	N/A	N/A	N/A	N/A
	Work Zone Safety	Target	N/A	N/A	N/A	N/A	N/A
		Final	N/A	N/A	N/A	N/A	N/A
F-5	Number of traffic safety subgrants executed	Target	N/A	N/A	N/A	168	170
		Final	N/A	N/A	N/A	145	164
F-6	Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	N/A	N/A	N/A	100%	100%
		Final	N/A	N/A	N/A	74%	72%
F-7	Number of persons who received traffic safety professional's traning	Target	N/A	N/A	N/A	500	500
		Final	N/A	N/A	N/A	2,383	2,976
F-8	Number of crashes submitted within 10 days to the state	Target	>65%	>70%	>75%	>80	>80%
		Final	69.93%	76.40%	74.30%	80.44%	79.55%
F-9	Number of fatalities in work zones	Target	N/A	N/A	N/A	0	0
		Final	N/A	N/A	N/A	82	

Indicates that data is not currently available

EVIDENCE-BASED ENFORCEMENT PLAN

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

DATA-DRIVEN ENFORCEMENT

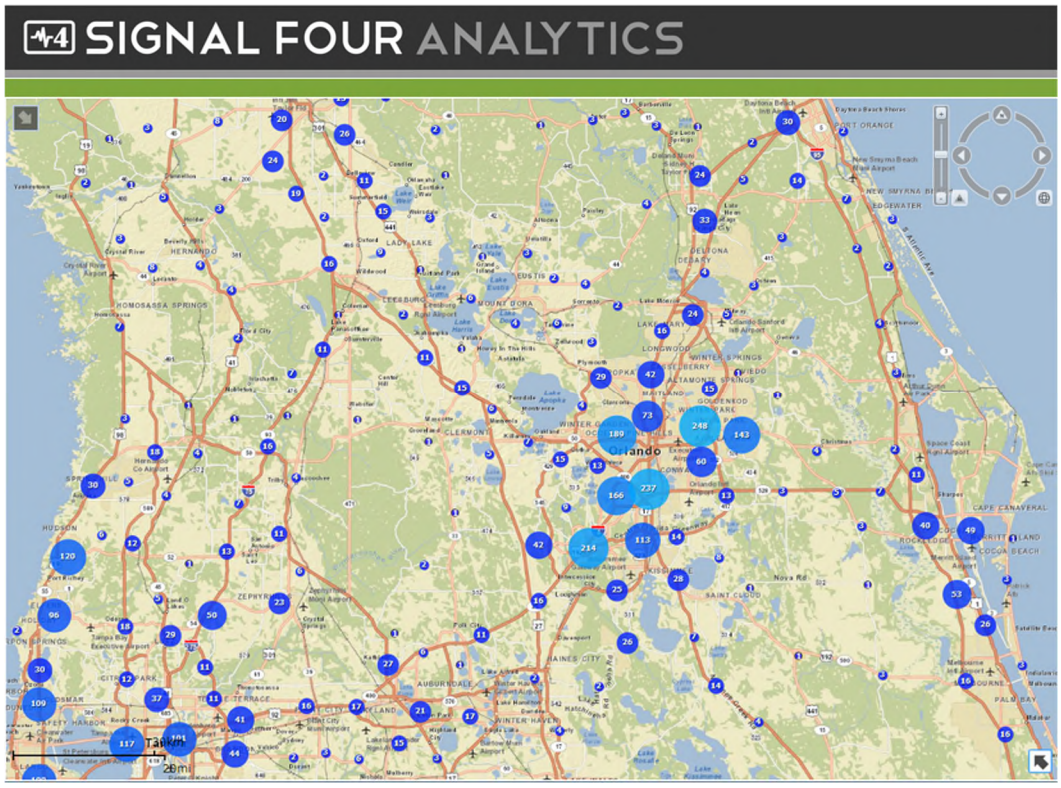
Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in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

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

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

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

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



HIGH VISIBILITY ENFORCEMENT AND NATIONAL MOBILIZATION SUPPORT

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

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

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

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

MEDIA SUPPORT

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

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

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

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

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

CONTINUOUS FOLLOW-UP AND ADJUSTMENT

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

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

FDOT PROGRAM AREAS

Florida's 2021 HSP projects are divided up into different program areas by the FDOT State Safety Office to assist with the analyzing, directing, and monitoring of the highway safety countermeasure activities through the traffic safety subgrant programs. The program area categories are:

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

AGING ROAD USERS

DESCRIPTION OF THE PROBLEM

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

The goal of Florida's Aging Road User Program is to improve the safety and mobility of the state's older drivers by reducing their fatalities, serious injuries, and crashes. At the same time, the program seeks to help seniors maintain their mobility and independence. FY2021 projects address aging road user safety from several angles and enlist local agencies to address this important issue in their specific geographic areas.

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

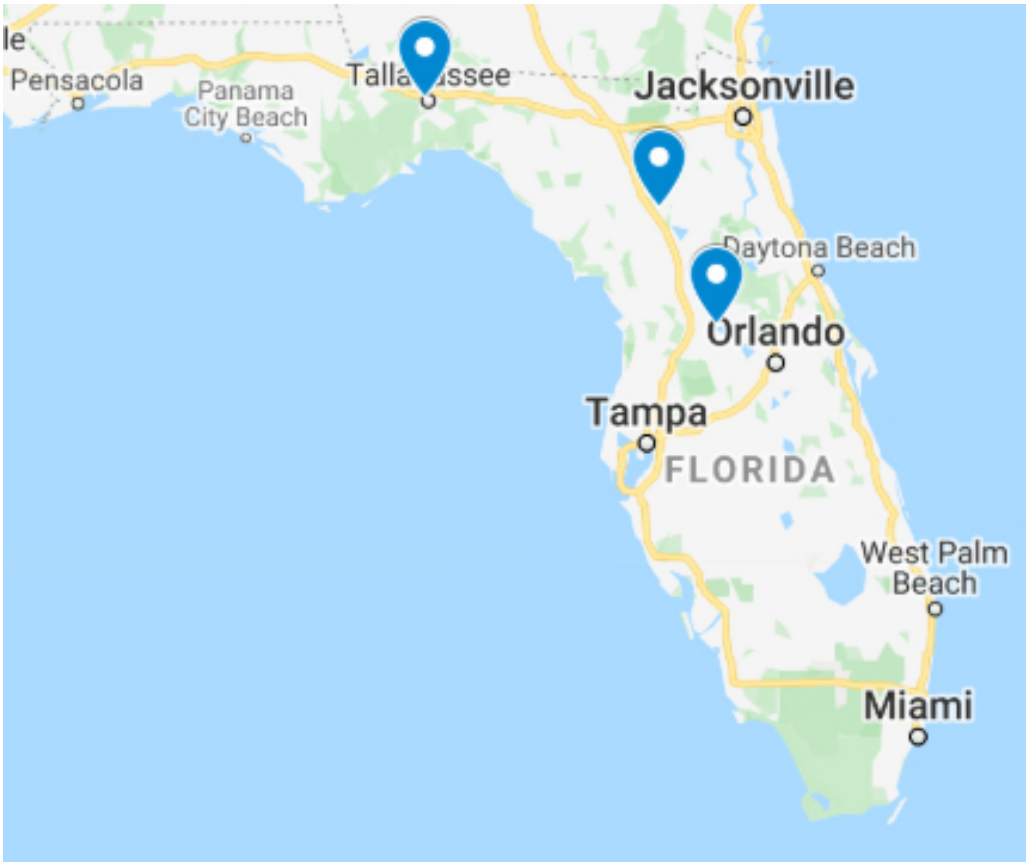
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency:	Florida State University - Pepper Institute on Aging and Public Policy
Project Name:	Safe Mobility for Life Coalition
Project Number:	CP-2021-00025
Funding Source:	402
Local Benefit:	$0
Project Description:	Florida State University's Pepper Institute will assist Florida's Safe Mobility for Life Coalition with program management, coalition meeting support, and program evaluation. This project will also oversee the implementation of Florida's Aging Road User Strategic Safety Plan and oversee CarFit training and events statewide. CarFit is a national educational program created by the American Society on Aging in collaboration with the American Automobile Association, AARP, and the American Occupational Therapy Association. CarFit offers older adults the opportunity to assess how well their personal vehicles "fit" them and provides information and materials about community-specific resources and activities that enhance driver safety and increase mobility.
Budget:	**$350,000**

Agency:	Leesburg Police Department
Project Name:	Aging Road User Program
Project Number:	CP-2020-00290
Funding Source:	402
Local Benefit:	$15,000
Project Description:	The Leesburg Police Department will receive funding to conduct aging road user education and outreach. Efforts include participating in local events and providing presentations at local civic groups and communities. Educational materials for aging road users will also be provided to inform them of driving risks, help them assess their driving knowledge and capabilities, suggest methods to adapt to and compensate for changing capabilities and provide information on alternative transportation options available.
Budget:	**$15,000**

Agency:	University of Florida - Institute for Mobility, Activity, and Participation
Project Name:	Aging Road User Information Systems
Project Number:	CP-2021-00273
Funding Source:	402
Local Benefit:	$197,725
Project Description:	The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Aging Road User Information System. This project will reduce injuries and fatalities for aging road users by providing options for alternative methods of transportation once they can no longer drive safely. This program supports the work of the Safe Mobility for Life Coalition and the strategies of Florida's Aging Road User Strategic Safety Plan.
Budget:	**$197,725**

COMMUNITY TRAFFIC SAFETY OUTREACH

DESCRIPTION OF THE PROBLEM

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

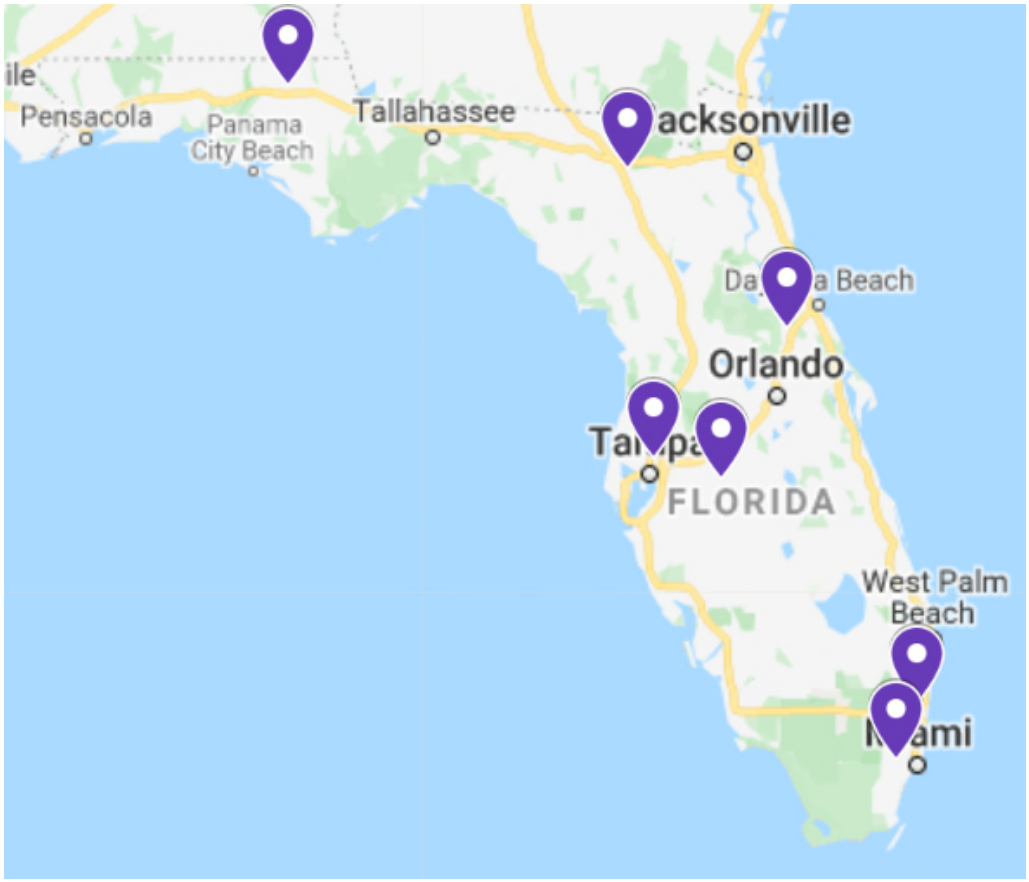
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 402

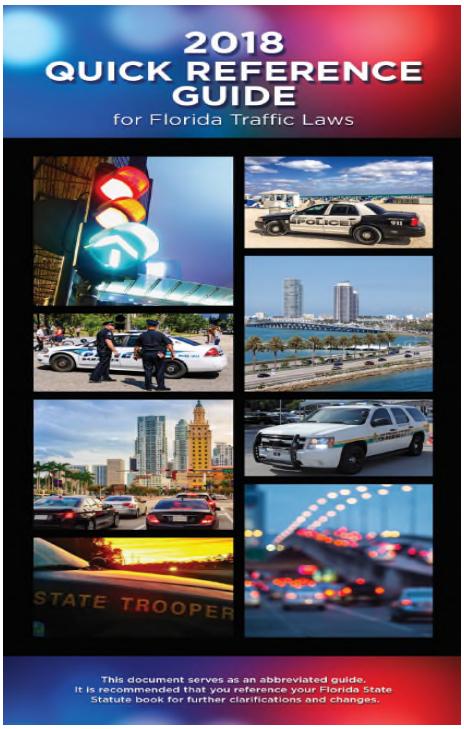
Local Benefit: $255,000

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

Budget: **$255,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2021-00026	$35,000	$35,000
Florida Department of Transportation – District 2	Public Information and Education Program – District 2	CP-2021-00084	$40,000	$40,000
Florida Department of Transportation – District 3	Public Information and Education Program – District 3	CP-2021-00028	$40,000	$40,000
Florida Department of Transportation – District 4	Public Information and Education Program – District 4	CP-2021-00295	$40,000	$40,000
Florida Department of Transportation – District 5	Public Information and Education Program – District 5	CP-2021-00298	$50,000	$50,000
Florida Department of Transportation – District 6	Public Information and Education Program – District 6	CP-2021-00186	$50,000	$50,000

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Community Traffic Safety Support
Project Number:	CP-2021-00252
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive funding to hire contractors to support the FDOT State Safety Office and other community programs along with purchasing traffic safety-related public information and education materials. The support includes, but is not limited to, assisting with strategic plans, focused studies, process reviews, and creating public information materials. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement, media materials used for advertisements, and outreach materials that are distributed as part of other programs.
Budget:	**$520,000**



DISTRACTED DRIVING

DESCRIPTION OF THE PROBLEM

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

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

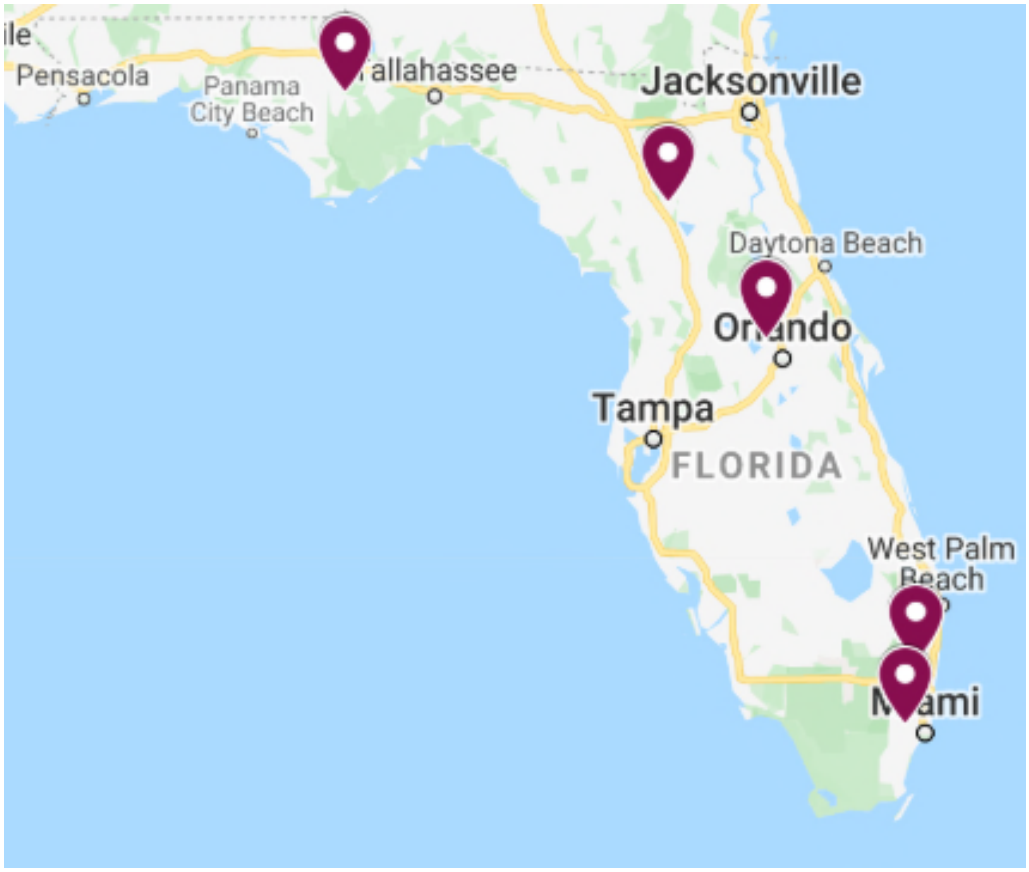
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 402

Local Benefit: $247,500

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

Budget: **$247,500**

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Apopka Distracted Driving Program	DD-2021-00118	$20,000	$20,000
Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	DD-2021-00079	$36,500	$36,500
Coral Springs Police Department	Coral Springs Distracted Driving Program	DD-2021-00200	$16,000	$16,000
Gainesville Police Department	Gainesville Distracted Driving Program	DD-2021-00241	$25,000	$25,000
Miami-Dade Police Department	Miami-Dade Distracted Driving Program	DD-2021-00294	$150,000	$150,000

IMPAIRED DRIVING

DESCRIPTION OF THE PROBLEM

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

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

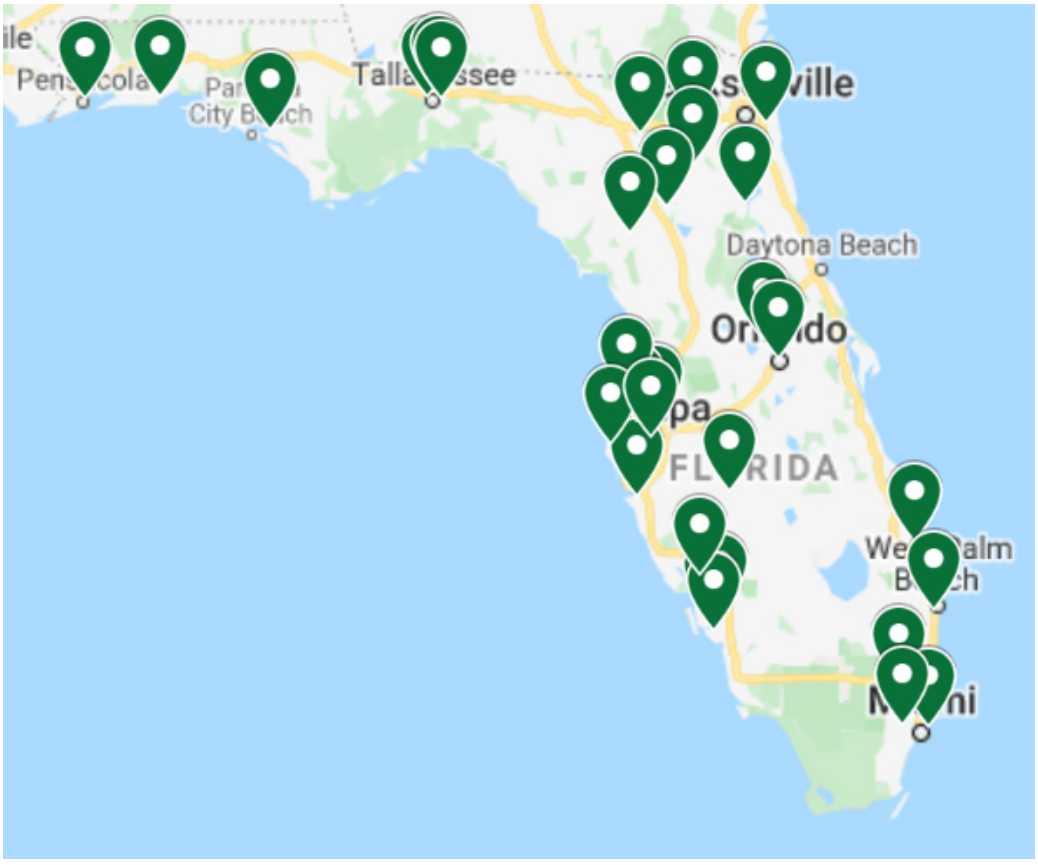
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

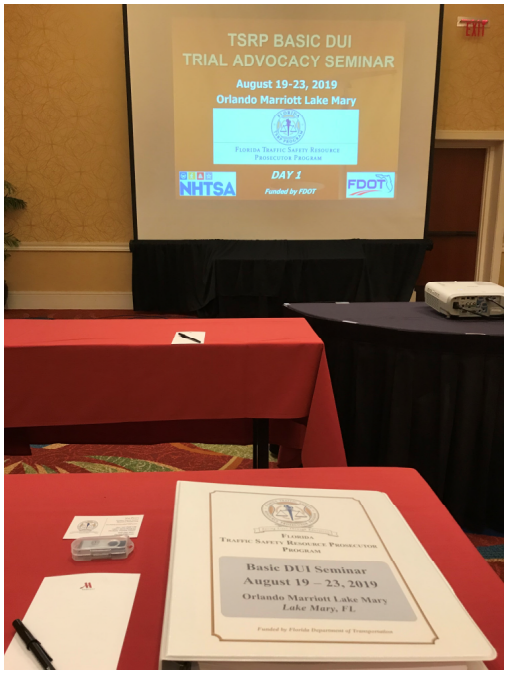
MAP OF PROJECT LOCATIONS

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



Agency:	Mothers Against Drunk Driving (MADD) Florida
Project Name:	MADD Florida Safe and Aware
Project Number:	M5X-2021-00137
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through formal classroom settings, news media, and public service announcements, along with a wide variety of other communication channels such as posters, billboards, and web banners. MADD will use 5 program specialists around the state to reach approximately 45,000 individuals.
Budget:	**$295,000**

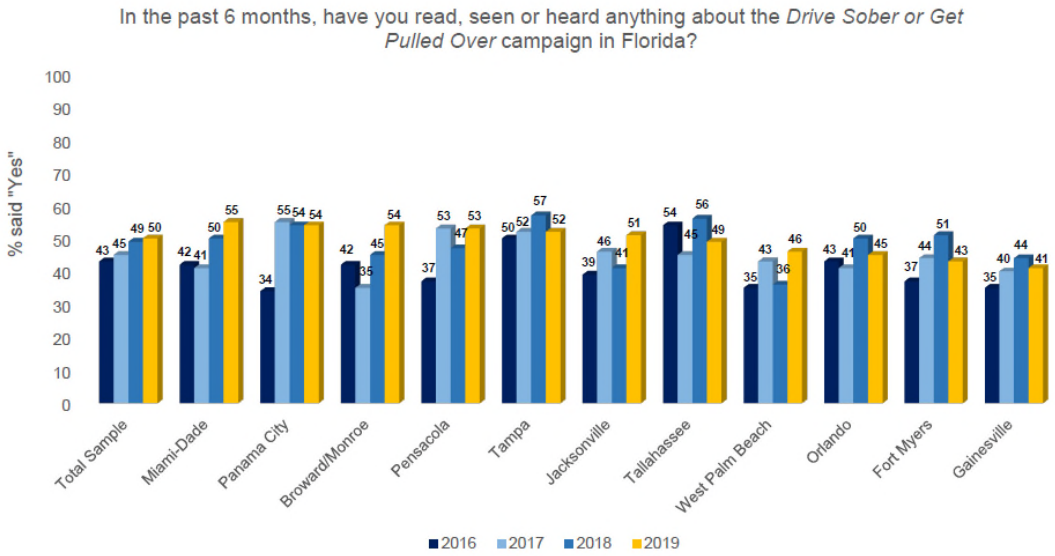
Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Traffic Safety Resource Prosecutor Program (TSRP)
Project Number:	M5CS-2021-00236
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	Tallahassee Community College will receive funding to provide training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



Agency:	Florida Department of Law Enforcement
Project Name:	Improving Highway Safety Through Data Analysis
Project Number:	M5X-2021-00315
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	The Florida Department of Law Enforcement (FDLE) which is responsible for providing drug testing services in 64 counties throughout the State of Florida will receive funding to purchase four new drug testing instruments that will assist the state with improving and speeding up of the prosecution and adjudication of impaired driving cases. FDLE will also receive training on the new equipment and train its law enforcement contributors and State Attorney's offices on case analysis and the ability to identify and report drugs for court cases which will assist in the accurate and timely prosecution of impaired drivers.
Budget:	**$1,307,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Drug Recognition Expert (DRE) Call-Out
Project Number:	M5X-2021-00104
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	The University of North Florida, Institute of Police Technology and Management will receive funding for overtime callouts to allow Drug Recognition Experts (DREs) to increase the availability of their expertise when they would otherwise not be on duty. This will mirror successful call-out programs conducted in other states. As the number of drugged driving cases increase, and with recent legislation increasing the availability of medical marijuana, it is imperative that Florida has DREs available to evaluate drivers and assist in the successful prosecution of drugged driving cases.
Budget:	**$50,000**

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



Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Florida Impaired Driving Coalition
Project Number:	AL-2021-00286
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to bring together technical stakeholders and subject matter experts from various disciplines to provide recommendations on critical impaired driving issues. The Coalition will address prevention, enforcement, prosecution, and community awareness of impaired driving in Florida, in addition to the treatment and rehabilitation of impaired drivers.
Budget:	**$207,381**

Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 405(d)

Local Benefit: N/A

Project Description: The following enforcement agencies have jurisdiction over communities with high fatalities and serious injuries due to impaired driving and currently rank in the top 25% of the FY2021 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving enforcement efforts and will utilize DUI and low-manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies are encouraged to participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays usually associated with excessive drinking such as New Year's Day, NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, Halloween, and the end of the year holiday season.

