

# Florida Department of Transportation



## FY 2020 Highway Safety Plan Annual Report



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Florida Governor

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# Table of Contents

Table of Contents.....	2
Introduction .....	3
Problem Identification .....	19
Highway Safety Matrix .....	22
Performance Plan .....	26
Performance Report .....	43
Evidence-Based Enforcement Plan.....	45
FDOT Program Areas.....	52
Aging Road Users .....	53
Community Traffic Safety Outreach .....	59
Distracted Driving.....	65
Impaired Driving .....	70
Motorcycle Safety .....	94
Occupant Protection and Child Passenger Safety.....	110
Paid Media .....	121
Pedestrian and Bicycle Safety.....	138
Planning and Administration .....	147
Police Traffic Services - LEL.....	150
Public Traffic Safety Professionals Training.....	156
Speed/Aggressive Driving.....	172
Teen Driver Safety .....	186
Traffic Records.....	196
Work Zone Safety .....	216
Florida FY2020 HSP - Project List.....	220
Florida FY2020 HSP - FDOT Financial Summary .....	228
Florida FY2020 HSP - FDOT Project Count.....	229
Florida FY2020 HSP - \$5,000 Equipment List.....	230
Florida FY2020 HSP - FDOT Financial Expenditures .....	232

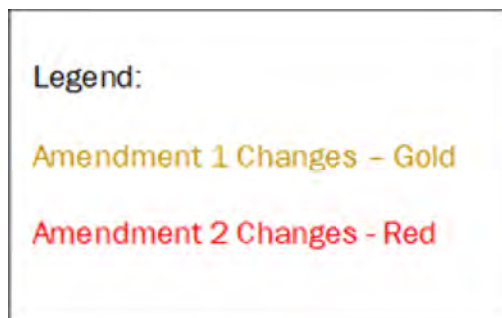
# Introduction

The Florida Department of Transportation (FDOT) State Safety Office is pleased to present the FY2020 Annual Report detailing the planned activities, activity results, planned activities not implemented, National Highway Traffic Safety Administration (NHTSA) mobilization participation and overall progress toward meeting Florida's "target zero" mission for fatalities and serious injuries.

## AMENDMENTS

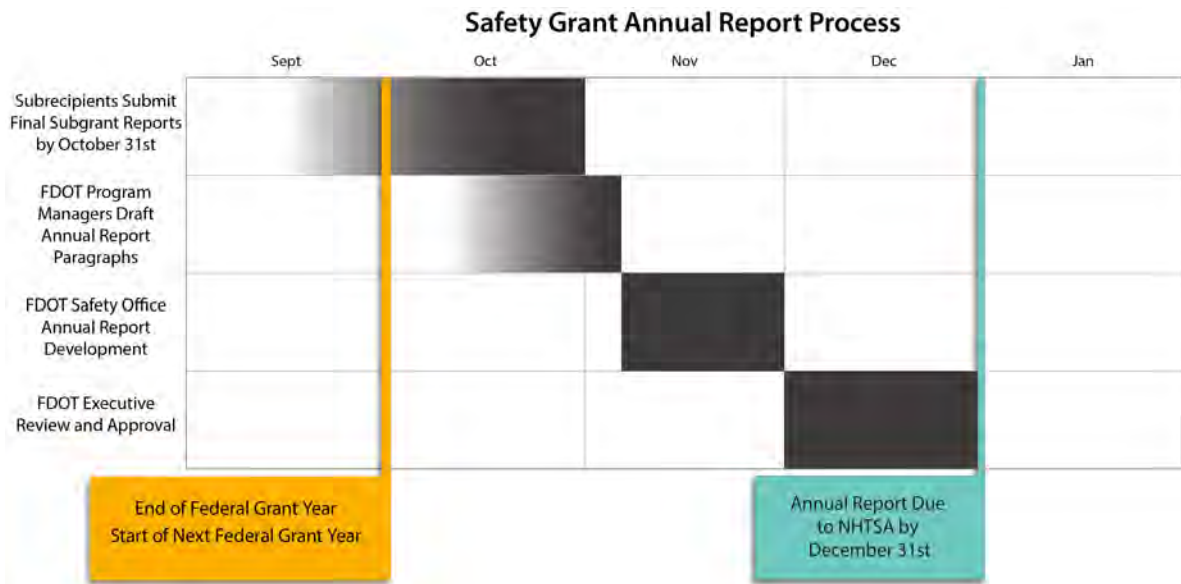
The FDOT State Safety Office