Budget: **$2,431,850**

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Arresting Impaired Motorists	M5HVE-2021-00119	N/A	$12,000
Baker County Sheriff's Office	Baker County Sheriff's Office Impaired Driver Program	M5HVE-2021-00175	N/A	$40,000
Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement Overtime	M5HVE-2021-00016	N/A	$35,000
Bradenton Police Department	Sober Streets	M5HVE-2021-00279	N/A	$42,850
Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	M5HVE-2021-00019	N/A	$65,000
Cape Coral Police Department	Cape Coral High Visibility Enforcement Impaired Driving	M5HVE-2021-00092	N/A	$71,000
Columbia County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2021-00169	N/A	$78,000

Florida Highway Patrol	Enhanced Impaired Driving Enforcement Mobile Equipment and Overtime	M5HVE-2021-00056	N/A	$372,300
Fort Myers Police Department	Impaired Driving Initiative	M5HVE-2021-00269	N/A	$52,000
Gainesville Police Department	The City of Gainesville Safe Gator Program	M5HVE-2021-00240	N/A	$65,000
Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	M5HVE-2021-00160	N/A	$401,000
Lee County Sheriff's Office	Impaired Driving Enforcement and Education Program	M5HVE-2021-00033	N/A	$75,200
Levy County Sheriff's Office	Impaired Driving Enforcement Program	M5HVE-2021-00267	N/A	$19,000
Martin County Sheriff's Office	Driving Under the Influence Awareness and Enforcement Program	M5HVE-2021-00303	N/A	$36,000
Miami Beach Police Department	Impaired Driving Initiative	M5HVE-2021-00172	N/A	$75,000
Miami-Dade Police Department	Impaired Driving	M5HVE-2021-00299	N/A	$225,000
Okaloosa County Sheriff's Office	Impaired Driving Education and Enforcement in Destin	M5HVE-2021-00218	N/A	$30,000
Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	M5HVE-2021-00020	N/A	$105,000
Palm Beach County Sheriff's Office	City of Lake Worth Beach Impaired Driving Strategy	M5HVE-2021-00191	N/A	$75,000
Pasco County Sheriff's Office	Pasco County Impaired Driving	M5HVE-2021-00058	N/A	$15,000
Pensacola Police Department	Impaired Driving Enforcement Subgrant	M5HVE-2021-00044	N/A	$36,000
Pinellas County Sheriff's Office	Driving Under the Influence Enhancement Project	M5HVE-2021-00226	N/A	$50,000
Punta Gorda Police Department	Think Before You Drink Campaign	M5HVE-2021-00004	N/A	$25,000
Putnam County Sheriff's Office	Impaired Driving Task Force	M5HVE-2021-00246	N/A	$26,500
Tampa Police Department	Last Call	M5HVE-2021-00131	N/A	$375,000
Wauchula Police Department	Operation, Outreach, Education and Enforcement Impaired Driving Safety Program	M5HVE-2021-00156	N/A	$30,000

MOTORCYCLE SAFETY

DESCRIPTION OF THE PROBLEM

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

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

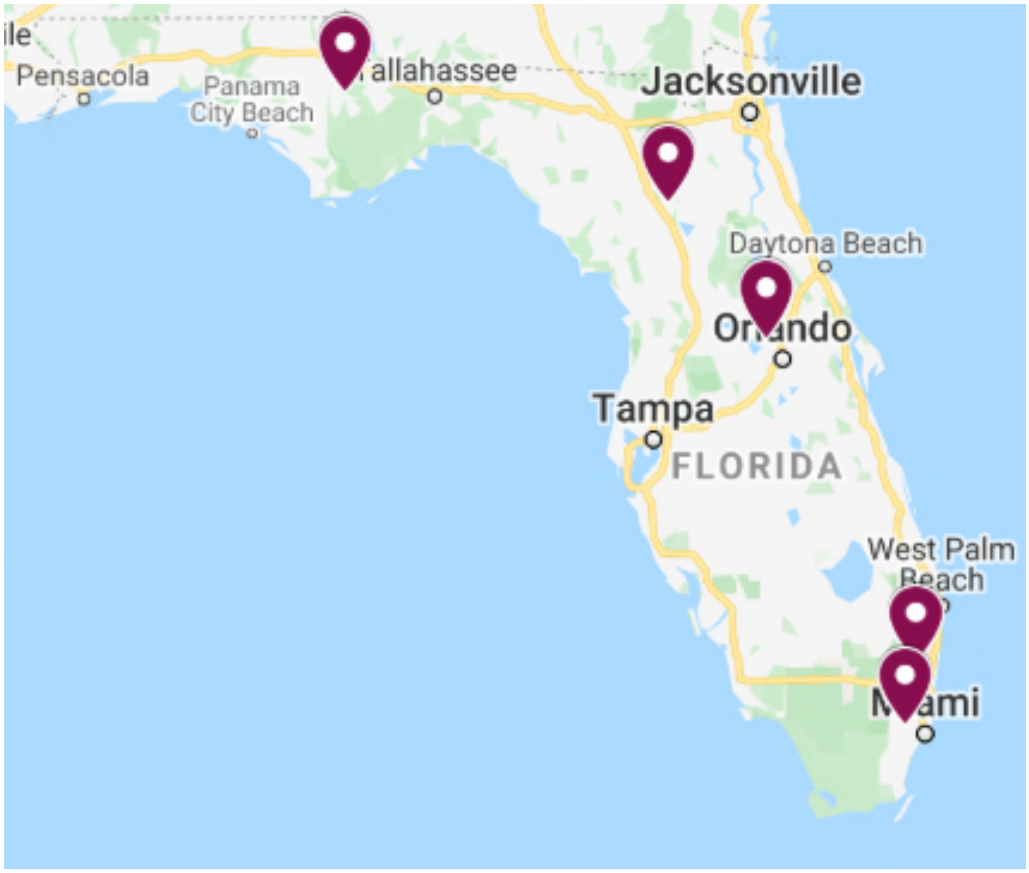
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency:	Florida Department of Highway Safety Motor Vehicles
Project Name:	Teen Motorcycle/Scooter Safety Awareness Campaign
Project Number:	MC-2021-00081
Funding Source:	402
Local Benefit:	$76,000
Project Description:	The Florida Department of Highway Motor Vehicles will receive subgrant funding to produce and provide educational materials to students and parents to promote the safe operation of motorcycles/scooters, including sharing the road, responsible riding, and the use of safety gear, along with working to improve the skill levels of motorcyclists through increased education about participation in rider education programs and proper license endorsements.
Budget:	**$76,000**

Agency:	Florida State University Police Department
Project Name:	Preventing Street Racing Through Legal Alternatives
Project Number:	MC-2021-00213
Funding Source:	402
Local Benefit:	$85,800
Project Description:	The Florida State University Police Department will continue to use its motorsports team to educate sport bike riders at amateur level sanctioned motorsports events in Florida on the dangers of street racing. Track Day training will also be offered and is intended to increase the technical skills, confidence, and respect in riders who would otherwise be engaging in risky street racing and stunting. This program allows experienced instructors to demonstrate and train on the dangers of exceeding the limitations of sport bikes on roadways and the advantages of moving into a high-performance environment.
Budget:	**$85,800**

Agency:	Gainesville Police Department
Project Name:	Motorcycle/Scooter Safety and Education Program
Project Number:	MC-2021-00238
Funding Source:	402
Local Benefit:	$50,000
Project Description:	The Gainesville Police Department will offer the Safe Motorcycle and Rider Training Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course to the public to help them improve riding skills and avoid crashes. Along with training, the Gainesville Police Department will also conduct monthly motorcycle/scooter enforcement operations targeting unsafe riding behaviors in their community.
Budget:	**$50,000**

Agency:	Jacksonville Sheriff's Office
Project Name:	Safe Motorcycle and Rider Techniques (SMART)
Project Number:	MC-2021-00055
Funding Source:	402
Local Benefit:	$24,300
Project Description:	The Jacksonville Sheriff's Office will offer the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not just to Jacksonville residents) free of charge to improve riding skills. Jacksonville is within the top 25% in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries.
Budget:	**$24,300**

Agency:	Osceola County Sheriff's Office
Project Name:	Safe Motorcycle and Rider Techniques (SMART)
Project Number:	MC-2021-00184
Funding Source:	402
Local Benefit:	$66,000
Project Description:	The Osceola County Sheriff's Office will continue offering the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not only Osceola County residents) free of charge to improve riding skills. Osceola County borders Orange County, which is one of the top five counties in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries in Osceola, Orange, and other neighboring counties. Reductions in these counties will also contribute to a significant

reduction in overall motorcycle fatalities in Florida. The Osceola County Sheriff's Office will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors in the City of Kissimmee, as one of the largest contributing cities to the total motorcycle fatalities in the Osceola County area.

Budget: **$66,000**

Agency: Tampa Police Department

Project Name: Safe Motorcycle and Rider Techniques (SMART)

Project Number: MC-2021-00108

Funding Source: 402

Local Benefit: $152,000

Project Description: The City of Tampa Police Department will offer the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not just to Tampa residents) free of charge to improve riding skills. Tampa is within the top 25% in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries in Tampa Bay area and other neighboring counties. Along with training, the Tampa Police Department will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors.

Budget: **$152,000**

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

SURVIVE THE RIDE

TRAUMA | TREATMENT | TRAINING

Funded by the Florida Department of Transportation

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Motorcycle Awareness Survey
Project Number:	MC-2021-00085
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida will conduct a motorcycle awareness survey to help evaluate the effectiveness of Florida's Motorcycle Safety Media efforts. The data collected will help improve Florida's future motorcycle safety media efforts by letting us know things like where the message is being heard, what types of media are most recognized, and rider attitudes.
Budget:	**$60,000**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Florida's Comprehensive Motorcycle Safety Program
Project Number:	MC-2021-00280
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will continue to coordinate and implement Florida's Motorcycle Safety Strategic Plan to "identify critical issues, establish achievable performance indicators, and evaluate the effectiveness of all motorcycle safety programs comprehensively." CUTR concentrates most of its efforts on the ten counties with the highest number of motorcycle fatalities: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia. However, the goal is to support all motorcycle activities across the state. To help reduce crashes, CUTR will continue a pilot project in Hillsborough and Pinellas Counties to improve awareness of the danger of riding

impaired, the importance of conspicuity and helmet use, controlled riding, and the promotion of rider endorsement and lifelong learning.

Budget: **$506,000**

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

Project Name: Motorcycle Program Evaluation and Data Collection

Project Number: MC-2021-00283

Funding Source: 402

Local Benefit: $0

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

Budget: **$115,500**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Statewide Implementation of Mentorship Program for Every Rider (MEPER)
Project Number:	MC-2021-00282
Funding Source:	402
Local Benefit:	$95,700
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive subgrant funding to revise and expand the mentorship program for every rider (MEPER) which encourages safe riding habits and helmet use. CUTR will update its approach to implementing and promoting the MEPER based on the observed outcomes and challenges experienced in the Demonstration of Voluntary Helmet Use project conducted during 2014-2019 that was funded directly by NHTSA.
Budget:	**$95,700**

Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 402

Local Benefit: $644,000

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

Budget: **$644,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Motorcycle Safety Enforcement Program	MC-2021-00101	$125,000	$125,000
Citrus County Sheriff's Office	Motorcycle Safety & Education Program	MC-2021-00291	$25,000	$25,000
City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol	MC-2021-00300	$80,000	$80,000
Daytona Beach Police Department	Increasing the Safety of Motorcyclists Through Enforcement and Education	MC-2021-00005	$55,000	$55,000
Hillsborough County Sheriff's Office	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	MC-2021-00050	$195,000	$195,000
Key West Police Department	Motorcycle/Scooter Enforcement Project	MC-2021-00064	$75,000	$75,000
Miami Beach Police Department	Motorcycle Safety Campaign	MC-2021-00173	$75,000	$75,000
Volusia County Sheriff's Office	Motorcycle Safety Subgrant	MC-2021-00098	$14,000	$14,000

OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

DESCRIPTION OF THE PROBLEM

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

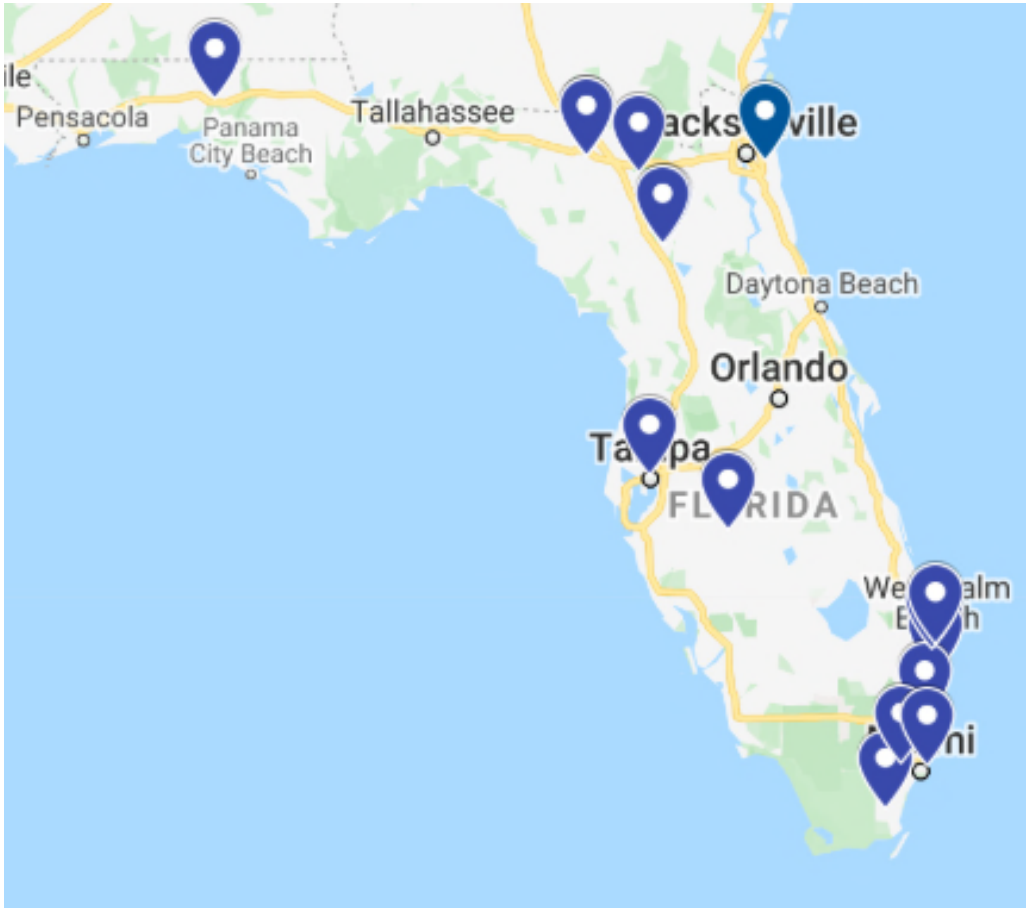
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency:	University of Florida - Institute for Mobility, Activity, and Participation
Project Name:	Child Passenger Safety Seat Fitting Station Database and Mapping
Project Number:	M1X-2021-00276
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Child Passenger Safety (CPS) Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state's youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child's car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida's Occupant Protection Strategic Plan.
Budget:	**$91,300**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Occupant Protection Assessment
Project Number:	OP-2021-00287
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of Florida's Transportation Technology Transfer Center will assist FDOT in conducting NHTSA assessment planning, preparing briefing materials, scheduling expert panel and participants, arranging travel, conducting the assessment, and providing administrative and technical support for the assessment.
Budget:	**$71,500**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Occupant Protection Coalition
Project Number:	OP-2021-00278
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of Florida's 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:	**$105,600**

Agency:	University of Florida - Transportation Technology Transfer (T2) Center
Project Name:	Florida's Occupant Protection Resource Center
Project Number:	M1X-2021-00215
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	The University of Florida's Florida Transportation Technology Transfer (T2) Center oversees the daily operations of the Florida Occupant Protection Resource Center. The Occupant Protection Resource

	Center serves the entire state as a one-stop-shop for occupant protection-related public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. This project goals are: to promote the use of child restraints, to develop and implement a plan that provides child passenger safety (CPS) seat fitting stations that meet the NHTSA 405(b) minimum criteria, and to provide appropriate training to occupant protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection laws and to provide occupant protection information geared at Florida's low use populations: 18-34 year-old males, African Americans, Hispanics and pickup truck drivers. No more than a total of $87,140.72 (5% of the FY2020 405(b) allocation) will be spent on the purchase of child safety seats.
Budget:	**$382,800**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Statewide Safety Belt and Child Passenger Safety Surveys
Project Number:	M1X-2021-00087
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	The University of North Florida Institute of Police Technology and Management will oversee the comprehensive evaluation of Florida's occupant protection usage rates. A consultant will be hired to conduct a statewide observational safety belt usage survey and a child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion surveys about occupant protection.
Budget:	**$321,000**

Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 405(b)

Local Benefit: N/A

Project Description: The following local enforcement agencies have jurisdiction over communities that have high numbers of fatalities and serious injuries due to lack of safety belt use and currently rank in the top 25% of the FY2021 Highway Safety Matrix. They will receive funding to conduct combined safety belt enforcement and education programs, efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2021 *Click It or Ticket* national campaign and enforcement waves. Subgrant funding supports overtime efforts and costs associated with printing and distributing educational materials.

Budget: **$939,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Boynton Beach Police Department	Occupant Protection and Child Passenger Safety Program	M1HVE-2021-00263	N/A	$20,000
City of Fort Lauderdale Police Department	Fort Lauderdale Occupant Protection Campaign	M1HVE-2021-00091	N/A	$60,000
Columbia County Sheriff's Office	Columbia County Occupant Protection Program	M1HVE-2021-00228	N/A	$24,000
DeFuniak Springs Police Department	DeFuniak Springs Vehicle Occupant Safety Program	M1HVE-2021-00130	N/A	$15,000
Delray Beach Police Department	Delray Beach Occupant Protection and Child Passenger Safety Program	M1HVE-2021-00205	N/A	$50,000
Homestead Police Department	Homestead Police Department Occupant Protection Project	M1HVE-2021-00094	N/A	$45,000
Live Oak Police Department	Occupant Protection	M1HVE-2021-00014	N/A	$20,000
Miami Beach Police Department	Miami Beach Occupant Protection and Child Passenger Initiative	M1HVE-2021-00010	N/A	$60,000

Miami-Dade Police Department	Miami-Dade Occupant Protection and Child Passenger Safety Program	M1HVE-2021-00302	N/A	$200,000
Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Strategy	M1HVE-2021-00190	N/A	$200,000
Suwannee County Sheriff's Office	Suwannee County Occupant Protection Program	M1HVE-2021-00221	N/A	$25,000
Tampa Police Department	Sit Tight and Belt Right	M1HVE-2021-00133	N/A	$100,000
Wauchula Police Department	Wauchula Occupant Protection and Child Safety Program	M1HVE-2021-00165	N/A	$20,000
West Palm Beach Police Department	West Palm Beach Police Department Occupant Protection Program	M1HVE-2021-00174	N/A	$100,000

PAID MEDIA

DESCRIPTION OF THE PROBLEM

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

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

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

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

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

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

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

SAFETY IMPACTS

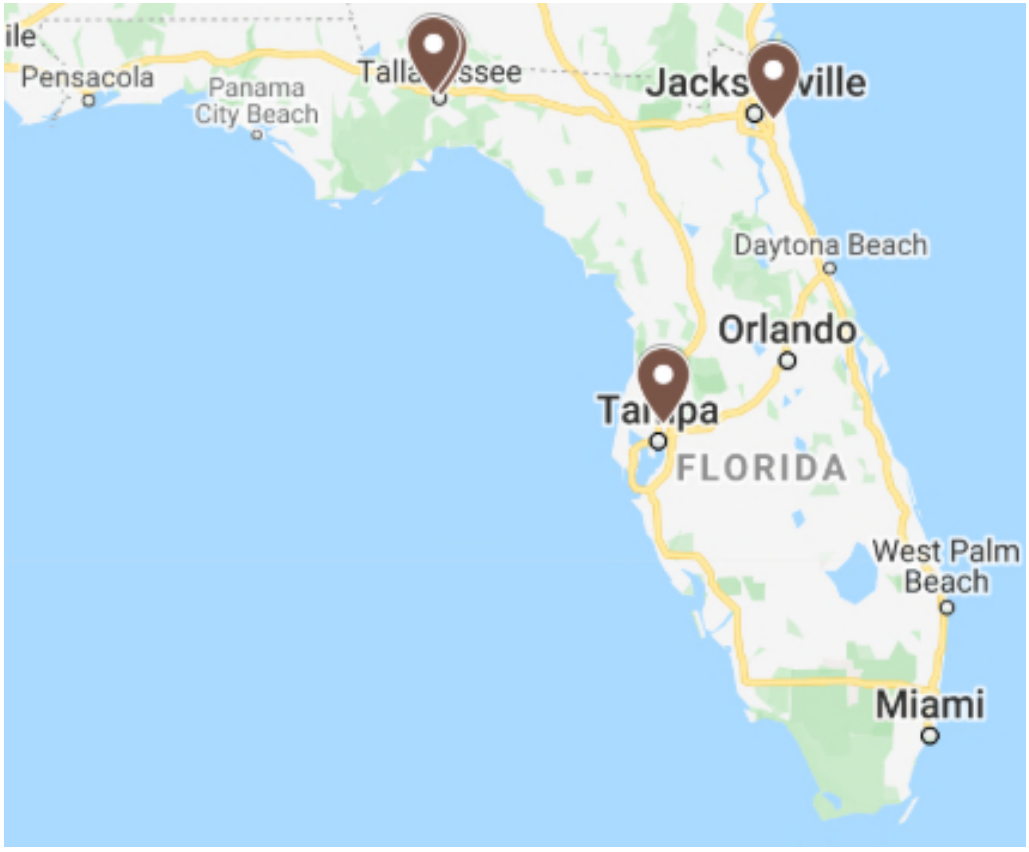
The objective of Florida's media campaigns is to focus and support statewide enforcement and education efforts to influence and sustain year-round behavioral change while getting higher returns on our investments and greater improvements in traffic safety.

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



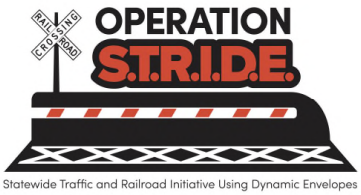
Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Distracted Driving Media Campaign
Project Number:	PM-2021-00308
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a distracted driving campaign. Distracted driving prevention messages will be promoted through mediums such as radio, internet displays and videos, social media, etc.
Budget:	**$500,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Distracted Driving Billboard Campaign
Project Number:	PM-2021-00314
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a distracted driving campaign. Distracted driving prevention messages will be promoted through outdoor billboards around the state.
Budget:	**$300,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Florida *Click It or Ticket* Media Campaign
Project Number:	PM-2021-00306
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the *Click It or Ticket* awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
Budget:	**$1,500,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Impaired Driving Statewide Media Campaign
Project Number:	M5PEM-2021-00307
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote *Drive Sober or Get Pulled Over* awareness and enforcement efforts during the NHTSA crackdowns and waves and common drinking holidays. Impaired driving prevention messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
Budget:	**$1,500,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Railroad Crossing Safety Media Campaign
Project Number:	PM-2021-00310
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT Safety Office will contract with a media vendor to purchase advertisements in the south Florida media markets to promote a railroad crossing safety campaign. Railroad crossing safety messages will be promoted through mediums such as radio, internet displays and videos, social media, outdoor billboards, etc.
Budget:	**$500,000**



Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Work Zone Safety Campaign
Project Number:	PM-2021-00309
Funding Source:	402
Local Benefit:	$0
Project Description:	The FDOT will work to create a comprehensive work zone safety campaign that includes ads that can be used in places such as: television, radio, magazine, events, internet, billboards, posters, brochures, tear sheets, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive safely in work zones.
Budget:	**$500,000**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Impaired Driving Major College Sports Marketing
Project Number:	M5PEM-2021-00209
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	Tallahassee Community College will purchase advertisements with Florida collegiate sports teams and venues to promote *Drive Sober or Get Pulled Over* to collegiate sports fans at the following schools: University of Florida, Florida State University, and University of Miami, along with the annual Florida vs Georgia football game. Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements on collegiate networks, on parking passes, public service announcements, and signs located in and around venues, and via game day activations. Marketing impaired driving prevention messages through collegiate sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.
Budget:	**$459,000**

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

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Impaired Driving Sports Media Campaign
Project Number:	M5PEM-2021-00187
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	Tallahassee Community College will purchase advertisements with Florida-based television broadcasters that specialize in covering Florida sporting events. The ads will target sports fans and encourage driving sober.
Budget:	**$216,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Pedestrian and Bicycle Safety Public Education Program – Billboard and Transit Advertising
Project Number:	FHPE-2021-00074
Funding Source:	405(h)
Local Benefit:	N/A
Project Description:	The Institute of Police Technology and Management (IPTM) will purchase billboard and transit advertising to increase awareness of traffic laws pertaining to pedestrians and bicyclists. This program will focus on areas with the highest representation of serious and fatal crashes in an effort to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.
Budget:	**$1,000,000**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Impaired Motorcyclist Prevention Campaign
Project Number:	M5PEM-2021-00281
Funding Source:	405(d)
Local Benefit:	N/A
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple markets to promote the *Drink + Ride = Lose* campaign to reduce fatalities and injuries involving impaired motorcyclists. While this is a statewide campaign, the media buy will be concentrated in counties identified as the top 10 for motorcycle crashes: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pasco, Pinellas, and Volusia Counties.
Budget:	**$500,000**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Motorcycle Safety Paid Media Campaign
Project Number:	PM-2021-00284
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of South Florida - Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple media markets to promote the *Ride Smart* concept. The campaign educates motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license. While the campaign's goal is to reach the majority of Florida's motorcyclists, the media buy will be concentrated in counties with a

large number of motorcycle registrations and a significant history of crashes including Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pasco, Pinellas, and Volusia Counties.

Budget: **$440,000**

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

Project Name: *Share the Road* Media Campaign

Project Number: M9MA-2021-00285

Funding Source: 405(f)

Local Benefit: N/A

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

Budget: **$250,800**

PEDESTRIAN AND BICYCLE SAFETY

DESCRIPTION OF THE PROBLEM

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

Several factors are involved in these crashes. Approximately sixty percent of pedestrian and bicyclist related fatal crashes occur during dark or dusk hours. A major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. Other contributing factors include crossing outside of a crosswalk, bicyclists riding against the direction of traffic, speeding drivers, and impaired or distracted drivers, pedestrians, and bicyclists. More than 40 percent of bicyclist fatalities are related to traumatic brain injury involving a cyclist who was not wearing a helmet, or who wore a helmet improperly.

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

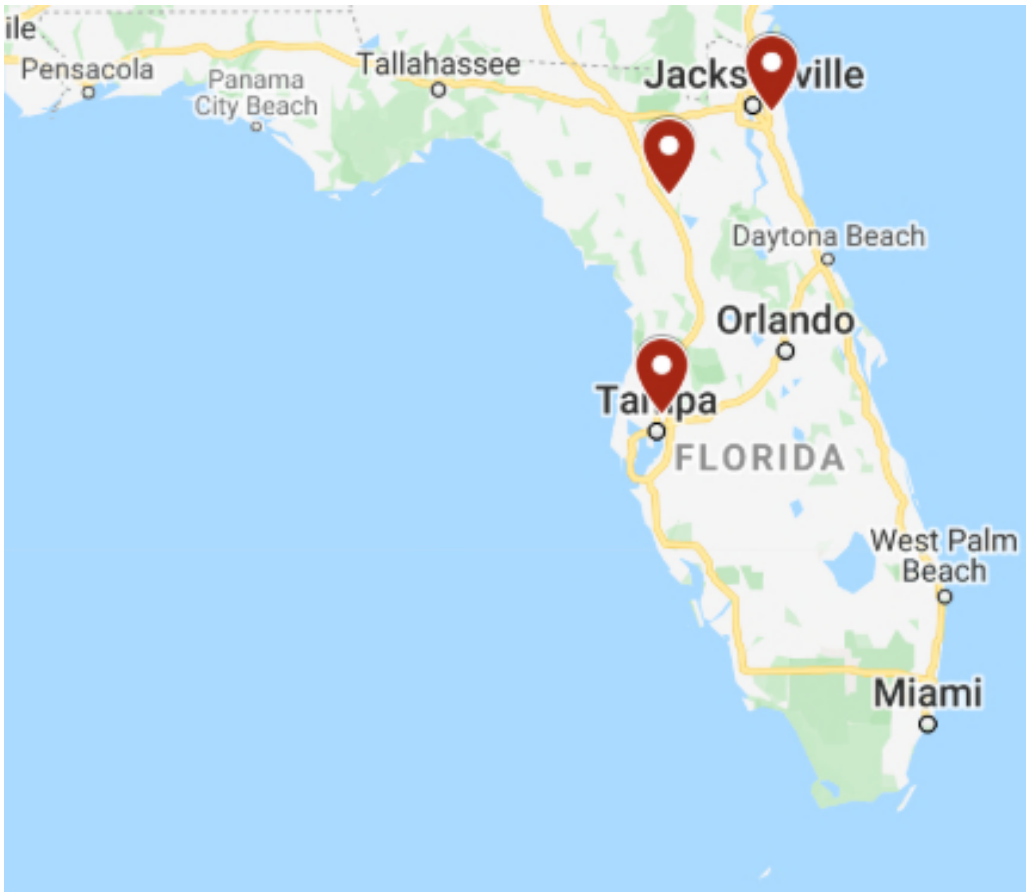
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency:	University of Florida Transportation Technology Transfer (T2) Center
Project Name:	Florida's Pedestrian and Bicycle Safety Resource Center
Project Number:	PS-2021-00288
Funding Source:	402
Local Benefit:	$610,500
Project Description:	The Florida Pedestrian and Bicycle Resource Center, a project by the University of Florida Transportation Technology Transfer (T2) Center, will identify, obtain, purchase, and deliver pedestrian and bicycle safety materials specific to Florida's at-risk populations, as directed by the State Bicycle/Pedestrian Safety Program Manager. The Center will work to address recommendations outlined in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that is scheduled for the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. that call on the state to significantly expand programs and materials available for identified at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability, by using focus groups, developing material specifically for those populations and testing for receptivity and results.
Budget:	**$610,500**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida's Comprehensive Pedestrian and Bicycle Safety Program
Project Number:	PS-2021-00067
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the Statewide Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that is scheduled for the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. This project is data driven with clear goals to support the reduction of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists on Florida's roadways. Funding under this project provides the Institute of Police Technology and Management personnel and resources to manage Florida's Pedestrian and Bicycle Focused Initiative High Visibility Enforcement Program and the contracts awarded to law enforcement agencies in the designated priority counties across Florida. These HVE contracts are paid using Federal Highway's Highway Safety Improvement Plan (HSIP) funding to reimburse overtime for officers to conduct details directed towards reducing traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists.
Budget:	**$650,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program
Project Number:	PS-2021-00113
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida Institute of Police Technology and Management will contract with law enforcement agencies to implement High Visibility Enforcement details in the twenty-five counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that is scheduled for the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. The project will be data-driven, with clear goals for education-based enforcement operations geared towards overall injury and fatality reduction through increased awareness and compliance with traffic laws. This project identifies specific priorities and is focused on implementing proven countermeasures and best practices.
Budget:	**$100,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Pedestrian and Bicycle Program Evaluation and Data Collection
Project Number:	PS-2021-00122
Funding Source:	402
Local Benefit:	$0
Project Description:	The Institute of Police Technology and Management (IPTM) will conduct formative, process, outcome, and impact evaluations of the state's Comprehensive Pedestrian/Bicycle program. The formative and process evaluations will be an ongoing evaluation process to determine if revisions need to be made to increase the effectiveness of the program.
Budget:	**$300,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Pedestrian and Bicycle Safety High Visibility Enforcement Model
Project Number:	FHX-2021-00304
Funding Source:	405(h)
Local Benefit:	N/A
Project Description:	The Institute of Police Technology and Management (IPTM) will develop and implement a High Visibility Enforcement model to reduce traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. This model will support improved compliance with and enforcement of state laws affecting the safety of pedestrians and bicyclists on Florida's roads through the implementation of highly visible enforcement mobilizations in specified priority areas of the state. This project complies with Highway Safety Program Guideline No. 14 and 23 CFR 1300.27: Non- Motorized Safety Grants.
Budget:	**$500,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Pedestrian and Bicycle Safety Program Assessment
Project Number:	PS-2021-00116
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida Institute of Police Technology and Management will assist FDOT in conducting NHTSA assessment planning, preparing briefing materials, scheduling expert panel and participants, arranging travel, conducting the assessment, and providing administrative and technical support for the assessment. The goal of this program is to conduct a NHTSA Pedestrian and Bicycle Safety Program Assessment on Florida's program.
Budget:	**$40,000**

Agency:	University of South Florida - Center for Urban Transportation Research
Project Name:	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Pilot Program
Project Number:	PS-2021-00255
Funding Source:	402
Local Benefit:	$56,000
Project Description:	The University of South Florida, Center for Urban Transportation Research (CUTR) will develop an educational program that includes peer to peer educational training and distribute to students at a minimum of four (4) state universities, in identified priority counties, to increase the knowledge of safe behavior when walking and biking and support greater compliance with traffic laws put into place to protect the safety of pedestrians and bicyclists.
Budget:	**$56,000**

PLANNING AND ADMINISTRATION

DESCRIPTION OF THE PROBLEM

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

COUNTERMEASURE STRATEGIES

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

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

RATIONALE FOR SELECTION

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

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

SAFETY IMPACTS

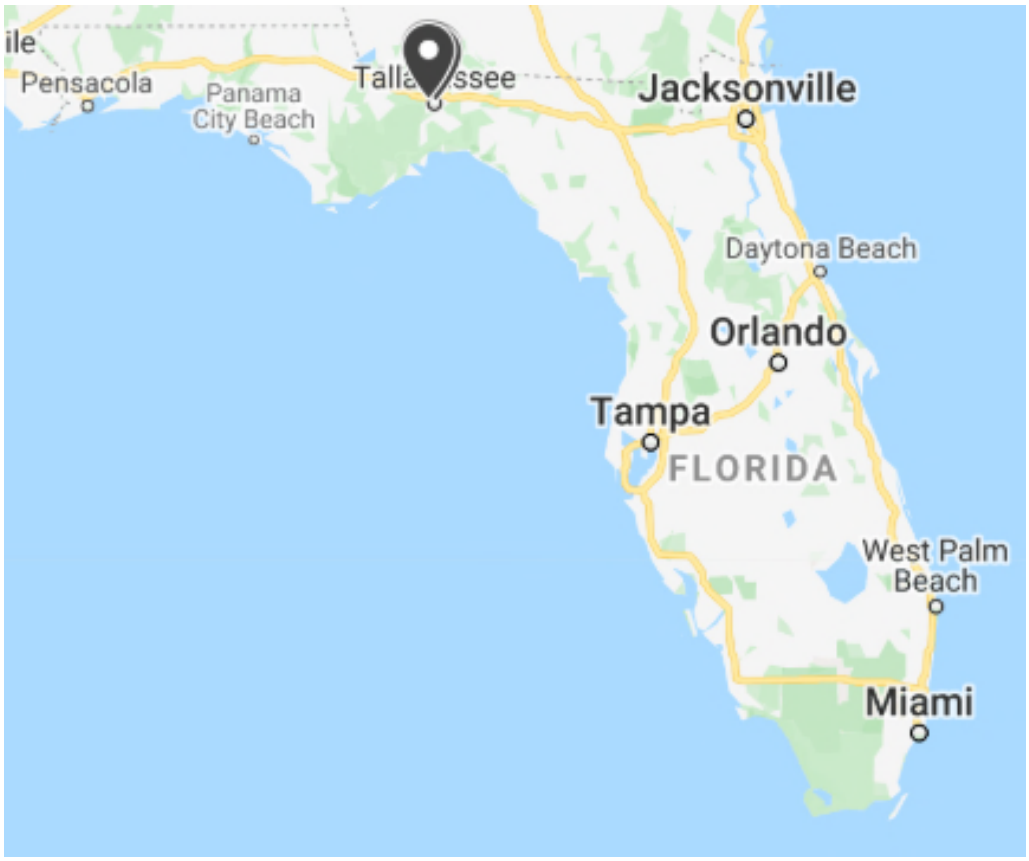
Florida's Highway Safety Program is implemented in accordance with both state and federal regulation and includes data driven enforcement, education, training, and outreach projects intended to reduce fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths.

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Operation of the Highway Traffic Safety Grant Section
Project Number:	PA-2021-00311
Funding Source:	402
Local Benefit:	$0
Project Description:	FDOT will receive reimbursement for 50 percent of salary and benefit costs for up to nine full-time employees. The staff includes a Traffic Safety Administrator, one Operations Coordinator, five Traffic Safety Program Managers, and two Traffic Safety Financial Analysts. The FDOT State Safety Office – Highway Traffic Safety Grant Section staff is responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs. The goal of the project is to develop and implement an effective Highway Safety Plan that provides the best formula for investing in making a difference in "driving down fatalities." Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.
Budget:	**$350,000**

Agency:	Florida Department of Transportation – State Safety Office
Project Name:	Highway Safety Travel and Training
Project Number:	PA-2021-00312
Funding Source:	402
Local Benefit:	$0
Project Description:	FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct federally required on-site monitoring of subgrant funded programs and to attend professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also allows for the reimbursement of travel costs for other traffic safety professionals to promote or address traffic safety issues in Florida. The goal of this project is to enable adequate and required project monitoring, provide training opportunities, and ensure FDOT State Safety Office staff and other traffic safety professionals attend relevant traffic safety meetings, conferences, and workshops.
Budget:	**$40,000**

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

POLICE TRAFFIC SERVICES - LEL

DESCRIPTION OF THE PROBLEM

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

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

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

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

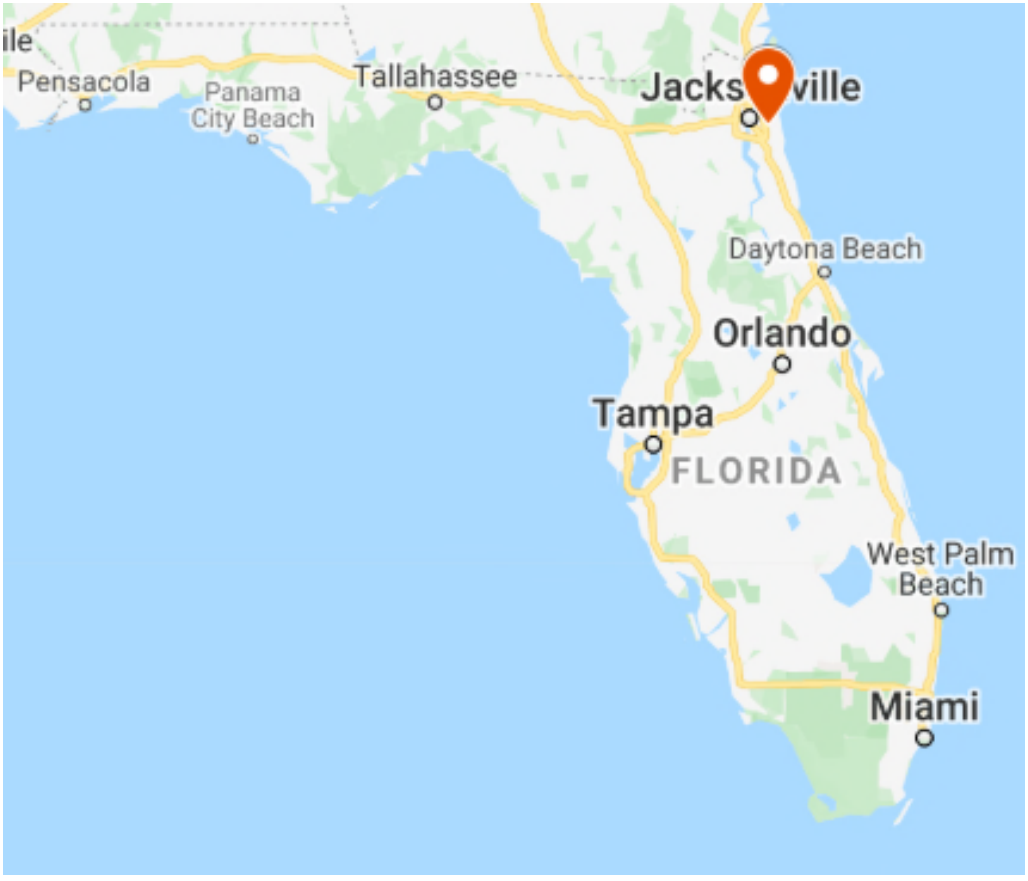
In order to keep highway safety a priority and continue the active, enthusiastic involvement of law enforcement, a system is needed that will facilitate ongoing communication, encourage participation, foster interagency coordination, and promote the goals and priorities of the FDOT State Safety Office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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



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

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida Law Enforcement Liaison Impaired Driving Awareness Program
Project Number:	M5X-2021-00106
Funding Source:	405(d)

Local Benefit:	N/A
Project Description:	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from impaired driving. Combining the *Drive Sober or Get Pulled Over* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing impaired driving in their respective communities and participate in the two NHTSA national enforcement waves.
Budget:	**$75,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida Law Enforcement Liaison Occupant Protection Awareness Program
Project Number:	M1X-2021-00127
Funding Source:	405(b)
Local Benefit:	N/A
Project Description:	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from lack of safety belt usage. Combining the *Click it or Ticket* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing safety belt use in their respective communities and participate in the yearly NHTSA national enforcement wave.
Budget:	**$75,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event
Project Number:	PT-2021-00097
Funding Source:	402
Local Benefit:	$0
Project Description:	The Florida Law Enforcement Liaison Traffic Safety Challenge recognizes the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce traffic safety laws and educate the public about distracted and impaired driving, motorcycle safety, occupant protection and child passenger safety, pedestrian and bicycle safety, speed/aggressive driving, and other traffic safety issues that impact the safety of Florida's roadway users. Law enforcement agencies submit an application that documents their agency's efforts and effectiveness in these areas, along with their participation in the 3 NHTSA national enforcement waves. Funds will be used to purchase recognition items in the form of coins and plaques to recognize outstanding traffic enforcement agencies and officers along with hosting a training and formal awards ceremony to present the recognition. This challenge supports the goal of encouraging increased statewide enforcement of traffic safety laws to reduce traffic crashes, serious injuries, and fatalities.
Budget:	**$150,000**

Agency:	University of North Florida - Institute of Police Technology and Management
Project Name:	NHTSA Region 4 and Law Enforcement Liaison Conference
Project Number:	PT-2021-00124
Funding Source:	402
Local Benefit:	$0
Project Description:	The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to plan, coordinate, and host the 2021 NHTSA Region 4 Law Enforcement Liaison (LEL) conference in Destin, Florida. The conference will be three days of education and information sharing involving, State Highway Safety Office personnel, LELs, Traffic Safety Resource Prosecutors, and law enforcement officials from throughout the five-state NHTSA Region of Alabama, Florida, Georgia, South Carolina, and Tennessee. The goal of the conference is the traffic safety partners to share best practices and build better, more effective programs in their own states to help drive down fatalities on our roadways.
Budget:	**$45,000**

PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

DESCRIPTION OF THE PROBLEM

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

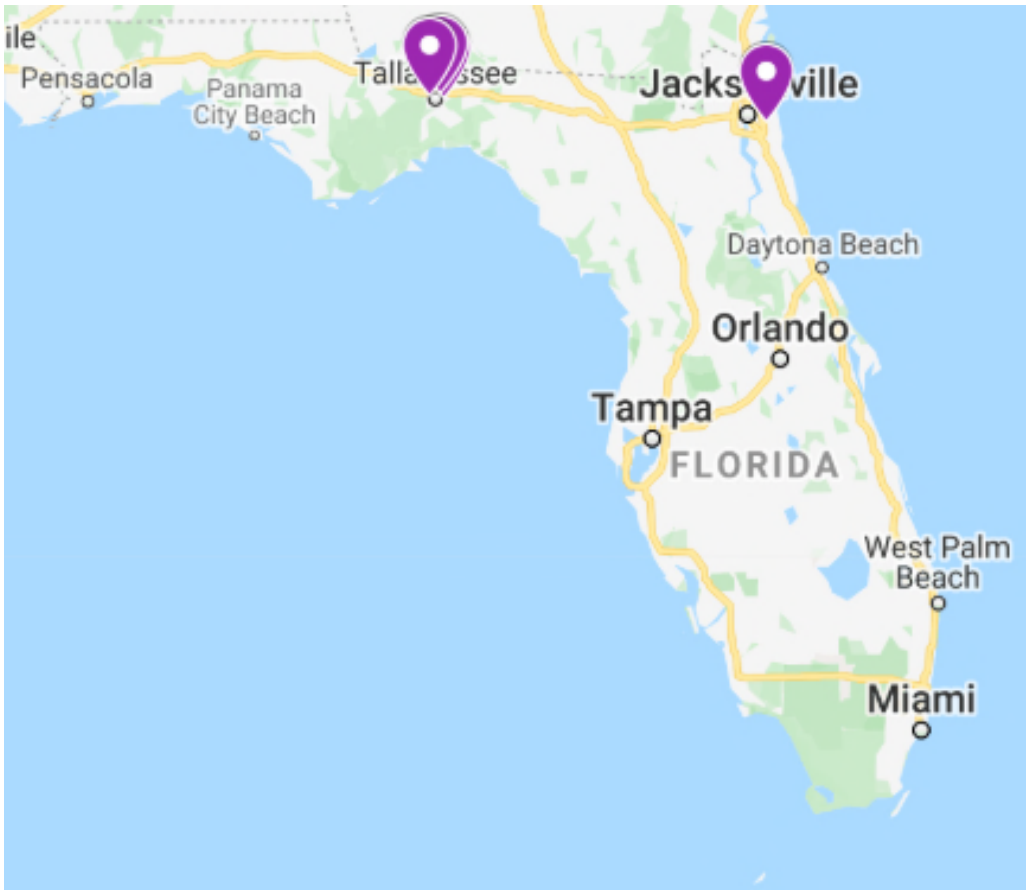
The enforcement of laws governing traffic safety and the complete adjudication of the penalties for those laws, are proven behavioral deterrents which contribute to overall reduction of traffic safety fatalities and injuries. Providing current and appropriate training for Florida's traffic safety professionals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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: (see below)

Local Benefit: $838,350

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

Budget: **$2,591,350**

Agency	Project Name	Project Number	Funding Source	Local Benefit	Budget
Florida Department of Highway Safety and Motor Vehicles	Training for Driver License Hearings	M5TR-2021-00054	405(d)	N/A	$43,000
Florida Department of Law Enforcement	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	M5CS-2021-00107	405(d)	N/A	$70,000
The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	PT-2021-00211	402	$68,250	$68,250
The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	PT-2021-00212	402	$75,600	$75,600

The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	PT-2021-00225	402	$35,000	$35,000
The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	PT-2021-00202	402	$28,350	$28,350
The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	PT-2021-00206	402	$45,000	$45,000
The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	PT-2021-00208	402	$65,000	$65,000
University of North Florida - Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	M5TR-2021-00134	405(d)	N/A	$25,000
University of North Florida - Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	M5TR-2021-00102	405(d)	N/A	$175,000
University of North Florida - Institute of Police Technology and Management	Data Driven Approaches to Crime and Traffic Safety (DDACTS)	PT-2021-00138	402	$35,700	$35,700
University of North Florida - Institute of Police Technology and Management	Digital Photography for Traffic Crash Investigators	PT-2021-00139	402	$31,800	$31,800
University of North Florida - Institute of Police Technology and Management	Drug Evaluation and Classification Program	M5TR-2021-00096	405(d)	N/A	$640,000
University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	M5TR-2021-00105	405(d)	N/A	$225,000
University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	M5TR-2021-00149	405(d)	N/A	$25,000
University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Update	M5TR-2021-00148	405(d)	N/A	$10,000

University of North Florida - Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level 1	PT-2021-00140	402	$79,500	$79,500
University of North Florida - Institute of Police Technology and Management	Forensic Evidence from Crash Fatalities	PT-2021-00141	402	$23,800	$23,800
University of North Florida - Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	PT-2021-00142	402	$89,500	$89,500
University of North Florida - Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level 1	PT-2021-00143	402	$79,500	$79,500
University of North Florida - Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	M5TR-2021-00135	405(d)	N/A	$75,000
University of North Florida - Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	M5TR-2021-00147	405(d)	N/A	$40,000
University of North Florida - Institute of Police Technology and Management	Occupant Kinematics for the Traffic Crash Reconstructionist	PT-2021-00144	402	$26,850	$26,850
University of North Florida - Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level 1	PT-2021-00145	402	$79,500	$79,500
University of North Florida - Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	FHTR-2021-00125	405(h)	N/A	$400,000
University of North Florida - Institute of Police Technology and Management	Police Motorcycle Instructor	PT-2021-00146	402	$75,000	$75,000
University of North Florida - Institute of Police Technology and Management	Sobriety Checkpoint Operations	M5TR-2021-00154	405(d)	N/A	$25,000

SPEED/AGGRESSIVE DRIVING

DESCRIPTION OF THE PROBLEM

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

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

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

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

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

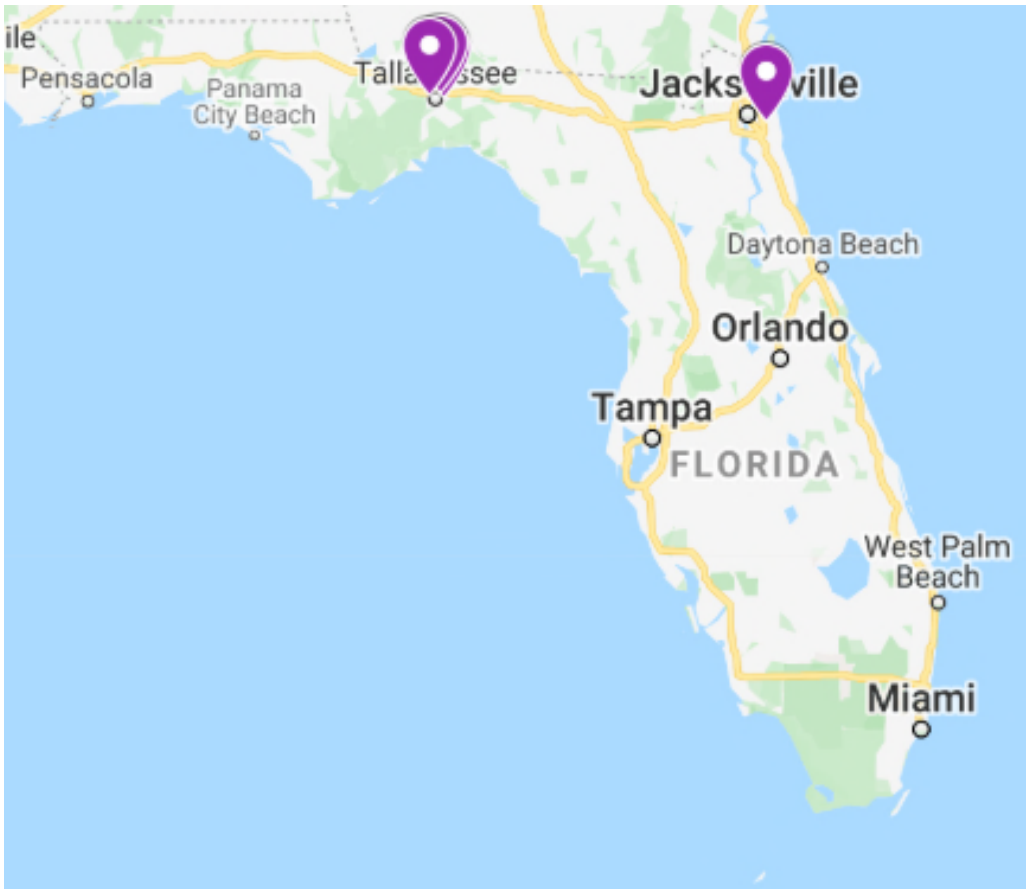
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency: (see below)

Project Name: (see below)

Project Number: (see below)

Funding Source: 402

Local Benefit: $2,193,000

Project Description: The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to reported speed/aggressive driving and currently rank in the top 25% of the FY2021 Highway Safety Matrix. They will receive funding to conduct speed and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

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

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Heavy Enforcement of Aggressive Traffic	SC-2021-00120	$29,000	$29,000
Bay County Sheriff's Office	Speed/Aggressive Driving Subgrant	SC-2021-00017	$50,000	$50,000
Boynton Beach Police Department	Boynton Beach Speed/Aggressive Driving Program	SC-2021-00115	$30,000	$30,000
Bradenton Police Department	Need for Safety	SC-2021-00277	$45,000	$45,000
Broward Sheriff's Office	Broward Aggressive-Speed Enforcement (BASE)	SC-2021-00088	$202,500	$202,500
Citrus County Sheriff's Office	Just Drive Citrus – Speed/Aggressive Driving	SC-2021-00062	$80,000	$80,000
City of Miami Police Department	Speed/Aggressive Driving Enforcement Saturation Patrol Project	SC-2021-00301	$232,500	$232,500
Daytona Beach Police Department	Obey the Sign or Pay the Fine Program - Addressing Speed/Aggressive Driving	SC-2021-00068	$50,000	$50,000
Delray Beach Police Department	Delray Beach Police Speed/Aggressive Driving Enforcement Program	SC-2021-00177	$75,000	$75,000

Fort Myers Police Department	Speed/Aggressive Driving Initiative	SC-2021-00270	$40,000	$40,000
Holly Hill Police Department	Speed/Aggressive Driving Enforcement Program	SC-2021-00021	$40,000	$40,000
Levy County Sheriff's Office	Speed/Aggressive Driving Enforcement Program	SC-2021-00272	$25,000	$25,000
Live Oak Police Department	Speed/Aggressive Driving	SC-2021-00012	$20,000	$20,000
Marianna Police Department	Operation Safe Speed	SC-2021-00009	$23,000	$23,000
Miami Beach Police Department	Speed/Aggressive Driving Initiative	SC-2021-00196	$75,000	$75,000
Miami-Dade Police Department	Speed/Aggressive Driving Subgrant	SC-2021-00057	$200,000	$200,000
Monroe County Sheriff's Office-City of Marathon	Speed/Aggressive Driving Enforcement	SC-2021-00003	$100,000	$100,000
Okaloosa County Sheriff's Office	Speed/Aggressive Driving	SC-2021-00217	$30,000	$30,000
Palm Beach County Sheriff's Office	Palm Beach County's Speed/Aggressive Driving Strategy	SC-2021-00192	$150,000	$150,000
Panama City Beach Police Department	Targeted Enforcement Against Speed/Aggressive Driving	SC-2021-00022	$50,000	$50,000
Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers (SPEED)	SC-2021-00230	$125,000	$125,000
Pinellas Park Police Department	Reduce Aggressive Driving to Achieve Road Safety (RADARS)	SC-2021-00048	$54,000	$54,000
Santa Rosa Sheriff's Office	Law Enforcement Speeding Solution (LESS) Program	SC-2021-00024	$125,000	$125,000
St Augustine Police Department	Traffic Safety Initiative	SC-2021-00248	$34,000	$34,000
Tampa Police Department	Project Safe Travels - Speed Reduction for Safer Roadways	SC-2021-00093	$165,000	$165,000
Taylor County Sheriff's Office	Speed/Aggressive Driving	SC-2021-00271	$30,000	$30,000
West Palm Beach Police Department	West Palm Beach Police Department Speed/Aggressive Driving Subgrant	SC-2021-00176	$113,000	$113,000

TEEN DRIVER SAFETY

DESCRIPTION OF THE PROBLEM

As any parent knows, handing the car keys to a new driver is a proud yet terrifying experience. Florida has over 800,000 registered teen drivers, age 15 to 19. Teen drivers are involved in approximately 40,000 crashes resulting in 200 fatalities and 2,500 serious injuries each year. Nationally, drivers aged 16 and 17 have the highest crash rates of any age group.

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

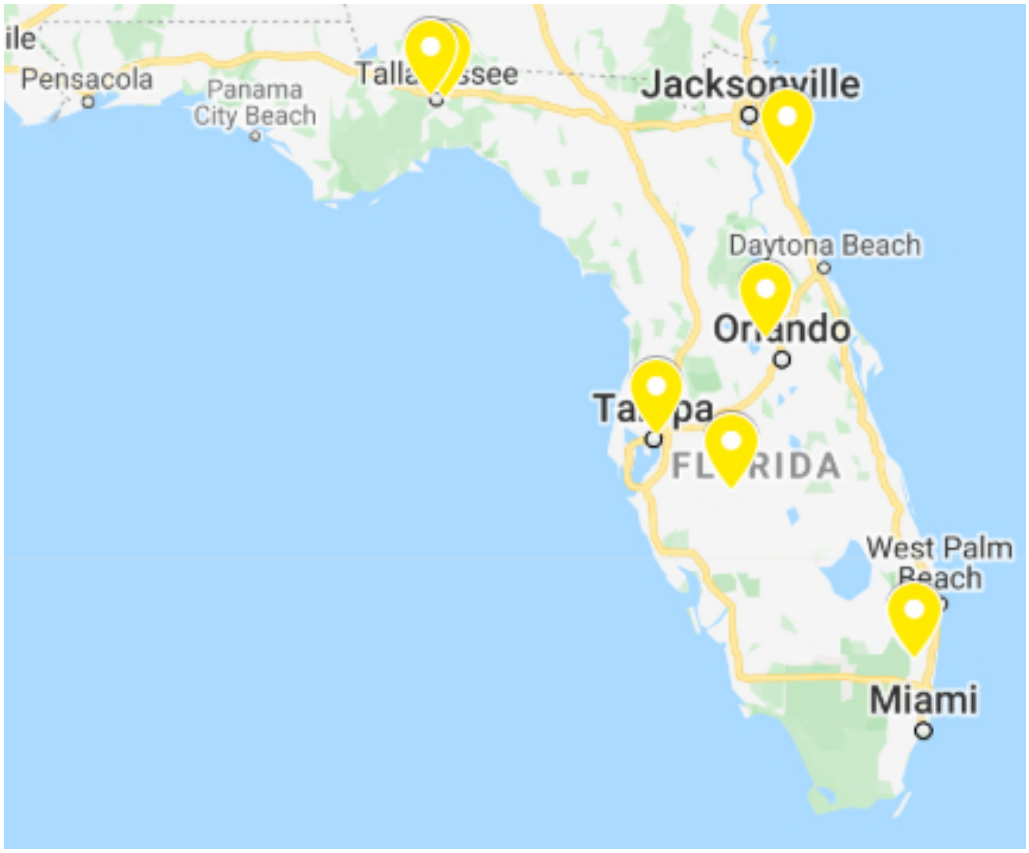
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency:	Apopka Police Department
Project Name:	Apopka Reinforces Teen Safety
Project Number:	TSP-2021-00121
Funding Source:	402
Local Benefit:	$5,000
Project Description:	The City of Apopka, in collaboration with the Apopka Police Department, will continue to utilize a combination of community outreach and education, and enforcement to assist in eliminating local teen motor vehicle crashes. Apopka Police Department will conduct in-school teen driver safety presentations to teens, faculty, and care givers at local high schools. Educational material regarding GDL laws, and other traffic safety laws will be distributed during community outreach events, as well as during enforcement contacts. Various social media outlets will be used to disseminate educational information to Apopka residents as well. The Apopka Police Department will also conduct several "Wolfpack" high-visibility enforcement operations within the vicinity of Apopka High School.
Budget:	**$5,000**

Agency:	Children and Parent Resource Group, Inc.
Project Name:	Life Changing Experience Community Education Project
Project Number:	TSP-2021-00015
Funding Source:	402
Local Benefit:	$52,000
Project Description:	The Children and Parent Resource Group, Inc. will continue its pilot project in three Northwest Florida counties; Bay, Okaloosa, and Santa Rosa. The program offers a sophisticated 3D interactive program, transforming school auditoriums into interactive cinemas, during which time students are actively engaged in a multi-sensory education experience that has been proven to effect change by

improving teens' understanding of impairment, along with the dire consequences of speeding, drinking and driving, driving while texting, driving without a seatbelt, and other destructive decisions. The participating students will also receive the ability to download a free a phone app called Revolving Door, which continues to provide insight and education for long-lasting influence.

Budget: **$52,000**

Agency: Coral Springs Police Department

Project Name: Teen Driver Safety

Project Number: TSP-2021-00199

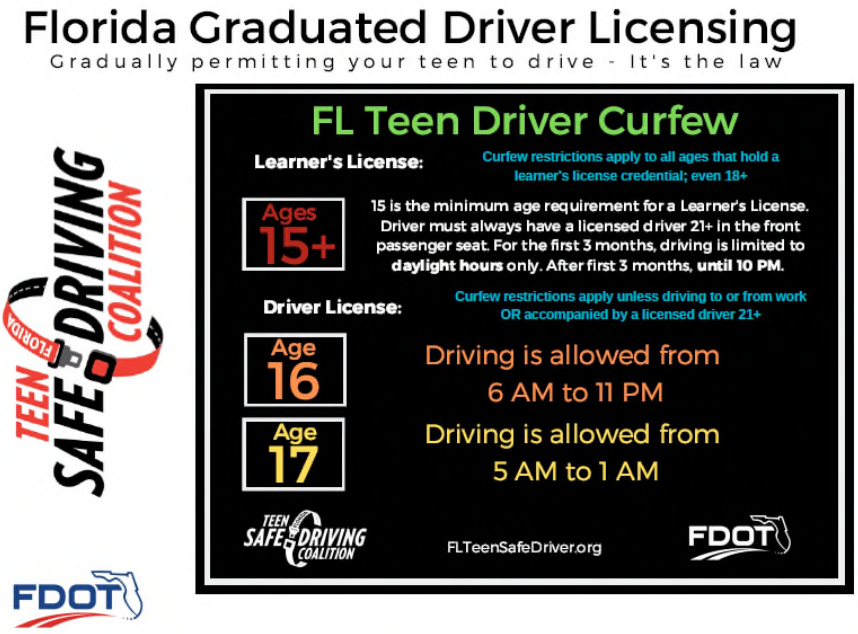
Funding Source: 402

Local Benefit: $33,000

Project Description: The Coral Springs Police Department will conduct high-visibility, zero-tolerance enforcement operations in areas identified as having high frequency teen driver-related traffic crashes and/or fatalities to assist in eliminating local teen motor vehicle crashes. The Coral Springs Police Department will also conduct bi-monthly "Wolfpack" high visibility enforcement operations within the vicinity of school zones and areas frequented by inexperienced teen drivers. Educational content will be disseminated through all available social media outlets for Coral Springs residents to increase knowledge and awareness of GDL laws and other teen traffic safety laws.

Budget: **$33,000**

Agency:	Florida Department of Highway Safety and Motor Vehicles
Project Name:	Teen Driver Safety
Project Number:	TSP-2021-00070
Funding Source:	402
Local Benefit:	$113,250
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.
Budget:	**$113,250**

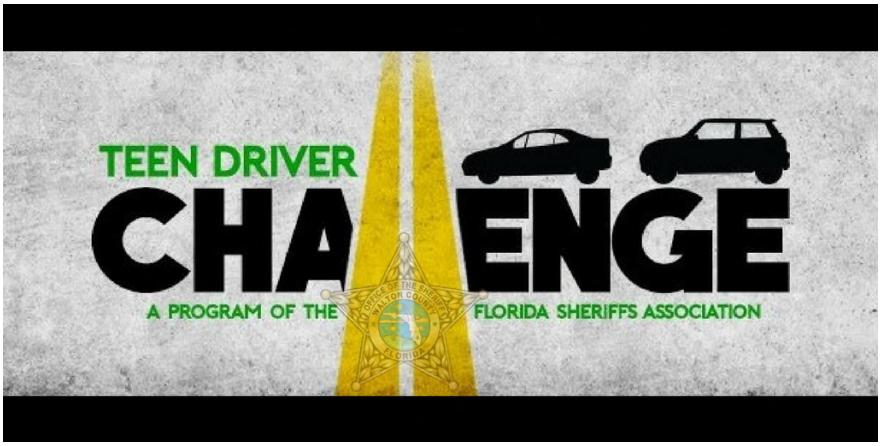


Agency:	Hillsborough County Sheriff's Office
Project Name:	Teen Driver Education and Enforcement Operation
Project Number:	TSP-2021-00157
Funding Source:	402
Local Benefit:	$100,000
Project Description:	The Hillsborough County Sheriff's Office (HCSO) will utilize a combination of targeted high visibility enforcement (HVE), and community outreach and education to reduce the number of teen-related motor vehicle crashes and fatalities. HCSO will analyze available crash data to identify areas and times for bi-monthly HVE operations. Awareness and education will be disseminated to Hillsborough County residents using local media channels, as well as conducting 10 in-school traffic safety presentations to teens, faculty, and care givers at local high schools through the HCSO Teen Driver Education and Enforcement Program.
Budget:	**$100,000**

Agency:	St. Johns County Tax Collector
Project Name:	St. Johns County Driver Education Program
Project Number:	TSP-2021-00011
Funding Source:	402
Local Benefit:	$12,800
Project Description:	St. Johns County Tax Collector will receive funding to expand their teen driver education program and offer it at a new high school. The program offers high school students ages 14-19 two phases of driver education. The 14-hour classroom lecture portion educates teens on traffic laws/rules/signs and an additional 25 hours of behind the wheel driving with a certified driving instructor.
Budget:	**$12,800**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Florida Teen Traffic Safety
Project Number:	TSP-2021-00237
Funding Source:	402
Local Benefit:	$0
Project Description:	Tallahassee Community College will continue to support a full-time coordinator and specialist to administer and oversee teen traffic safety related activities and the statewide Florida Teen Safe Driving Coalition (FTSDC). The coordinator will continue to plan and execute the coalition's quarterly meetings, during which time members with specific knowledge, expertise and commitment to teen traffic safety generate and support strategically developed initiatives driven by data and community need. The FTSDC members will be working toward the creation and distribution of educational materials, as well as continuing its work on the implementation and furtherance of the items outlined within the coalition's strategic plan. Community outreach and education will also be facilitated through "Weeks of Awareness" during which time a traffic safety presentation will be presented to students at 60 high schools across Florida. Speaker topics and stories can range from distracted driving, impaired driving, occupant protection, peer pressure in a vehicle, speed/aggressive driving, and how to speak up when you feel unsafe in a car as a passenger.
Budget:	**$324,000**

Agency:	Wauchula Police Department
Project Name:	Wauchula Police Department Teen Driver Safety
Project Number:	TSP-2021-00181
Funding Source:	402
Local Benefit:	$20,000
Project Description:	The Wauchula Police Department in collaboration with The Florida Sheriffs Association, will expand the Teen Driver Challenge program to their local area. The program will allow the Wauchula Police Department to provide teens with knowledge and hands-on experience in collision avoidance and safe driving techniques. A web portal will be available to enable parents to easily register their teens, as well as for the use of instructors to collect and exchange data related to the courses.
Budget:	**$20,000**



TRAFFIC RECORDS

DESCRIPTION OF THE PROBLEM

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

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

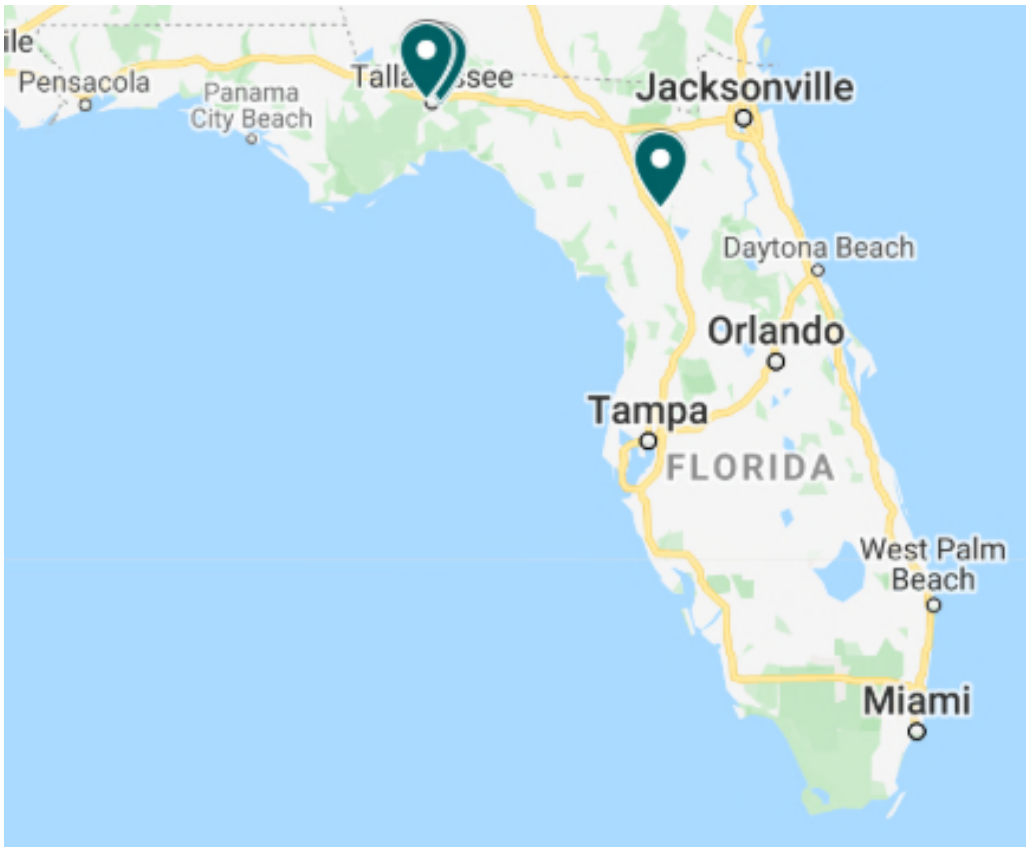
Improved coordination, data quality, integration, accessibility and utilization of traffic data promotes the increase of accurate problem identification, effective decision making, and efficient resource management for improvements, enforcement and education of traffic safety issues.

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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




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

Agency:	Florida Department of Health, Division of Emergency Preparedness and Community Support (DEPCS), Bureau of Emergency Medical Oversight
Project Name:	Field Data Collection for National Emergency Medical Services Information System (NEMSIS)
Project Number:	M3DA-2021-00076
Funding Source:	405(c)
Local Benefit:	N/A
Problem ID:	The Health Information and Policy Analysis Section operates the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Currently that program and data repository is administered using an existing commercial off-the-shelf solution known as EMSTARS-CDX. This system collects Emergency Medical Services (EMS) incident-level data in compliance with the Florida Emergency Medical Services Advisory Council Data Committee's Data Dictionary Versions 3.3.4, 3.4 and the National Emergency Medical Services Information System (NEMSIS) Version 3. Florida must continue to provide the resources to support and train on multiple NEMSIS data standards and pursue the participation of EMS providers with electronic data collection and reporting under all versions of the NEMSIS standard, while concurrently continuing to support all national standards. Project efforts will impact the timeliness, completeness, accuracy, uniformity, accessibility and integration of traffic records data which will improve Florida's Crash, Roadway, Vehicle, and EMS/Injury Surveillance data systems.
Project Description:	The implementation of the NEMSIS Version 3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process. The Florida Department of Health (FDOH) will work on increasing the number of agencies submitting data to the state repository in compliance with the current NEMSIS standards. Specifically, the FDOH will continue to transition agencies to the new national data collection standards while maintaining compliance with the prior NEMSIS Version 3 data standards. They will also assist and support licensed EMS agencies

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

In coordination with University of Florida's Signal Four Analytics, the Florida Department of Highway Safety and Motor Vehicles, and the Florida Department of Transportation, the FDOH team will also be researching and implementing if possible an EMS data exchange, along with possible traffic data linkage and integration opportunities in Signal Four Analytics.

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

Budget: **$442,225**

Agency:	Florida Department of Highway Safety and Motor Vehicles
Project Name:	Crash and Uniform Traffic Citation (UTC) Data Improvement
Project Number:	M3DA-2021-00041
Funding Source:	405(c)
Local Benefit:	N/A
Problem ID:	The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) serves as the official custodian of Florida's driver, motor vehicle, crash and citation/adjudication datasets, which are four of the six traffic records data systems. The National Highway Traffic Safety Administration has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida's roadways. Improving the data quality attributes of the crash and UTC datasets support the FLHSMV's Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the State's data-driven approach in developing traffic safety initiatives and law enforcement countermeasures. This project directly affects Florida's Citation/Adjudication and Crash traffic data systems, by using the established performance measures to implement actionable strategies to improve the accuracy, completeness, and uniformity of these two key parts of the Traffic Records Information System.
Project Description:	The Crash and UTC staff at FLHSMV will be tasked with improving Florida's crash and UTC data to provide the ability for the FLHSMV and traffic safety stakeholders to make more informed and accurate decisions and countermeasures. The crash program staff will develop a location accuracy report and establish minimum accuracy location standards that law enforcement agencies should meet. This will encourage law enforcement agencies to utilize the tools available for improved geolocation of crash reports. The UTC program staff will continue its ongoing improvement efforts and conduct four train-the-trainer workshops with the Florida Clerk of Courts. These workshops will focus on what constitutes accurate and complete UTC citation submissions and will include targeted content based on the specific accuracy and completeness issues in their counties, which were previously identified by the established performance metrics. Project funding will be provided for personnel services, training materials and travel expenses to conduct these workshops throughout the state.
Budget:	**$123,300**

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

Agency:	Florida State University
Project Name:	Electronic License and Vehicle Information System (ELVIS)
Project Number:	TR-2021-00100
Funding Source:	402
Local Benefit:	$542,490
Project Description:	The Florida State University will maintain and upgrade a data tool to provide access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data that will be provided without charge to Florida law enforcement agencies. This web-based solution will improve the accuracy and quality of traffic records data collected by these law enforcement agencies, while also reducing the redundancy and labor costs associated with manual entry. The proposed Electronic License and Vehicle Information System will provide all Florida law enforcement agencies the ability to run queries and to import contact (vehicle and driver) information into multiple traffic data forms. Resources will be allocated to a full-time Systems Architect, Systems Administrator, IT Support Specialist, part-time Principal Investigator, along with maintenance of the tool, operational costs and travel to conduct trainings and provide technical support, as well as finalizing a secondary site for disaster recovery efforts.
Budget:	**$542,490**

Agency:	Florida State University
Project Name:	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training
Project Number:	M3DA-2021-00129
Funding Source:	405(c)
Local Benefit:	N/A
Problem ID:	Across the State of Florida, many agencies collect, store, and submit traffic and criminal data using a wide variety of software tools. A few agencies still complete paper forms by hand despite corresponding issues with accuracy and timeliness. The data collected assists in identifying safety problem areas to plan accordingly in reducing crashes, serious injuries and fatalities. To accomplish data collection and storage, each law enforcement agency must endure costs associated with hardware, software, virtual private network costs and staff to manage, maintain, and support the infrastructure. The Traffic and Criminal Software (TraCS) offers a cost-effective, field-based collection solution, proving an alternative for agencies that would otherwise continue filling out reports on paper. The TraCS project will improve traffic records data by means of timeliness, accuracy, completeness, uniformity, integration, and accessibility for Florida's Crash, Citation/Adjudication, Roadway, Vehicle and Driver data systems.
Project Description:	The Florida State University (FSU) College of Engineering will continue development and enhancements to the Traffic and Criminal Software (TraCS) National Model software, including providing updates to meet state and federal guidelines. The TraCS staff will support current and future officers and IT staff at user agencies with technical support, training and begin rewriting external interfaces for case and form management, Florida Crime Information Center and National Crime Information Center imports through various vendors and Signal Four Analytics' Geolocation tool to work on both physical and web-based platforms. Currently TraCS Florida has approximately 20,000 users and is responsible for about 31% of statewide electronic crash report submittals. Due to the vast number of users, data storage capacity limits are continuously being increased and with staff resources

being dedicated to technical support, managing the primary and secondary hosting site has become burdensome. It has become apparent that the migration of the primary and secondary sites to a centralized cloud environment hosting facility, approved by the Florida Department of Law Enforcement, is necessary. The cloud-based solution will ensure minimal to no downtime since operations will not be dependent on physical hardware and it is designed to fail over instantaneously if hardware fails or when the service load is greater than what a physical server can handle. This solution will not only relieve the TraCS staff by means of administrative and equipment upkeep, but it also offers a team of network, security, and system administrator experts to better serve the TraCS.

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

Budget: **$924,268**

Agency:	The District Board of Trustees of Tallahassee Community College
Project Name:	Traffic Records Coordinating Committee Support
Project Number:	TR-2021-00268
Funding Source:	402
Local Benefit:	$0
Project Description:	Tallahassee Community College will contract with a consultant to provide technical advice and support to the Traffic Records Coordinating Committee (TRCC) Executive Board and its subcommittees. The technical advisor will assist in the update of the Traffic Records Strategic Plan as well as host and maintain the Florida TRCC website.
Budget:	**$27,500**

Agency:	University of Florida
Project Name:	Central Crash Data Repository and Improved Crash Data Quality
Project Number:	TR-2021-00249
Funding Source:	402
Local Benefit:	$0
Project Description:	The Florida Department of Highway Safety and Motor Vehicles' (FLHSMV) crash database annually receives approximately 700,000 crash reports. As the statutory custodian of Florida's crash data, FLHSMV distributes daily copies of statewide crash data and images

to two statewide recipients, the Florida Department of Transportation and University of Florida's Signal Four Analytics creating three copies of the same information. Considering a 10-year period, the 6 million records of crash data distributed at least 3 times accumulates to about 18 million records duplicated across various databases. Also, approximately 300,000 of the total crash reports submitted require law enforcement agencies to submit crash diagrams. To reduce the time for an officer to prepare these diagrams, law enforcement agencies have been using aerial photography through Signal Four Analytics as a reference layer which increases the accuracy of information. However, the current FLHSMV ingestion process is unable to support these high-resolution aerial photographs causing a reduction in resolution of the photo and sometimes causing the diagram to be unreadable.

This project with the University of Florida will finalize a web service to serve the crash report images to authorized recipients, within necessary privileges and security constraints, from one single location hosted at FLHSMV, thus eliminating the need to distribute multiple copies. In coordination with FLHSMV, the University of Florida team will finalize the functional and technical specifications needed to support the submittal of aerial photo based crash diagrams in the FLHSMV's current ingestion process to contribute to data quality improvements at present and prepare the necessary requirements to support the web-based geolocation diagramming tool in development. Lastly, the synchronization between the FLHSMV, Signal Four Analytics', and FDOT's crash databases will be finalized to provide users the necessary confidence on the reliability of Signal Four Analytics' datasets as it will contain the manually verified crash location by FDOT staff and matches the original source from FLHSMV. This project was originally awarded towards the end of quarter two in FY2020. The University of Florida team will continue their efforts during this fiscal year to complete Phase I.

Budget: **$189,339**

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

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

Budget: **$467,346**

Agency: University of Florida

Project Name: Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality

Project Number: TR-2021- 00251

Funding Source: 402

Local Benefit: $0

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

Of those 700,000 crash reports submitted by law enforcement agencies, 300,000 crash reports include a crash diagram based on Florida's crash data requirements and federal recommendations provided in the Model Minimum Uniform Crash Criteria Guidelines. This crash diagram is also necessary for the FDOT staff to accurately locate crashes. At this time, many Florida law enforcement agencies

do not have a diagramming tool and could use a geo-location tool which would eliminate the discrepancies between the crash address information and the depiction of the same location on the crash diagram.

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

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

Budget: **$556,758**

Agency: University of Florida

Project Name: Unified and Sustainable Solution to Improve Geo-location Accuracy and Timeliness of Crashes and Citations

Project Number: M3DA-2021-00224

Funding Source: 405(c)

Local Benefit: N/A

Problem ID: Crash location fields exhibit the highest error rate of all crash data elements when it comes to mapping crashes. Citations present an even more severe problem. These shortcomings are frequently not addressed in our crash and citations data systems leading to several issues such as, post-report geocoding of crashes by stakeholders leading to recurring costs and duplication of efforts, lack of timeliness of useful crash data for analysis, and lack of accuracy

and consistency across the various geolocation efforts which creates major concerns about the integrity of the data and therefore raises questions about the validity of any crash analysis that depends upon it.

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

Project Description:

This project with the University of Florida will address the error rate in location data by providing a solution to automatically geo-locate crashes and citations. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the state. The project will create a unified geo-location and validation service that can be accessed via the internet by any electronic crash and citation data collection system of any vendor in Florida. This web service solution accomplishes the geolocation and validation of the location by using the Florida Department of Transportation's Unified Roadway Basemap. It has become apparent that citations suffer from the same problem in relation to accurate crash location data. Therefore, the Geo-Location tool will continue efforts in partner with the Traffic and Criminal Software (TraCS) agencies to incorporate the tool not only on their e-crash system but also on their e-citation system. A new task to be accomplished this fiscal year will be to coordinate with the Florida Department of Health on exploring the use of this tool to map EMS reports and/or to identify possible solutions to obtain location data from EMS reports as we plan on data integration and linkage.

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

Budget: **$168,546**

WORK ZONE SAFETY

DESCRIPTION OF THE PROBLEM

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

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

COUNTERMEASURE STRATEGIES

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

EFFECTIVENESS OF PROGRAM

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

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

RATIONALE FOR SELECTION

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

SAFETY IMPACTS

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

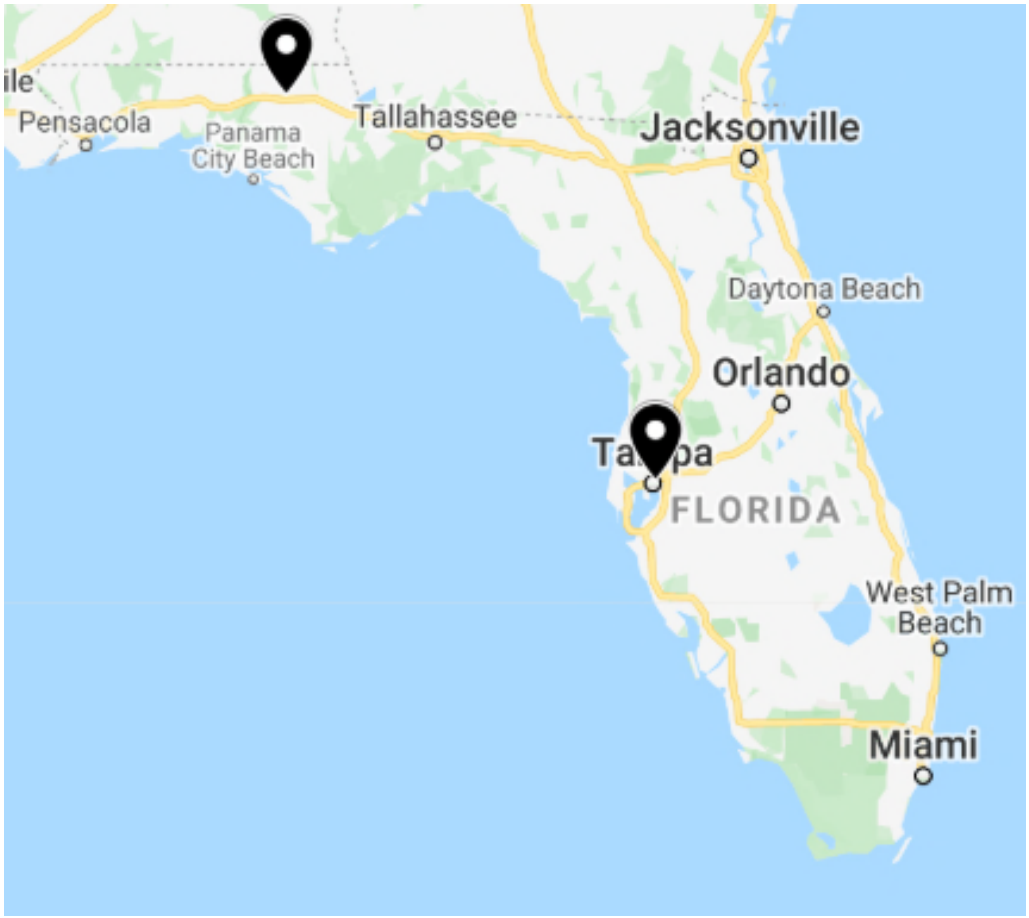
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in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

LINKAGE BETWEEN PROGRAM AREA

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

MAP OF PROJECT LOCATIONS

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



Agency:	Hillsborough County Sheriff's Office
Project Name:	Work Zone Education and Enforcement Operation
Project Number:	RS-2021-00159
Funding Source:	402
Local Benefit:	$131,000
Project Description:	The Hillsborough County Sheriff's office will receive funding for overtime salaries and benefits to conduct high visibility enforcement in work zones within their county, along with conducting work zone safety and education presentation in the community. They will also post about subgrant activities using their social media accounts, media releases, and portable message boards.
Budget:	**$131,000**

Agency:	Washington County Sheriff's Office
Project Name:	Increasing Safety and Reducing Work Zone Accidents
Project Number:	RS-2021-00245
Funding Source:	402
Local Benefit:	$80,000
Project Description:	The Washington County Sheriff's Office will receive funding to conduct speed/aggressive driving countermeasures in designated work zones areas within their county. Funding will be used to cover overtime salaries and benefits for successful enforcement as well as one speed message board.
Budget:	**$80,000**

PROJECT LIST

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding
402 (Grants)	Impaired Driving	AL-2021-00286	Florida Impaired Driving Coalition	$0.00	$207,381.00
402 (Grants)	Aging Road Users	CP-2020-00290	Aging Road User Program	$15,000.00	$15,000.00
402 (Grants)	Aging Road Users	CP-2021-00025	Safe Mobility for Life Coalition	$0.00	$350,000.00
402 (Grants)	Community Traffic Safety Outreach	CP-2021-00026	Public Information and Education Program - District 1	$35,000.00	$35,000.00
402 (Grants)	Community Traffic Safety Outreach	CP-2021-00028	Public Information and Education Program - District 3	$40,000.00	$40,000.00
402 (Grants)	Community Traffic Safety Outreach	CP-2021-00084	Public Information and Education Program - District 2	$40,000.00	$40,000.00
402 (Grants)	Community Traffic Safety Outreach	CP-2021-00186	Public Information and Education Program - District 6	$50,000.00	$50,000.00
402 (Grants)	Community Traffic Safety Outreach	CP-2021-00252	Community Traffic Safety Support	$0.00	$520,000.00
402 (Grants)	Aging Road Users	CP-2021-00273	Aging Road User Information Systems	$197,725.00	$197,725.00
402 (Grants)	Community Traffic Safety Outreach	CP-2021-00295	Public Information and Education Program - District 4	$40,000.00	$40,000.00
402 (Grants)	Community Traffic Safety Outreach	CP-2021-00298	Public Information and Education Program - District 5	$50,000.00	$50,000.00
402 (Grants)	Distracted Driving	DD-2021-00079	Calhoun County Distracted Driving Program	$36,500.00	$36,500.00
402 (Grants)	Distracted Driving	DD-2021-00118	Apopka Distracted Driving Program	$20,000.00	$20,000.00
402 (Grants)	Distracted Driving	DD-2021-00200	Coral Springs Distracted Driving Program	$16,000.00	$16,000.00
402 (Grants)	Distracted Driving	DD-2021-00241	Gainesville Distracted Driving Program	$25,000.00	$25,000.00
402 (Grants)	Distracted Driving	DD-2021-00294	Miami-Dade Distracted Driving Program	$150,000.00	$150,000.00
405h (Non-Motorized Safety)	Paid Media - Pedestrian and Bicycle Safety	FHPE-2021-00074	Pedestrian and Bicycle Safety Public Education Program - Billboard and Transit Advertising	$0.00	$1,000,000.00
405h (Non-Motorized Safety)	Public Traffic Safety Professionals Training	FHTR-2021-00125	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	$0.00	$400,000.00
405h (Non-Motorized Safety)	Pedestrian and Bicycle Safety	FHX-2021-00304	Pedestrian and Bicycle Safety High Visibility Enforcement Model	$0.00	$500,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00010	Miami Beach Occupant Protection and Child Passenger Initiative	$0.00	$60,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00014	Occupant Protection	$0.00	$20,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00091	Fort Lauderdale Occupant Protection Campaign	$0.00	$60,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00094	Homestead Police Department Occupant Protection Project	$0.00	$45,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00130	DeFuniak Springs Vehicle Occupant Safety Program	$0.00	$15,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00133	Sit Tight and Belt Right	$0.00	$100,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00165	Wauchula Occupant Protection and Child Safety Program	$0.00	$20,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00174	West Palm Beach Police Department Occupant Protection Program	$0.00	$100,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00190	Palm Beach County Occupant Protection Strategy	$0.00	$200,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00205	Delray Beach Occupant Protection and Child Passenger Safety Program	$0.00	$50,000.00
405b (Occupant Protection)	Occupant Protection and Child Passenger Safety	M1HVE-2021-00221	Suwannee County Occupant Protection Program	$0.00	$25,000.00

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00175	Baker County Sheriff's Office Impaired Driver Program	$0.00	$40,000.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00191	City of Lake Worth Beach Impaired Driving Strategy	$0.00	$75,000.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00218	Impaired Driving Education and Enforcement in Destin	$0.00	$30,000.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00226	Driving Under the Influence Enhancement Project	$0.00	$50,000.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00240	The City of Gainesville Safe Gator Program	$0.00	$65,000.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00246	Impaired Driving Task Force	$0.00	$26,500.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00267	Impaired Driving Enforcement Program	$0.00	$19,000.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00269	Impaired Driving Initiative	$0.00	$52,000.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00279	Sober Streets	$0.00	$42,850.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00299	Impaired Driving	$0.00	$225,000.00
405d (Impaired Driving)	Impaired Driving	M5HVE-2021-00303	Driving Under the Influence Awareness and Enforcement Program	$0.00	$36,000.00
405d (Impaired Driving)	Paid Media - Impaired Driving	M5PEM-2021-00187	Impaired Driving Sports Media Campaign	$0.00	$216,000.00
405d (Impaired Driving)	Paid Media - Impaired Driving	M5PEM-2021-00209	Impaired Driving Major College Sports Marketing	$0.00	$459,000.00
405d (Impaired Driving)	Paid Media - Impaired Driving	M5PEM-2021-00210	Impaired Driving Professional Sports Marketing	$0.00	$2,000,000.00
405d (Impaired Driving)	Paid Media - Motorcycle Safety	M5PEM-2021-00281	Impaired Motorcyclist Prevention Campaign	$0.00	$500,000.00
405d (Impaired Driving)	Paid Media - Impaired Driving	M5PEM-2021-00307	Impaired Driving Statewide Media Campaign	$0.00	$1,500,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00054	Training for Driver License Hearings	$0.00	$43,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00096	Drug Evaluation and Classification Program	$0.00	$640,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00102	Advanced Roadside Impaired Driving Enforcement (ARIDE)	$0.00	$175,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00105	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	$0.00	$225,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00134	Advanced Marijuana Impaired Driving Detection for Law Enforcement	$0.00	$25,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00135	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	$0.00	$75,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00147	Medical Foundations of Visual Systems Testing	$0.00	$40,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00148	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Update	$0.00	$10,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00149	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	$0.00	$25,000.00
405d (Impaired Driving)	Public Traffic Safety Professionals Training	M5TR-2021-00154	Sobriety Checkpoint Operations	$0.00	$25,000.00
405d (Impaired Driving)	Impaired Driving	M5X-2021-00077	Impaired Driving Media Awareness Survey	$0.00	$60,000.00
405d (Impaired Driving)	Impaired Driving	M5X-2021-00104	Drug Recognition Expert (DRE) Call-Out	$0.00	$50,000.00
405d (Impaired Driving)	Police Traffic Services - LEL	M5X-2021-00106	Florida Law Enforcement Liaison Impaired Driving Awareness Program	$0.00	$75,000.00
405d (Impaired Driving)	Impaired Driving	M5X-2021-00137	MADD Florida Safe and Aware	$0.00	$295,000.00

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding
405d (Impaired Driving)	Impaired Driving	M5X-2021-00315	Improving Highway Safety Through Data Analysis	$0.00	$1,307,000.00
405f (Motorcyclist Safety)	Paid Media - Motorcycle Safety	M9MA-2021-00285	Share the Road Media Campaign	$0.00	$250,800.00
402 (Grants)	Motorcycle Safety	MC-2021-00005	Increasing the Safety of Motorcyclists Through Enforcement and Education	$55,000.00	$55,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00050	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	$195,000.00	$195,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00055	Safe Motorcycle and Rider Techniques (SMART)	$24,300.00	$24,300.00
402 (Grants)	Motorcycle Safety	MC-2021-00064	Motorcycle/Scooter Enforcement Project	$75,000.00	$75,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00081	Teen Motorcycle/Scooter Safety Awareness Campaign	$76,000.00	$76,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00085	Motorcycle Awareness Survey	$0.00	$60,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00098	Motorcycle Safety Subgrant	$14,000.00	$14,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00101	Broward Motorcycle Safety Enforcement Program	$125,000.00	$125,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00108	Safe Motorcycle and Rider Techniques (SMART)	$152,000.00	$152,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00117	Motorcycle Education and Injury Prevention Program in Trauma Centers	$232,800.00	$232,800.00
402 (Grants)	Motorcycle Safety	MC-2021-00173	Motorcycle Safety Campaign	$75,000.00	$75,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00184	Safe Motorcycle and Rider Techniques (SMART)	$66,000.00	$66,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00213	Preventing Street Racing Through Legal Alternatives	$85,800.00	$85,800.00
402 (Grants)	Motorcycle Safety	MC-2021-00238	Motorcycle/Scooter Safety and Education Program	$50,000.00	$50,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00280	Florida's Comprehensive Motorcycle Safety Program	$0.00	$506,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00282	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	$95,700.00	$95,700.00
402 (Grants)	Motorcycle Safety	MC-2021-00283	Motorcycle Program Evaluation and Data Collection	$0.00	$115,500.00
402 (Grants)	Motorcycle Safety	MC-2021-00291	Motorcycle Safety & Education Program	$25,000.00	$25,000.00
402 (Grants)	Motorcycle Safety	MC-2021-00300	Motorcycle Safety Initiative Overtime Patrol	$80,000.00	$80,000.00
402 (Grants)	Occupant Protection and Child Passenger Safety	OP-2021-00278	Florida's Occupant Protection Coalition	$0.00	$105,600.00
402 (Grants)	Occupant Protection and Child Passenger Safety	OP-2021-00287	Florida's Occupant Protection Assessment	$0.00	$71,500.00
402 (Grants)	Planning and Administration	PA-2021-00235	Traffic Safety Fiscal Assistant	$0.00	$55,000.00
402 (Grants)	Planning and Administration	PA-2021-00311	Operation of the Highway Traffic Safety Grant Section	$0.00	$350,000.00
402 (Grants)	Planning and Administration	PA-2021-00312	Highway Safety Travel and Training	$0.00	$40,000.00
402 (Grants)	Paid Media - Motorcycle Safety	PM-2021-00284	Motorcycle Safety Paid Media Campaign	$0.00	$440,000.00
402 (Grants)	Paid Media - Occupant Protection	PM-2021-00306	Florida Click It or Ticket Media Campaign	$0.00	$1,500,000.00
402 (Grants)	Paid Media - Distracted Driving	PM-2021-00308	Distracted Driving Media Campaign	$0.00	$500,000.00
402 (Grants)	Paid Media - Work Zone Safety	PM-2021-00309	Work Zone Safety Campaign	$0.00	$500,000.00
402 (Grants)	Paid Media - Railroad Safety	PM-2021-00310	Railroad Crossing Safety Media Campaign	$0.00	$500,000.00
402 (Grants)	Paid Media - Distracted Driving	PM-2021-00314	Distracted Driving Billboard Campaign	$0.00	$300,000.00
402 (Grants)	Pedestrian and Bicycle Safety	PS-2021-00067	Florida's Comprehensive Pedestrian and Bicycle Safety Program	$0.00	$650,000.00
402 (Grants)	Pedestrian and Bicycle Safety	PS-2021-00113	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	$0.00	$100,000.00
402 (Grants)	Pedestrian and Bicycle Safety	PS-2021-00116	Pedestrian and Bicycle Safety Program Assessment	$0.00	$40,000.00

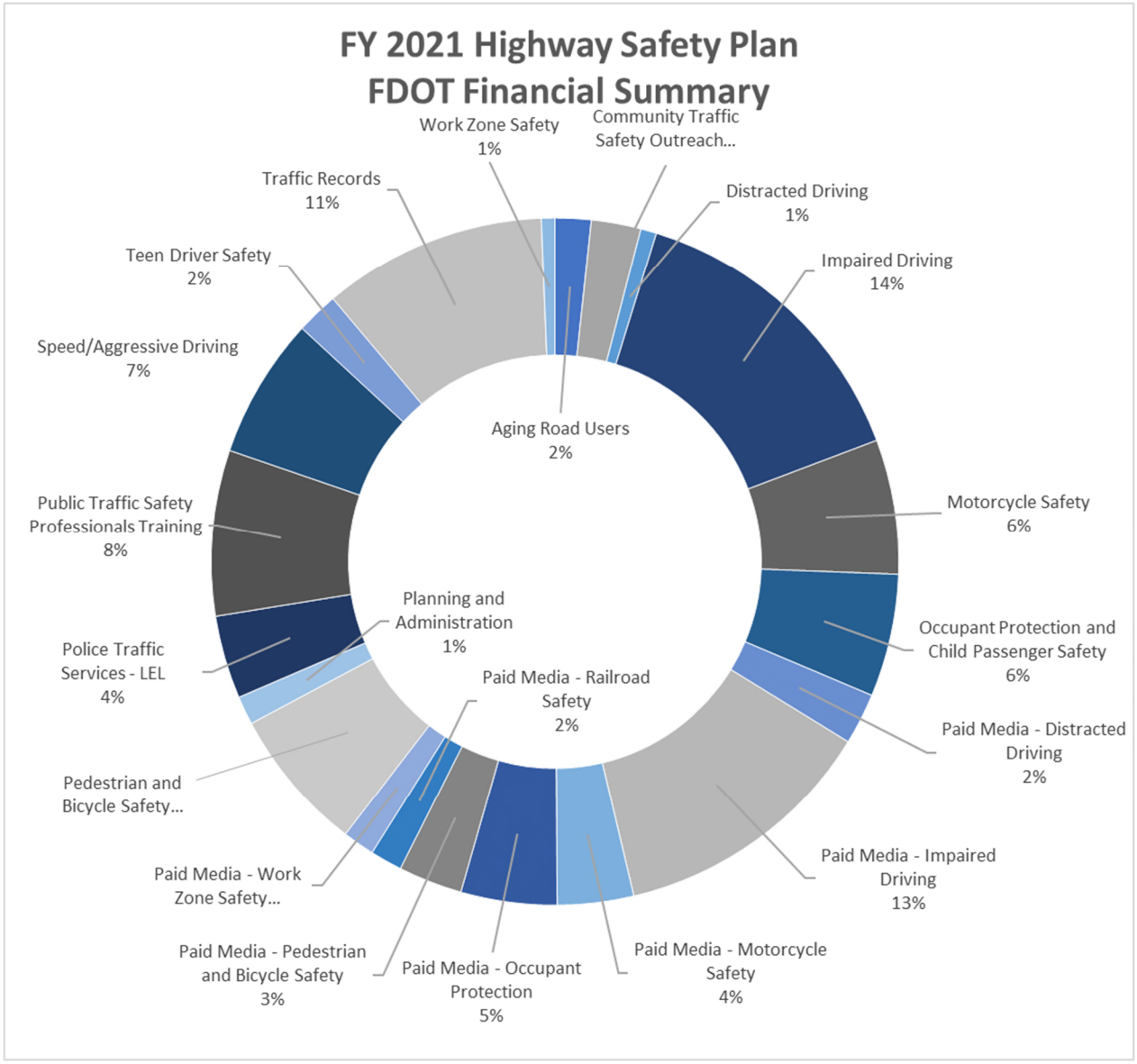
Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding
402 (Grants)	Pedestrian and Bicycle Safety	PS-2021-00122	Pedestrian and Bicycle Program Evaluation and Data Collection	$0.00	$300,000.00
402 (Grants)	Pedestrian and Bicycle Safety	PS-2021-00255	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Pilot Program	$56,000.00	$56,000.00
402 (Grants)	Pedestrian and Bicycle Safety	PS-2021-00288	Florida's Pedestrian and Bicycle Safety Resource Center	$610,500.00	$610,500.00
402 (Grants)	Police Traffic Services - LEL	PT-2021-00095	Florida Law Enforcement Liaison Program	$0.00	$950,000.00
402 (Grants)	Police Traffic Services - LEL	PT-2021-00097	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	$0.00	$150,000.00
402 (Grants)	Police Traffic Services - LEL	PT-2021-00124	NHTSA Region 4 and Law Enforcement Liaison Conference	$0.00	$45,000.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00138	Data Driven Approaches to Crime and Traffic Safety (DDACTS)	$35,700.00	$35,700.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00139	Digital Photography for Traffic Crash Investigators	$31,800.00	$31,800.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00140	Event Data Recorder Use in Traffic Crash Reconstruction - Level 1	$79,500.00	$79,500.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00141	Forensic Evidence from Crash Fatalities	$23,800.00	$23,800.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00142	Human Factors in Traffic Crash Reconstruction	$89,500.00	$89,500.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00143	Investigation of Motorcycle Crashes - Level 1	$79,500.00	$79,500.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00144	Occupant Kinematics for the Traffic Crash Reconstructionist	$26,850.00	$26,850.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00145	Pedestrian/Bicycle Crash Investigation - Level 1	$79,500.00	$79,500.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00146	Police Motorcycle Instructor	$75,000.00	$75,000.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00202	Speed Measurement Instructor Training	$28,350.00	$28,350.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00206	Speed Measurement Training	$45,000.00	$45,000.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00208	Traffic Crash Reconstruction Training	$65,000.00	$65,000.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00211	Advanced Traffic Homicide Investigation Training	$68,250.00	$68,250.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00212	Basic Traffic Homicide Investigation Training	$75,600.00	$75,600.00
402 (Grants)	Public Traffic Safety Professionals Training	PT-2021-00225	Crash Scene Mapping with Speed Lasers Training	$35,000.00	$35,000.00
402 (Grants)	Work Zone Safety	RS-2021-00159	Work Zone Education and Enforcement Operation	$131,000.00	$131,000.00
402 (Grants)	Work Zone Safety	RS-2021-00245	Increasing Safety and Reducing Work Zone Accidents	$80,000.00	$80,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00003	Speed/Aggressive Driving Enforcement	$100,000.00	$100,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00009	Operation Safe Speed	$23,000.00	$23,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00012	Speed/Aggressive Driving	$20,000.00	$20,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00017	Speed/Aggressive Driving Subgrant	$50,000.00	$50,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00021	Speed/Aggressive Driving Enforcement Program	$40,000.00	$40,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00022	Targeted Enforcement Against Speed/Aggressive Driving	$50,000.00	$50,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00024	Law Enforcement Speeding Solution (LESS) Program	$125,000.00	$125,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00048	Reduce Aggressive Driving to Achieve Road Safety (RADARS)	$54,000.00	$54,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00057	Speed/Aggressive Driving Subgrant	$200,000.00	$200,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00062	Just Drive Citrus - Speed/Aggressive Driving	$80,000.00	$80,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00068	Obey the Sign or Pay the Fine Program - Addressing Speed/Aggressive Driving	$50,000.00	$50,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00088	Broward Aggressive-Speed Enforcement (BASE)	$202,500.00	$202,500.00

Type of Funding	Final Priority Area	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding
402 (Grants)	Speed/Aggressive Driving	SC-2021-00093	Project Safe Travels - Speed Reduction for Safer Roadways	$165,000.00	$165,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00115	Boynton Beach Speed/Aggressive Driving Program	$30,000.00	$30,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00120	Heavy Enforcement of Aggressive Traffic	$29,000.00	$29,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00176	West Palm Beach Police Department Speed/Aggressive Driving Subgrant	$113,000.00	$113,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00177	Delray Beach Police Speed/Aggressive Driving Enforcement Program	$75,000.00	$75,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00192	Palm Beach County's Speed/Aggressive Driving Strategy	$150,000.00	$150,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00196	Speed/Aggressive Driving Initiative	$75,000.00	$75,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00217	Speed/Aggressive Driving	$30,000.00	$30,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00230	Strategic Policing through Education and Enforcement for Drivers (SPEED)	$125,000.00	$125,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00248	Traffic Safety Initiative	$34,000.00	$34,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00270	Speed/Aggressive Driving Initiative	$40,000.00	$40,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00271	Speed/Aggressive Driving	$30,000.00	$30,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00272	Speed/Aggressive Driving Enforcement Program	$25,000.00	$25,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00277	Need for Safety	$45,000.00	$45,000.00
402 (Grants)	Speed/Aggressive Driving	SC-2021-00301	Speed/Aggressive Driving Enforcement Saturation Patrol Project	$232,500.00	$232,500.00
402 (Grants)	Traffic Records	TR-2021- 00251	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality	$0.00	$556,758.00
402 (Grants)	Traffic Records	TR-2021-00100	Electronic License and Vehicle Information System (ELVIS)	$542,490.00	$542,490.00
402 (Grants)	Traffic Records	TR-2021-00249	Central Crash Data Repository and Improved Crash Data Quality	$0.00	$189,339.00
402 (Grants)	Traffic Records	TR-2021-00268	Traffic Records Coordinating Committee Support	$0.00	$27,500.00
402 (Grants)	Teen Driver Safety	TSP-2021-00011	St. Johns County Driver Education Program	$12,800.00	$12,800.00
402 (Grants)	Teen Driver Safety	TSP-2021-00015	Life Changing Experience Community Education Project	$52,000.00	$52,000.00
402 (Grants)	Teen Driver Safety	TSP-2021-00070	Teen Driver Safety	$113,250.00	$113,250.00
402 (Grants)	Teen Driver Safety	TSP-2021-00121	Apopka Reinforces Teen Safety	$5,000.00	$5,000.00
402 (Grants)	Teen Driver Safety	TSP-2021-00157	Teen Driver Education and Enforcement Operation	$100,000.00	$100,000.00
402 (Grants)	Teen Driver Safety	TSP-2021-00181	Wauchula Police Department Teen Driver Safety	$20,000.00	$20,000.00
402 (Grants)	Teen Driver Safety	TSP-2021-00199	Teen Driver Safety	$33,000.00	$33,000.00
402 (Grants)	Teen Driver Safety	TSP-2021-00237	Florida Teen Traffic Safety	$0.00	$324,000.00

FINANCIAL SUMMARY

FY 2021 Highway Safety Plan
FDOT Financial Summary

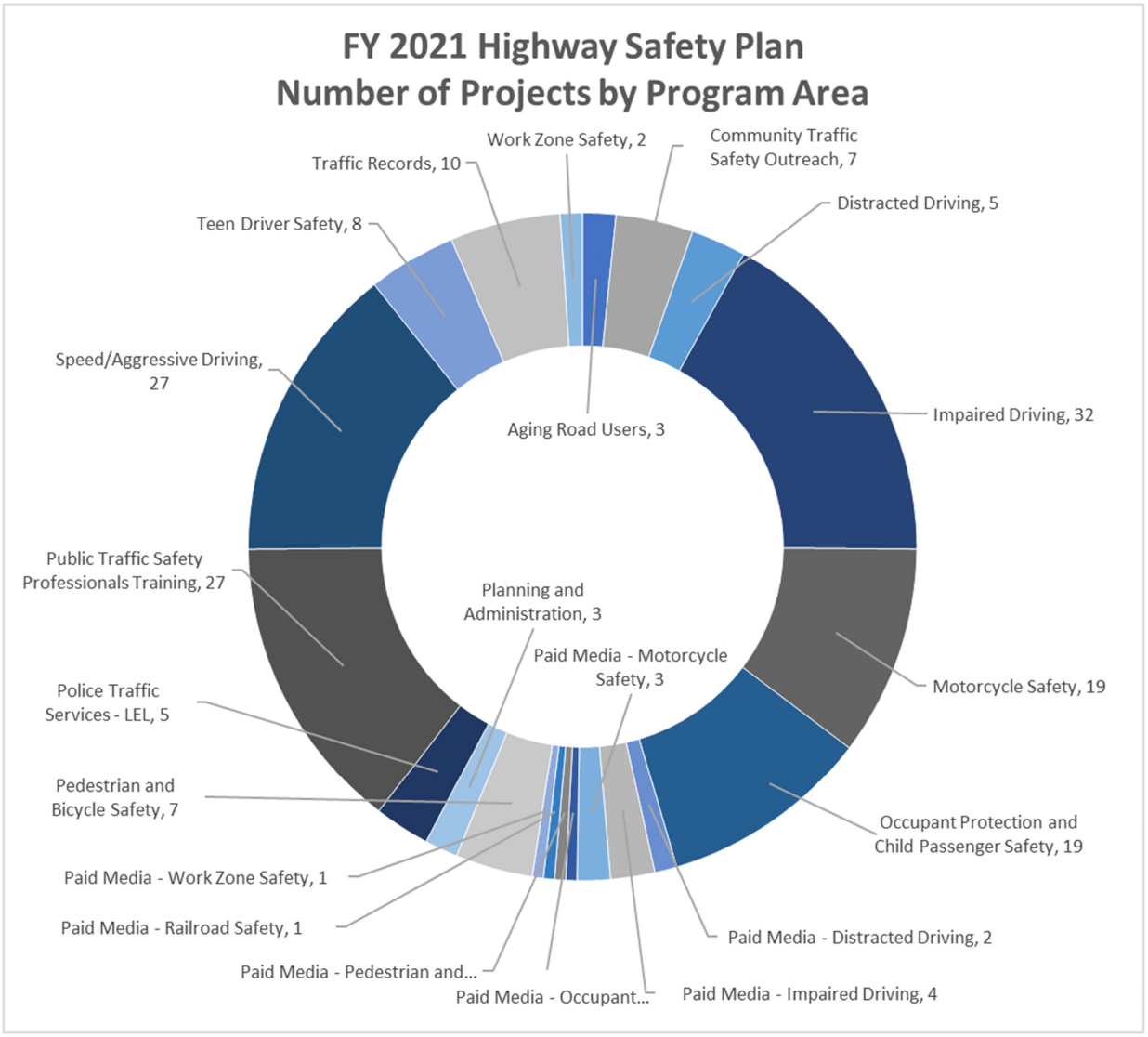
Sum of Final Funding Amount	Funding Sou							
FDOT Program Areas	402 (Grants)	405b (Occupant Protection)	405c (Traffic Records)	405d (Impaired Driving)	405f (Motorcyclist Safety)	405h (Non-Motorized Safety)	Grand Total	Percentage
Aging Road Users	$ 562,725						$ 562,725	2%
Community Traffic Safety Outreach	$ 775,000						$ 775,000	2%
Distracted Driving	$ 247,500						$ 247,500	1%
Impaired Driving	$ 207,381			$ 4,608,250			$ 4,815,631	14%
Motorcycle Safety	$ 2,108,100						$ 2,108,100	6%
Occupant Protection and Child Pas:	$ 177,100	$ 1,734,100					$ 1,911,200	6%
Paid Media - Distracted Driving	$ 800,000						$ 800,000	2%
Paid Media - Impaired Driving				$ 4,175,000			$ 4,175,000	13%
Paid Media - Motorcycle Safety	$ 440,000			$ 500,000	$ 250,800		$ 1,190,800	4%
Paid Media - Occupant Protection	$ 1,500,000						$ 1,500,000	5%
Paid Media - Pedestrian and Bicycle Safety						$ 1,000,000	$ 1,000,000	3%
Paid Media - Railroad Safety	$ 500,000						$ 500,000	2%
Paid Media - Work Zone Safety	$ 500,000						$ 500,000	2%
Pedestrian and Bicycle Safety	$ 1,756,500					$ 500,000	$ 2,256,500	7%
Planning and Administration	$ 445,000						$ 445,000	1%
Police Traffic Services - LEL	$ 1,145,000	$ 75,000		$ 75,000			$ 1,295,000	4%
Public Traffic Safety Professionals T	$ 838,350			$ 1,353,000		$ 400,000	$ 2,591,350	8%
Speed/Aggressive Driving	$ 2,193,000						$ 2,193,000	7%
Teen Driver Safety	$ 660,050						$ 660,050	2%
Traffic Records	$ 1,316,087		$ 2,184,685				$ 3,500,772	11%
Work Zone Safety	$ 211,000						$ 211,000	1%
Grand Total	**$ 16,382,793**	**$ 1,809,100**	**$ 2,184,685**	**$ 10,711,250**	**$ 250,800**	**$ 1,900,000**	**$ 33,238,628**	**100%**


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

PROJECT COUNT

FY 2021 Highway Safety Plan
Count of Projects

FDOT Program Areas	Count of Projects	Funding Amount
Aging Road Users	3	$ 562,725
Community Traffic Safety Outreach	7	$ 775,000
Distracted Driving	5	$ 247,500
Impaired Driving	32	$ 4,815,631
Motorcycle Safety	19	$ 2,108,100
Occupant Protection and Child Passenger Safety	19	$ 1,911,200
Paid Media - Distracted Driving	2	$ 800,000
Paid Media - Impaired Driving	4	$ 4,175,000
Paid Media - Motorcycle Safety	3	$ 1,190,800
Paid Media - Occupant Protection	1	$ 1,500,000
Paid Media - Pedestrian and Bicycle Safety	1	$ 1,000,000
Paid Media - Railroad Safety	1	$ 500,000
Paid Media - Work Zone Safety	1	$ 500,000
Pedestrian and Bicycle Safety	7	$ 2,256,500
Planning and Administration	3	$ 445,000
Police Traffic Services - LEL	5	$ 1,295,000
Public Traffic Safety Professionals Training	27	$ 2,591,350
Speed/Aggressive Driving	27	$ 2,193,000
Teen Driver Safety	8	$ 660,050
Traffic Records	10	$ 3,500,772
Work Zone Safety	2	$ 211,000
Grand Total	**187**	**$ 33,238,628**


FY 2021 Highway Safety Plan
Number of Projects by Program Area
Work Zone Safety, 2
Community Traffic Safety Outreach, 7
Traffic Records, 10
Distracted Driving, 5
Teen Driver Safety, 8
Speed/Aggressive Driving, 27
Impaired Driving, 32
Aging Road Users, 3
Public Traffic Safety Professionals Training, 27
Planning and Administration, 3
Paid Media - Motorcycle Safety, 3
Motorcycle Safety, 19
Police Traffic Services - LEL, 5
Pedestrian and Bicycle Safety, 7
Occupant Protection and Child Passenger Safety, 19
Paid Media - Work Zone Safety, 1
Paid Media - Railroad Safety, 1
Paid Media - Distracted Driving, 2
Paid Media - Pedestrian and...
Paid Media - Occupant...
Paid Media - Impaired Driving, 4

$5,000 EQUIPMENT LIST

Florida FY2021 HSP - $5,000 Equipment List

FDOT Program Area					
Implementing Agency / Project Name	**Project Number**	**Funding Source**	**Item**	**Maximum Units**	**Maximum Unit Cost**
Aging Road Users					
N/A					
Community Traffic Safety Outreach					
N/A					
Distracted Driving					
Calhoun County Sheriff's Office / Calhoun County Distracted Driving Program	DD-2021-00079	402	Message Board	1	$20,000
Impaired Driving					
Baker County Sheriff's Office / Baker County Sheriff's Office Impaired Driver Program	M5HVE-2021-00175	405 (d)	Intoxilyzer and Printer	1	$10,000
Bradenton Police Department / Sober Streets	M5HVE-2021-00279	405 (d)	Message Board	1	$22,000
Bradford County Sheriff's Office / Bradford County Impaired Driving Enforcement	M5HVE-2021-00019	405 (d)	Message Board	1	$15,000
Columbia County Sheriff's Office / Enhanced Impaired Driving Enforcement	M5HVE-2021-00169	405 (d)	Intoxilyzer and Printer	1	$10,000
Florida Department of Law Enforcement / Improving Highway Safety Through Data Analysis	M5X-2021-00315	405 (d)	LC/MS/MS triple quad instrument	4	$307,000
Florida Highway Patrol / Enhanced Impaired Driving Enforcement Mobile Equipment and Overtime	M5HVE-2021-00056	405 (d)	Intoxilyzer	11	$8,500
Hillsborough County Sheriff's Office / Operation Trident: Outreach, Education, and Enforcement	M5HVE-2021-00160	405 (d)	Intoxilyzer	6	$8,500
Lee County Sheriff's Office / Impaired Driving Enforcement and Education Program	M5HVE-2021-00033	405 (d)	In-Car Video System	4	$6,000
Martin County Sheriff's Office / Driving Under the Influence Awareness and Enforcement	M5HVE-2021-00303	405 (d)	Message Board	1	$20,000
Punta Gorda Police Department / Think Before You Drink Campaign	M5HVE-2021-00004	405 (d)	Message Board	1	$15,500
Putnam County Sheriff's Office / Impaired Driving Task Force 2020-2021	M5HVE-2021-00246	405 (d)	Message Board	1	$15,000

Last Updated: 07/01/20

Florida FY2021 HSP - $5,000 Equipment List

Tampa Police Department / Last Call	M5HVE-2021-00131	405 (d)	Fatal Vision Community Event Pack Fatal Vision Marijuana Campaign Kit	1 1	$6,000 $5,000
Motorcycle Safety					
Tampa Police Department / Safe Motorcycle and Rider Techniques (SMART)	MC-2021-00108	402	Trailer	1	$22,000
Occupant Protection					
N/A					
Paid Media					
N/A					
Pedestrian and Bicycle Safety					
N/A					
Planning and Administration					
N/A					
Police Traffic Services – LEL					
N/A					
Public Traffic Safety Professionals Training					
N/A					
Speed/Aggressive Driving					
Bradenton Police Department / Need for Safety	SC-2021-00277	402	Message Board	1	$20,000
Citrus County Sheriff's Office / Just Drive Citrus – Speed and Aggressive Driving	SC-2021-00062	402	Speed Measurement Trailer	1	$20,000
Marianna Police Department / Operation Safe Speed	SC-2021-00009	402	Speed Measurement Trailer	1	$8,000
Miami Beach Police Department / Speed/Aggressive Driving Initiative	SC-2021-00196	402	Speed Measurement Trailer	1	$12,000
St Augustine Police Department / Traffic Safety Initiative	SC-2021-00248	402	Speed Measurement Trailer	1	$8,000
Tampa Police Department / Project safe Travelers- Speed Reduction for Safer Roadways	SC-2021-00093	402	Speed Measurement Trailer	2	$20,000

Last Updated: 07/01/20

Florida FY2021 HSP - $5,000 Equipment List

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

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

Last Updated: 07/01/20

APPENDIX A - CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2021 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

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

State: Florida Fiscal Year: 2021

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

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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

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

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

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

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

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

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

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing a drug-free awareness program to inform employees about:
   1. The dangers of drug abuse in the workplace;
   2. The grantee's policy of maintaining a drug-free workplace;
   3. Any available drug counseling, rehabilitation, and employee assistance programs;
   4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
   5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
   1. Abide by the terms of the statement;
   2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;

d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
    1. Taking appropriate personnel action against such an employee, up to and including termination;
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (https://www.sam.gov/).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

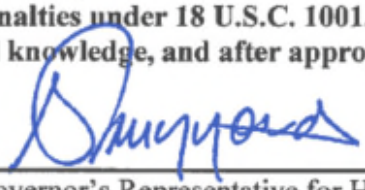
- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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



Signature Governor's Representative for Highway Safety

7/16/2020

Date

Courtney Drummond, P.E.

Printed name of Governor's Representative for Highway Safety

APPENDIX B – APPLICATION REQUIREMENTS FOR SECTION 405 GRANTS

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

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

State: Florida Fiscal Year: 2021

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

☐ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

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

All States:

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

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at pages 97-104 and 214-230 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at page 214 (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at pages 218 and attachment FL_FY21_405b_Fitting Stations by County (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at pages 219-223 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

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

☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 7/1/1986 (date) and last amended on 3/19/2015 (date), is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s): Florida Statutes 316.614.

☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
-
- _____ Minimum fine of at least $25;
- _____ Exemptions from restraint requirements.

☐ The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at page 224 (location).

☐ The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at pages 225-229 (location).

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

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date March 7-11, 2016 (date);
- Multi-year strategic plan: HSP at Attachment FL_FY21_405b_FOPC Strategic Plan June 2018 (location);
- The name and title of the State's designated occupant protection coordinator is Leilani Gruener, Traffic Safety Program Manager.
- List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at page 230 (location).

□ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);

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

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

All States:

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

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

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at 9/13/19; 12/6/19; and 4/3/20 (location).
- The name and title of the State's Traffic Records Coordinator is Melissa Gonzalez, Traffic Recors Coordinator/Program Manager
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at page 232 (location).
- The State Strategic Plan is provided as follows:
    - Description of specific, quantifiable and measurable improvements at attachment FL_FY21_405c_Florida Quantitative Progress (location);
    - List of all recommendations from most recent assessment at: attachment FL_FY21_405c_TR Assessment Priorities (location);
    - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at attachment FL_FY21_405c_Planned Activities (location);
    - Recommendations not to be addressed, including reasons for not implementing: HSP at FL_FY21_405c_TR Assessment Priorities (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at FL_FY21_405c_Florida Quantitative Progress (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on January 4, 2016 (date).

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

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

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

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

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

- HSP at page 235 and attachment FL_FY21_FIDC Charter (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at page 237 (location) contains the list of names, titles and organizations of all task force members;
- HSP at attachment FL_FY21_405d_FIDC Strategic Plan (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

□ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

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

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

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

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

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

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

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

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

Legal citation(s):

_____

_____.

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

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

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

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

Legal citation(s):

_____

_____.

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

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

Legal citation(s):

_____

_____.

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

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

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

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

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

  Legal citations:

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

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

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

  Legal citations:

  - _____ Prohibition on youth cell phone use while driving;
  - _____ Definition of covered wireless communication devices;
  - _____ Minimum fine of at least $25 for an offense;
  - _____ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

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

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

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

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

  Legal citations:

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

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

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

  Legal citations:

  - _____ Prohibition on youth cell phone use while driving;
  - _____ Definition of covered wireless communication devices;
  - _____ Minimum fine of at least $25 for an offense;
  - _____ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

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

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

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

☐ **Impaired driving program:**

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

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

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

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

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

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

☐ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**

- The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
  Legal citation(s): _____
  _____.

☐ Applying as a Data State –

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

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

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

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

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

Learner's Permit Stage –

Legal citations:

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

Intermediate Stage –

Legal citations:

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

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

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

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

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

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

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

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

☐ In the HSP at _____(location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

☐ In the HSP at _____(location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.

- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.

- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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

Signature Governor's Representative for Highway Safety

Date 7/16/2020

Courtney Drummond, P.E.

Printed name of Governor's Representative for Highway Safety

Florida's FY2021 405(B) Occupant Protection Grants

Occupant Protection Plan

Florida's Occupant Protection Coalition (FOPC) was established in March of 2017, as a result of the NHTSA technical assessment of Florida's occupant protection countermeasures program in March of 2016, and included members from: national, state and local agencies, organizations, and the private sector representing the occupant protection community; law enforcement; education; public health; and program evaluation and data. The FOPC met four times in 2017 to develop its inaugural three-year strategic plan (2018-2020) and associated action plan. The FOPC is currently in the process of drafting the 2021 updates. A copy of the current FOPC Strategic Plan is attached to this application as attachment **FL-FY21_405b_FOPC Strategic Plan_June 2018**.

Click It or Ticket Mobilization Participation

Florida's Law Enforcement Liaison Program (LEL) will be responsible for soliciting and coordinating the participation of Law Enforcement Agencies (LEAs) taking part in the 2021 Florida Law Enforcement Challenge (FLEC). The FLEC was implemented to encourage active LEAs participation in the Florida Department of Transportation (FDOT) enforcement waves for incentives, training, and recognition. Individual agencies and officers will be recognized for their outstanding efforts and accomplishments throughout the program. Saturation patrols will be used extensively during each enforcement period to impact desired results and goals. The agencies must agree to aggressively enforce Florida's primary seat belt and child restraint laws during the enforcement periods. Historically, Florida averages 200 LEAs that

participate in each wave. The Florida Highway Patrol also participates in every wave to ensure at least 70% of the state is covered. Special enforcement will be concentrated in areas identified as having low seat belt use, child restraint use, and high crash/injury rates. Statewide dates of participation in the FLECs Click It or Ticket (CIOT) wave will coincide with the Memorial Day CIOT.

The campaign wave will include the following elements:

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

.

PUBLIC INFORMATION AND EDUCATION

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

PAID MEDIA

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

DIGITAL AND SOCIAL MEDIA

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

LAW ENFORCEMENT TRAINING

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the 2021 FLEC. This training may include:

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

ENFORCEMENT EFFORTS

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

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

In addition to statewide enforcement periods, each region may conduct a local or regionalized enforcement wave during FY2021. These waves may coincide with events, programs, or other activities specific to the location. LELs and the participating LEAs will set the dates of the local or regional enforcement waves.

Reporting of all Activities and Enforcement to the Law Enforcement Liaison Coordinator (LELC)

Each LEA that participates in the 2021 FLEC will be required to report all activities conducted during the enforcement periods to the LELC or designated representative. All applicable forms will be completed and returned in the specified time frame.

PROGRAM EVALUATION

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

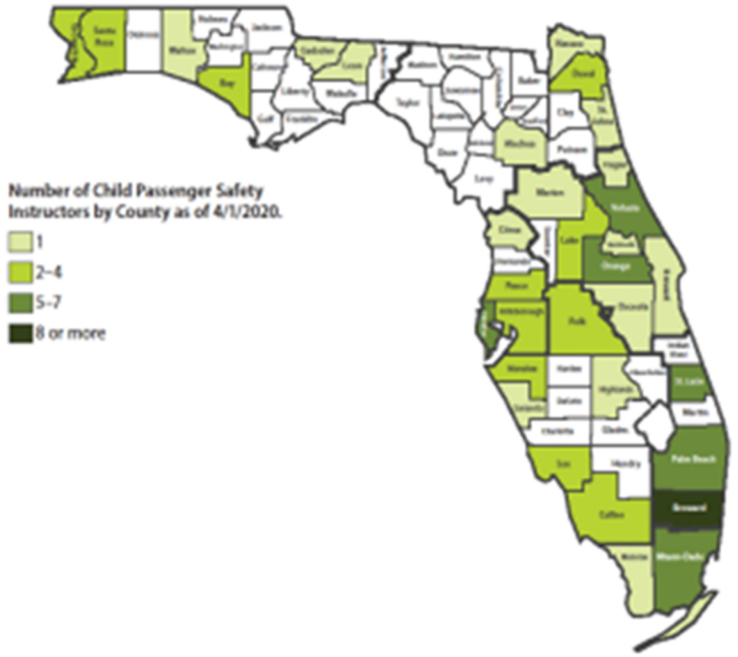
- Florida Department of Highway Safety and Motor Vehicles Traffic Crash Facts
- Florida Department of Transportation's Seat Belt and Child Restraint Use in Florida Final Report
- 2021 CIOT Public Opinion/Attitude Survey
- The number of LEAs participating in the 2021 FLEC
- The number of seat belt citations written during the 2021 FLEC
- The number of child restraint citations written during the 2021 FLEC
- Analytics measuring digital and social media following the campaign

Active Child Restraint Inspection Stations

	Population 2018 Estimate	# Stations	Rural/Urban County	FY20 Matrix Top 25% (At-Risk)
Alachua	263,753	4	Urban	No
Baker	27,488	1	Rural	No
Bay	182,218	4	Urban	Yes
Bradford	28,083	2	Rural	No
Brevard	584,050	4	Urban	No
Broward	1,903,210	20	Urban	Yes
Calhoun	15,315	0	Rural	No
Charlotte	175,413	1	Urban	No
Citrus	145,164	1	Urban	Yes
Clay	213,565	0	Urban	No
Collier	367,471	2	Urban	No
Columbia	69,566	1	Rural	Yes
Desoto	35,940	1	Rural	Yes
Dixie	16,767	0	Rural	No
Duval	954,454	3	Urban	Yes
Escambia	317,051	3	Urban	No
Flagler	108,481	0	Rural	No
Franklin	12,360	2	Rural	No
Gadsden	48,173	1	Rural	Yes
Gilchrist	17,578	0	Rural	No
Glades	13,193	0	Rural	No
Gulf	16,235	1	Rural	No
Hamilton	14,706	0	Rural	No
Hardee	27,436	0	Rural	Yes
Hendry	39,682	1	Rural	Yes
Hernando	185,421	2	Urban	No
Highlands	103,317	1	Rural	No
Hillsborough	1,419,285	12	Urban	Yes
Holmes	20,404	1	Rural	No
Indian River	152,079	0	Urban	No
Jackson	50,689	2	Rural	Yes
Jefferson	14,725	1	Rural	No
Lafayette	8,367	0	Rural	No
Lake	342,356	4	Urban	No
Lee	721,053	5	Urban	No
Leon	290,223	3	Urban	No
Levy	41,550	2	Rural	Yes
Liberty	8,781	1	Rural	No
Madison	19,420	1	Rural	No
Manatee	381,071	3	Urban	No
Marion	355,325	4	Urban	No
Martin	155,705	3	Urban	No
Miami-Dade	2,804,160	5	Urban	Yes
Monroe	76,534	2	Rural	No
Nassau	83,125	1	Rural	No
Okaloosa	198,409	3	Urban	Yes
Okeechobee	41,492	1	Rural	No
Orange	1,370,447	6	Urban	Yes
Osceola	360,426	1	Urban	No
Palm Beach	1,442,281	20	Urban	Yes
Pasco	518,639	1	Urban	No
Pinellas	971,022	9	Urban	Yes
Polk	681,691	5	Urban	No
Putnam	73,422	1	Rural	No
Saint Johns	175,552	2	Urban	No
Saint Lucie	415,896	2	Urban	No
Santa Rosa	463,627	4	Urban	No
Sarasota	241,545	4	Urban	No
Seminole	304,743	7	Urban	No
Sumter	125,779	3	Urban	No
Suwannee	45,123	1	Rural	Yes
Taylor	22,258	1	Rural	No
Union	15,966	0	Rural	No
Volusia	532,926	1	Urban	No
Wakulla	32,350	1	Rural	No
Walton	67,926	1	Rural	No
Washington	25,243	1	Rural	No
TOTALS:	**20,957,705**	**180**		

Florida has an active network of CPS inspection stations located in areas that service the majority of the State's population. Florida currently has 180 CPS Inspection Stations that service 97.1% of the state, which includes service for over 72% of Florida's rural counties and over 94% of At-Risk counties. Each station is staffed with at least one CPST. Population estimates from the Florida Legislature, Office of Economic and Demographic Research and the locations of Florida's inspection stations were used to determine the population covered. A list of Florida's active CPS Inspection Station locations is provided as attachment **FL_FY21_405b_CPS Fitting Stations by County**.

	Total # in Category	# of Counties Served	# Stations	Population Served	% of Category Served
All Counties:	**67**	**56**	**180**	**20,354,252**	**97.1%**
Rural Counties:	33	24	24	1,003,886	72.7%
Urban Counties:	34	32	140	19,350,366	94.1%
At Risk Counties:	18	17	91	11,721,373	94.4%



Child Passenger Safety Technical and Instructor Plan

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

- Florida has **87** certified CPS Instructors (CPST-I) and **5** instructor candidates.
- Florida has **12** certified Technician Proxies.
- Florida has **1,431** certified CPS Technicians (CPST).

RECRUITMENT AND TRAINING

Based on the total number of classes held and technicians trained during FFY2019 and FFY2020 (partial—through the beginning of April), an estimated 50 certification courses will be held and 425 technicians will be trained.

FY2019 TOTALS	
Certification Courses:	48
Renewal Courses:	6
Students Certified/Recertified:	467

FY2020 TOTALS*	
Certification Courses:	18
Renewal Courses:	0
Students Certified/Recertified:	57

*Through April 1, 2020

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

The following table indicates those priority counties for CPS certifciation training during the FY2021 year:

FY21 CPST Certification Course Priority Counties

2018 State Data

County	# Techs	# Instructors	# Instructor Candidates	# Spanish-Speaking	# Special Needs	Population All Ages	Techs Per 100,000*	#CPSTI Needed
Hillsborough	41	3	2	6	3	1,419,285	3.1	27
Miami-Dade	122	5	0	42	4	2,804,160	4.6	14
Osceola	10	1	0	1	1	360,426	3.1	8
Charlotte	3	0	0	1	0	175,413	1.7	6
Brevard	24	1	0	3	0	584,050	4.3	5
Hernando	5	0	0	0	0	185,421	2.7	5
Polk	28	2	0	6	0	681,691	4.5	5
Duval	42	2	0	3	2	954,454	4.6	4
Pasco	21	2	0	1	3	518,639	4.4	3
Putnam	1	0	0	0	0	73,422	1.4	3
Clay	9	0	0	0	0	213,565	4.2	2
DeSoto	0	0	0	1	0	35,940	0.0	2
Hamilton	0	0	0	0	0	14,706	0.0	1
Hardee	1	0	0	0	0	27,436	3.6	1
Lafayette	0	0	0	0	0	8,367	0.0	1
Liberty	0	0	0	0	0	8,781	0.0	1
Nassau	3	1	0	0	0	83,125	4.8	1
Taylor	1	0	0	0	0	22,258	4.5	1

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

RETENTION

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

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

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

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

CPS RESOURCES

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

The lack of CPS resources available and retaining CPSTs and CPST-Is have been major hurdles for Florida. Safety countermeasures are more effective when proper equipment, tools, skills and information are provided. Families and the traveling public must be able to receive educational materials about occupant protection safety to decrease the fatalities that occur due to the lack of chld restraint and safety belt use.

Florida will continue to support our current infrastructure of nationally certified CPS instructors and technicians with the State's subgrant-funded Florida Occupant Protection Resource Center (FOPRC). The FOPRC was established during FY2012 to serve as a web-based one stop shop for occupant protection and CPS resources and materials for CPS professionals, caregivers, and children.

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

The FOPRC provides the following:

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

SPECIAL NEEDS PROGRAM

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

In FFY2019, the FOPRC helped facilitate the *Safe Travel for All Children (STAC) Transporting Children with Special Health Care Needs* two-day training course. The course is designed to serve as an enrichment course for child passenger safety technicians who are interested in learning more about special needs transportation. The training combines classroom lectures and discussions with hands-on exercises. Participants are introduced to medical conditions that can impact restraint selection and have the opportunity to investigate and install specialized restraint systems. The training concludes with a nationally recognized proficiency exam that evaluates the student's ability to assess appropriate restraints and to demonstrate proper use and installation. Twenty CPS professionals attended the course and allowed one Florida instructor to become a certified STAC instructor.

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

Lower Seat Belt Use Criteria

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

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

PRIMARY SEAT BELT USE LAW

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

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

SEAT BELT ENFORCEMENT

Florida's Seat Belt Enforcement Plan includes provisions for the State's participation in the Click It or Ticket national mobilization along with sustained seat belt enforcement which covers at least 89% of the locations of the State's unrestrained passenger fatalities and serious injuries. A list of agencies representing the 89% participation is included as attachment **FL_FY21_405b_FY21 CIOT Participation** and the calculations are shown in the attachment **FL_FY21_405b_FY21 CIOT Participation Calculation.**

2018 occupant protection fatalities and serious injuries by county were compared to locations of law enforcement agencies participating in Click It or Ticket mobilization where used to calculate the population percentage of enforcement coverage.

HIGH RISK POPULATION COUNTERMEASURE PROGRAM

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

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

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

Efforts to reduce the number of traffic-related fatalities and serious injuries involving unrestrained vehicle occupants in Florida continues to be a challenge in the state's goal to reach zero fatalities. The number of passenger occupant fatalities (where restraint use was known) declined by nearly 10 percent from 2007 to 2016 (from 1,813 to 1,635) and the unrestrained percent of these fatalities declined 13-percentage points (22% decrease in number), from 59 percent in 2007 to 46 percent in 2016.

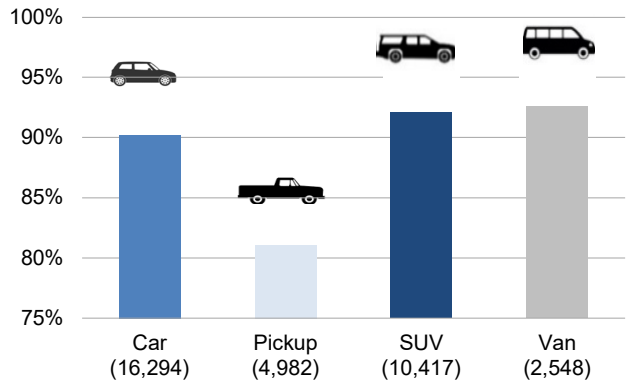
Restraint Use Among Passenger Vehicle Occupant Fatalities in Florida: 2007–2016

Year	Restraint Used		Not Used		Use Unknown		Totals		% of Known Use	
	#	%	#	%	#	%	All Fatalities	Known Use	Use	Non-Use
2007	735	39%	1,078	57%	66	3.5%	1,879	1,813	41%	59%
2008	686	40%	1,000	58%	42	2.4%	1,728	1,686	41%	59%
2009	626	41%	846	56%	44	2.9%	1,516	1,472	43%	57%
2010	660	47%	706	50%	37	2.6%	1,403	1,366	48%	52%
2011	568	46%	609	49%	65	5.2%	1,242	1,177	48%	52%
2012	610	48%	580	46%	69	6%	1,259	1,190	51%	49%
2013	600	49%	553	45%	64	5%	1,217	1,153	52%	48%
2014	640	53%	511	42%	56	5%	1,207	1,151	56%	44%
2015	780	53%	602	41%	80	6%	1,462	1,382	56%	44%
2016	890	52%	745	44%	65	4%	1,700	1,635	54%	46%

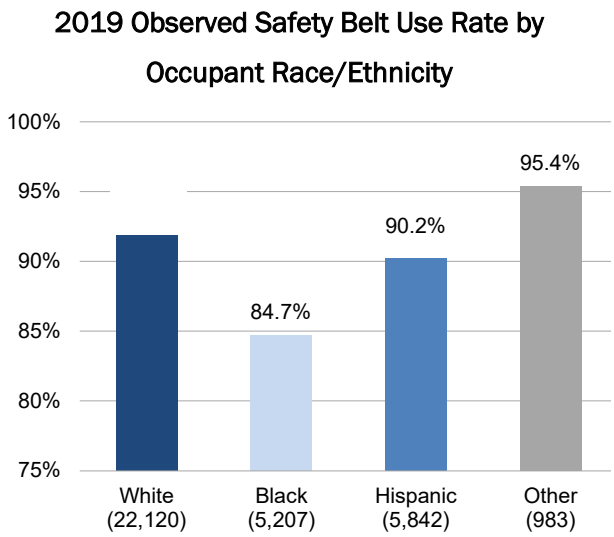
Source of data in this table and all tables that follow: Fatality Analysis Reporting System (FARS) 2007–2015 Final File and 2016 Annual Report File (ARF).

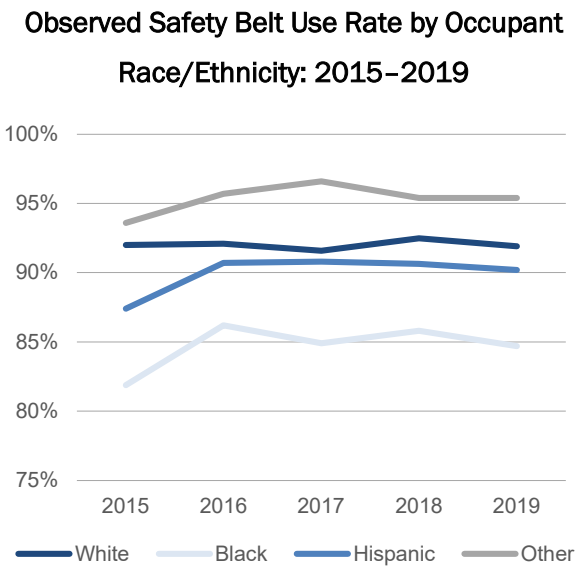
Annually, FDOT conducts a statewide observational safety belt survey. The 2019 survey identified several high-risk populations/groups with low safety belt use. Occupants in pickup trucks wore belts less often (81.1%) compared to occupants in other vehicle types. Occupants in pickup trucks have exhibited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

2019 Observed Safety Belt Use Rate by Vehicle Type



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





PROPOSED SOLUTION

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

EDUCATION COMPONENT

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

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

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

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

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

Enforcement Component

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

Florida's Law Enforcement Liaison Program (LEL) will be responsible for soliciting and coordinating the participation of Law Enforcement Agencies (LEAs) taking part in the 2021

Florida Law Enforcement Challenge (FLEC).

The FLEC was implemented to encourage active LEAs participation in the Florida Department of Transportation (FDOT) enforcement waves for incentives, training, and recognition. Law enforcement equipment will be made available to LEAs that actively participate in the program and its enforcement waves. Individual agencies and officers will be recognized for their

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

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the 2021 FLEC. This training may include:

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

FY2021 Highway Traffic Safety Program Subrecipients. The following local enforcement agencies will receive funding to conduct high visibility safety belt enforcement and education programs during FY2021. Efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the national Click It or Ticket campaign and enforcement waves.

- Boynton Beach Police Department
- Columbia County Sheriff's Office
- DeFuniak Springs Police Department
- Delray Beach Police Department
- City of Fort Lauderdale Police Department
- Homestead Police Department
- Live Oak Police Department
- Miami-Dade Police Department
- Miami Beach Police Department
- Palm Beach County Sheriff's Office
- Suwannee County Sheriff's Office
- Tampa Police Department
- Wauchula Police Department
- West Palm Beach Police Department

COMPREHENSIVE OCCUPANT PROTECTION PROGRAM

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

- The last NHTSA facilitated program assessment was conducted within 5 years prior to the application date on **March 7-11, 2016**.
- The three-year occupant protection strategic Plan is provided as **FL_FY21_405b_FOPC Strategic Plan_June2018**.
- The name and title of the State's designated occupant protection coordinator is **Leilani Gruener, Traffic Safety Program Manager.**
- The list of names, titles and organizations of the Florida Occupant Protection Coalition are provided below an also attached as **FL_FY21_405b_FOPC Membership List.**

Florida's Occupant Protection Coalition Membership List

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

Florida's FY2021 405(C) State Traffic Safety Information System Improvements Grants

Traffic Records Coordinating Committee

- The Florida Traffic Records Coordinating Committee (TRCC) is an active coalition that meets at least quarterly. The last three meeting dates preceding this application were:

    - September 13, 2019
    - December 6, 2019
    - April 3, 2020

- The Florida TRCC Coordinator is Melissa Gonzalez, Traffic Safety Program Manager/TRCC Coordinator in the Florida

- Florida TRCC membership includes at least one representative for the core data bases a) Crash, b) Citation or adjudication, c) Driver, d) Emergency Medical Services or Injury surveillance system, e) Roadway and f) Vehicle. A copy of the current TRCC membership is provided below.

Name	Title	System	Agency	Email	Member Status
Beth Allman	Senior Manager	Driver License / History Data, Citation / Adjudication Data	FCCC	Allman@flclerks.com	Chair
Steve McCoy	EMS Administrator	EMS / Injury Surveillance	FDOH	Steve.McCoy@flhealth.gov	Vice Chair
Lora Hollingsworth	Chief Safety Officer	Roadway Data	FDOT	Lora.Hollingsworth@dot.state.fl.us	EB
Robert Kynoch	Division Director	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	Robertkynoch@flhsmv.gov	EB
Major Gary Howze	FHP Executive Officer	State Patrol	FHP / FLHSMV	Garyhowze@flhsmv.gov	EB
David Brand	Law Enforcement Coordinator	Sheriffs' Representative	FL Sheriffs Association	Dbrand@flsheriffs.org	EB
Chief Virgil Sandlin	Police Chief	Chiefs' Representative	FL Chief's Association	Vsandlin@cedarkeyfl.us	EB
Thomas Austin	Management Analyst	Crash	FLHSMV	ThomasAustin@flhsmv.gov	SC
Seth Barlee	Systems Administrator	TraCS	FSU	Sethb@tracsflorida.org	SC
Dr. Ilir Bejliri	Associate Professor	Signal Four Analytics	UF	Ilir@ufl.edu	SC
Brenda Clotfelter	EMSTARS Project Manager	EMS / Injury Surveillance	FDOH	Brenda_Clotfelter@doh.state.fl.us	SC
Chris Craig	Traffic Safety Administrator	None	FDOT	Chris.craig@dot.state.fl.us	SC
Margaret Edwards	Systems Administrator	ELVIS	FSU	Medwards@elvisflroida.org	SC
Richie Frederick	Bureau Chief	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	Richiefrederick@flhsmv.gov	SC
Benjamin Jacobs	Crash Records & Research Administrator	Roadway, Crash	FDOT	Benjamin.jacobs@dot.state.fl.us	SC
Wilton Johnson	Program Manager	Crash	FLHSMV	WiltonJohnson@flhsmv.gov	SC
Angela Lynn	Program Manager	Crash, Citation	FLHSMV	AngelaLynn@flhsmv.gov	SC
Amy Pontillo	Program Manager	TraCS	FSU	Amyc@tracsflorida.org	SC
Joshua Sturms	Section Administrator	EMS / Injury Surveillance	FDOH	Joshua.sturms@flhealth.gov	SC
Zoe Williams	Program Manager	ELVIS	FSU	Zwilliams@elvisflorida.org	SC
Melissa Gonzalez	TRCC Coordinator	None	FDOT	Melissa.gonzalez@dot.state.fl.us	TRCC Coordinator
Ian Anderson	Data Sharing Project Manager	None	FDLE	IanAnderson@fdle.state.fl.us	
Blake Canter	Developer	Signal Four Analytics	UF	Blakecanter@dcp.ufl.edu	
Major Jeffrey Dixon	Troop Commander	FHP Representative	FHP / FLHSMV	Jeffreydixon@flhsmv.gov	
Dr. Rupert Giroux	Public Transportation Specialist II	Roadway, Crash	FDOT	Rupert.Giroux@dot.state.fl.us	
Joey Gordon	Transportation Data QC Manager	Roadway Data	FDOT	Joey.Gordon@dot.state.fl.us	
Larry Gowen	Chief Performance Officer	Crash, Citation, Driver, Vehicle	FLHSMV	Larry.Gowen@flhsmv.gov	
Danielle King	Traffic Safety Programs Operations Coordinator	None	FDOT	Danielle.king@dot.state.fl.us	
Thomas Rast	Inventory Control Manager	Vehicle / Driver License	FLHSMV	Thomasrast@flhsmv.gov	
Tim Roberts	Law Enforcment Liaison	None	FDOT	Coordinator@floridalel.info	
William Roseburgh	Busines Intelligence Analyst	Crash	FHP	WilliamRoseburgh@flhsmv.gov	
Joe Santos	Operations Program Engineer	Roadway / Crash	FDOT	Joseph.Santos@dot.state.fl.us	
Daniel Shopf	Transportation Analyst	None	Cambridge Systematics	Dshopf@camsys.com	
Dr. Lisa Spainhour	Professor / Principal Investigator	TraCS / ELVIS	FSU	Spainhour@eng.famu.fsu.edu	
Deborah Todd	Program Manager	Crash, Citation	FLHSMV	Deborahtodd@flhsmv.gov	
Joel Worrell	Transportation Data Inventory Manager	Roadway	FDOT	Joel.Worrell@dot.state.fl.us	

Updated: 04/22/2020

FCCC- Florida Court Clerks & Comptrollers
FDOH- Florida Department of Health
FLHSMV- Florida Department of Highway Safety & Motor Vehicles
FDLE- Florida Department of Law Enforcement
FDOT- Florida Department of Transportation
FHP- Florida Highway Patrol
FSU- Florida State University
UF- University of Florida
TraCS- Traffic and Criminal Software
ELVIS- Electronic License and Vehicle Information System

EB- Executive Board
SC- Application Subcommittee

State Traffic Records Strategic Plan

The Florida TRCC Strategic Plan describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress. The State tracks and identifies which traffic records assessment recommendations that it does and does not intend to address in the fiscal year and explains the reason for not implementing the recommendations in a separate tracking spreadsheet. A copy of the Florida Traffic Safety Information System TRCC Strategic Plan is provided as attachment **FL_FY21_405c_ Strategic Plan**. Florida's action regarding assessment recommendation priorities is provided as attachment **FL_FY21_405c_ TR Assessment Priorities**. A list of the planned traffic records activities for FY21 with breakout of performance measures and data system impacts is provided as attachment **FL_FY21_405c_Planned Activities Overview**.

Proof of Quantitative Improvement

A written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application in relation to one or more of the significant data program attributes is provided as attachment **FL_FY21_405c_FL Quantitative Progress**.

State Traffic Records Assessment

The date of the most recent Traffic Records assessment is **January 4, 2016.**

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

Florida is submitting this application for 405(D) Impaired Driving Countermeasures Grants as a mid-range State, based NTHSA Fatality on 2,536 alcohol-impaired-driving fatalities and VMT 641,359 between 2015-2017for alcohol-impaired-driving fatality rate of 0.39 which is within the mid-range qualification 0.30 and 0.60.

Mid-Range State Requirements

- A State Impaired Driving Task Force with authority and process to develop approve and implement the State Impaired Driving Plan.
- A list of the names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system and possibly 24-7 sobriety programs, drivers licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.
- A State Impaired Driving Plan that covers Prevention; Criminal Justice System; Communication programs; Alcohol and other drug use misuse; and Program Evaluation and data.

Florida's Impaired Driving Coalition Charter

State of Florida
Impaired Driving Coalition (FIDC)
Charter

Mission

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

Purpose

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

Membership

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

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

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

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

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

Continued membership on the coalition will be based on:

- Attendance and active participation at a majority of the coalition meetings each year unless a designee has been identified or the absence is excused by FDOT.
- Active participation in any assigned FIDC subgroup(s).

Governance of the FIDC

FDOT oversees the coalition and subgrant activities.

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

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

Subgroups

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

Florida's Impaired Driving Coalition Membership

FLORIDA IMPAIRED DRIVING COALITION

KYLE CLARK - CHAIR
Institute of Police Technology and Management

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

Current Members

Name	Title	Discipline	Department/Agency/Organization
Anne Rollyson	Director of DUI and Behavior Management Programs	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Florida Safety Council
Chief Art Bodenheimer	Police Chief	Criminal Justice System	Lake Alfred Police Department
Sgt. Ben Kenney	Sergeant	Criminal Justice System	Hillsborough County Sheriff's Office
Brandy Howard	Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	SunCoast Safety Council
Dr. Brett Kirkland	Retired Police Chief, Member IACP Highway Safety Committee	Criminal Justice System	Florida Dept. of Law Enforcement, Alcohol Testing Program
Chief Brett Railey	Program Manager, Alcohol Testing Program	Criminal Justice System	Florida Police Chiefs Association
Brittany Fox	Assistant State Attorney	Criminal Justice System	Second Judicial Circuit, Felony Division C
Carol Jolly	Florida DRE Coordinator	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Lt. Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Criminal Justice System	Florida Highway Patrol
Chris Craig	Traffic Safety Administrator	Program Management and Strategic Planning / Communications Program	Florida Dept. of Transportation, State Safety Office
Chris Earl	EMSTARS Project Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Florida Safety Council
Christy Crump	Director of Operations	Prevention	Florida Restaurant & Lodging Association
Darrell Edmonds	Online Training Coordinator	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Dennis Siewert	Crime Laboratory Analyst Supervisor	Criminal Justice System	Florida Dept. of Law Enforcement, Toxicology
Elvia Marcus	County Court Chief	Criminal Justice System	Miami-Dade State Attorney's Office
Ernie Bradly	Traffic Safety Program Manager	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Helen Justice	Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	DUI Counterattack, Hillsborough, Inc.
Isabel Perez-Morina	Chief Executive Officer/President	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Advocate Program, Inc./Florida Association of Community Corrections
Juan Cardona	Criminal Justice System Liaison	Criminal Justice System	University of North Florida, Institute of Police Technology and Management

Name	Title	Discipline	Department/Agency/Organization
Kathy Jimenez-Morales	Chief Counsel, Driver License	Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Ofc. Kenneth Leedham	Officer	Criminal Justice System	Stuart Police Department
Det. Kevin Millan	Detective	Criminal Justice System	Miami Beach Police Department
Kyle Clark	Project Manager – DECP Eastern Region	Criminal Justice System / Program Management and Strategic Planning	International Association of Chiefs of Police
Larry Coggins	West Central Florida Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Mothers Against Drunk Driving (MADD)
Dr. Lisa Reidy	Director of Toxicology Lab and Assistant Research Professor	Criminal Justice System	University of Miami, Division of Toxicology
Lora Hollingsworth	Chief Safety Officer	Program Management and Strategic Planning	Florida Dept. of Transportation, State Safety Office
Magnus Hines	Chief Counsel, BAR	Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Malcom Osteen	U.S. Probation Officer/Chief Warrant Officer	Criminal Justice System	United States Probation/United States Coast Guard (Reserve)
Marcie Padron	DUI Supervisor	Criminal Justice System	Orange County Sheriff's Office
Chief Mark Brown	Chief	Criminal Justice System	Florida Highway Patrol
Sgt. Mark Eastty	DUI Supervisor	Criminal Justice System	Pinellas County Sheriff's Office
Sgt. Matthew Rosenbloom	Sergeant	Criminal Justice System	Pasco County Sheriff's Office
Melissa Valido	Coordinator	Prevention / Communications Program	Students Against Destructive Decisions (SADD)
Lt. Michael Marden	Lieutenant	Criminal Justice System	Lake County Sheriff's Office
Nicholas Tiscione	Toxicology Unit Manager	Criminal Justice System	Palm Beach County Sheriff's Office
Nick Trovato	Assistant State Attorney	Criminal Justice System	Florida Association of State Prosecutors
Ray Graves	Chief, Bureau of Motorist Compliance	Program Management and Strategic Planning / Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Richard Smith	Administrative Assistant Training Division	Criminal Justice System	Seminole Tribe
Richie Frederick	Program Manager	Program Evaluation and Data / Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Sgt. Robert Hager	Sergeant	Criminal Justice System	Broward County Sheriff's Office
Cpl. Scott Parker	Corporal	Criminal Justice System	University of South Florida Police Department
Shayla Platt	Quality Assurance Manager	Criminal Justice System	Florida Dept. of Criminal Justice System, Alcohol Testing Program
Stephen Talpins	Assistant State Attorney, Chief of Staff	Criminal Justice System	Miami-Dade County State Attorney's Office

Name	Title	Discipline	Department/Agency/Organization
Sgt. Tim Cornelius	Sergeant	Criminal Justice System	Collier County Sheriff's Office
Sgt. Tim Dempsey	Sergeant	Criminal Justice System	Indian River Shores Public Safety
Vernon Howell	Program Manager	Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Vincent Petty	Traffic Safety Resource Prosecutor Program	Criminal Justice System	Tallahassee Community College, Florida Public Safety Institute
Lt. William Jarvis	Lieutenant, Bureau of Criminal Justice System	Criminal Justice System	Florida Dept. of Business and Professional Regulation
Sgt. William Weaver	Sergeant	Criminal Justice System	Orlando Police Department

Traffic Safety Partners

Name	Title	Discipline	Department/Agency/Organization
Danny Shopf	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Megan Cott	Program Assistant	Program Management and Strategic Planning / Program Evaluation and Data	Center for Urban Transportation Research
Nusrat Sharmin	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Olimpia Jackson	NAS Jax Security Department Training Staff Major	Criminal Justice System	United States Navy
Chanyoung Lee	Program Director	Program Management and Strategic Planning / Program Evaluation and Data Communications Program	Center for Urban Transportation Research
Joe Pecchio		Communications Program	AAA
Karen Morgan		Communications Program	AAA
Matt Nasworthy	Florida Public Affairs Director	Communications Program	AAA
Murray Brooks	Southeast Account Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation	SCRAM Systems
TBD		Prevention	Florida Dept. of Health Office of Medical Marijuana Use

Last Updated: 06/17/2020

Florida's Impaired Driving Strategic Plan

- Below is a copy of the outline for the Florida Strategic Impaired Driving Plan which outlines the minimum components of prevention; criminal justice system; communication programs; alcohol and other drug misuse; and program evaluation and data. The 2019 – 2021 Impaired Driving Strategic Plan was approved by the Florida Impaired Driving Coalition (FIDC) on **April 9, 2020** as is attached as **FL_FY21_405d_Florida Statewide Impaired Driving Strategic Plan** and **FL-FY21_405d_FIDC Action Plan April 2020** for review

Table of Contents

Florida's FY2021 405(F) Motorcyclist Safety Grants

Florida is submitting this application for 405(F) Motorcycle Safety Grants with the qualifying criteria of having a motorcycle riding training course and motorcycle awareness program.

Motorcycle Riding Training Course

- Florida Statute 322.025 Driver improvement establishes Florida Department of Highway Safety and Motor Vehicles (FLHSMV) as the state authority over motorcycle safety issues. **Terry L. Rhodes is the Executive Director of the Florida Department of Highway Safety and Motor Vehicles.** A copy of F.S. 322.025 is provided as attachment **FL_FY21_405f_State Law Identifying State Authority**.

- The **Motorcycle Safety Foundation Basic Rider Course** is the chosen course for introductory rider curricula determined by FLHSMV.

- A list of counties in the State where motorcycle rider training courses will be conducted during the fiscal year is provided as attachment **FL_FY21_405f_Florida Motorcycle Training Calendar and Locations** and the number of registered motorcycles in each county is provided under the data tables section of this document.

Motorcycle Awareness Program

- Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is the state authority over motorcycle safety issues. **Terry L. Rhodes is the Executive Director of the Florida Department of Highway Safety and Motor Vehicles.**

- The State's motorcyclist awareness program was developed incoordination with FLHSMV along with other agenices of Florida's Motorcycle Safety Coaltion.

- Florida's motorcycle paid media projects for implementing awareness communications is provided on page 115 of the FY2021 HSP. This media outreach will be distributed in a majority of the top 10 counties counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest, based on the list that identifies the counties within the State ranked in order of highest to lowest number of crashes involving motorcycle and another motor vehicle per county provided under the data tables section of this document. The Share the Road campaign is funded with the 405f funding and will educate motor vehicle drivers on best practices on how to safely "Share the Road" with motorcyclists. This campaign uses advertisments such as billboards, social media, gas toppers, radio commericals, and restaurant/coffee store advertising in the top ten 10 counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

  The state will also condcuct two other paid media campaigns regarding motorcycle safety. One focuses on discuraging drinking and riding using 405d funding and the other is a comprehensive motorcycle safety media campaign focusing on all aspects of motorcycle safety awareness using 402 funds. These two media campaigns will concentrate efforts on educating motorcyclists on safe driving habits and are focused in the top 10 counties for all motorycle crashes.

Motorcycle Data Tables

County	Number of motorcycle registrations
MIAMI-DADE	49,360
BROWARD	40,893
VOLUSIA	35,452
PALM BEACH	32,340
PINELLAS	31,387
ORANGE	30,017
HILLSBOROUGH	29,938
BREVARD	26,626
DUVAL	25,772
LEE	24,047
PASCO	18,306
POLK	18,304
SARASOTA	15,522
LAKE	14,666
MARION	14,381
SEMINOLE	12,866
MANATEE	11,498
COLLIER	10,510
ST LUCIE	10,502
OSCEOLA	9,640
MONROE	9,050
CHARLOTTE	8,921
ESCAMBIA	8,919
ST JOHNS	8,888
OKALOOSA	8,859
BAY	8,063
CITRUS	8,048
CLAY	7,879
HERNANDO	7,826
ALACHUA	7,779
SANTA ROSA	7,087
FLAGLER	6,855
MARTIN	5,913
LEON	5,671
INDIAN RIVER	5,639
NASSAU	3,893
SUMTER	3,723
HIGHLANDS	3,263
WALTON	2,795
PUTNAM	2,785
COLUMBIA	2,107
LEVY	1,741
SUWANNEE	1,359
OKEECHOBEE	1,241
WAKULLA	1,169
JACKSON	1,091
GADSDEN	1,034
HENDRY	907
DESOTO	848
BRADFORD	802
WASHINGTON	771
BAKER	655
GILCHRIST	615
TAYLOR	579
DIXIE	506
HOLMES	484
MADISON	472
GULF	468
GLADES	394
HARDEE	382
JEFFERSON	378
CALHOUN	330
HAMILTON	315
FRANKLIN	314
UNION	310
LIBERTY	139
LAFAYETTE	125
Grand Total	**614,019**

REGISTRATIONS BY COUNTY

The table to the left provides a list of all 67 counties in Florida and their respective number of motorcycle registrations within each county sorted from greatest to smallest, based on FY2018 data. The top 10 counties are Miami-Dade, Broward, Volusia, Palm Beach Pinellas, Orange, Hillsborough, Brevard, Duval and Lee counties (outlined in the back box). The total registrations for the top 10 counties is 326,032 which is over 53% of the total registrations within the state. Training and public outreach in FY2021 will be focused in these counties.

County	Crashes involving a motorcycle and at least one other motor vehicle
MIAMI-DADE	996
BROWARD	602
ORANGE	508
HILLSBOROUGH	498
PINELLAS	390
VOLUSIA	383
PALM BEACH	367
DUVAL	305
BREVARD	216
LEE	212
POLK	211
PASCO	171
OSCEOLA	139
SARASOTA	138
SEMINOLE	129
MARION	122
MANATEE	119
LAKE	112
ESCAMBIA	109
ALACHUA	108
MONROE	108
BAY	89
LEON	86
ST LUCIE	82
HERNANDO	77
CHARLOTTE	67
OKALOOSA	59
COLLIER	56
ST JOHNS	55
CITRUS	54
MARTIN	52
SANTA ROSA	48
CLAY	46
INDIAN RIVER	40
FLAGLER	32
SUMTER	28
PUTNAM	24
COLUMBIA	20
NASSAU	17
HIGHLANDS	16
WALTON	16
DESOTO	11
OKEECHOBEE	10
SUWANNEE	10
JACKSON	8
LEVY	8
BRADFORD	7
GLADES	7
WAKULLA	6
BAKER	5
HARDEE	5
HENDRY	5
GADSDEN	3
GULF	3
LIBERTY	3
UNION	3
HOLMES	2
JEFFERSON	2
TAYLOR	2
CALHOUN	1
GILCHRIST	1
HAMILTON	1
MADISON	1
WASHINGTON	1
DIXIE	0
FRANKLIN	0
LAFAYETTE	0
Grand Total	**7,012**

CRASHES INVOLVING A MOTORCYCLE AND AT LEASE ONE OTHER MOTOR VEHICLE

The table to the left provides a list of all 67 counties in Florida and their respective number of motorcycle crashes involving a motorcycle and at lease one other vehicle within each county sorted from greatest to smallest, based on FY2018 data. The top 10 counties are Miami-Dade, Broward, Orange, Hillsborough, Pinellas, Volusia, Palm Beach, Duval, Brevard, and Lee counties (outlined in the back box). The total number of crashes for the top 10 counties is 4,477 which is over 63% of the total crashes within the state. Training and public outreach in FY2021 will be focused in these counties.

Motorcycle Training Information

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:											
**Counties highlighted in red indicate the top ten counties with the greatest number of total motorcycle fatalities.	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-19	Feb-20	Mar-20	Apr-20	May-20	Jun-19	Jul-20
Alachua	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Baker		No													
Bay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bradford	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Brevard	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Broward	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Calhoun		No													
Charlotte	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Citrus	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Collier	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dade	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Desoto		No													
Dixie		No													
Duval	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Escambia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Flagler	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Franklin		No													
Gadsden		No													
Gilchrist		No													
Glades		No													
Gulf		No													
Hamilton		No													
Hardee		No													
Hendry		No													

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:											
**Counties highlighted in red indicate the top ten counties with the greatest number of total motorcycle fatalities.	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20
Hernando	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highlands	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hillsborough	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Holmes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indian River	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jackson		No													
Jefferson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lafayette		No													
Lake	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Leon	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Levy		No													
Liberty															
Madison		No													
Manatee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marion	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Martin	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Monroe	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Nassau		No													
Okaloosa	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Okeechobee		No													
Orange	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Osceola	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Palm Beach	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pasco	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pinellas	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Polk	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:											
**Counties highlighted in red indicate the top ten counties with the greatest number of total motorcycle fatalities.	**Yes,** there is a Training Site in the County	**No,** there is not a Training Site in the County	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20
Putnam	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Johns	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Lucie	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Santa Rosa		No													
Sarasota	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Seminole	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sumter		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Suwannee		No													
Taylor		No													
Union		No													
Volusia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wakulla		No													
Walton		No													
Washington	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Florida's FY2021 405(H) Non-Motorized Safety Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(h) Non-motorized Safety Grants. This application includes a summary of the state's qualification for each requested section of 405(h) funding and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

Eligibility Determination:

*The State of Florida hereby applies for non-motorized safety funds, based on the eligibility determination criteria specified in 23 CFR 1300.27(b). NHTSA's FARS indicate that Florida's total annual fatalities for 2017 were 3,116. Of those 3,116 fatalities, pedestrian and bicyclist fatalities were combined annual total of 777 fatalities. The combined annual total of pedestrian and bicyclists represent **24.94%** of the total annual crash fatalities; therefore, exceeding the 15% eligibility requirement.*

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

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2021 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2017 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Alabama	948	126	13.29%	Ineligible
Alaska	79	15	18.99%	Eligible
Arizona	998	243	24.35%	Eligible
Arkansas	525	51	9.71%	Ineligible
California	3,884	1,085	27.94%	Eligible
Colorado	648	108	16.67%	Eligible
Connecticut	281	52	18.51%	Eligible
Delaware	119	38	31.93%	Eligible
Dist of Columbia	31	13	41.94%	Eligible
Florida	3,116	777	24.94%	Eligible
Georgia	1,540	268	17.40%	Eligible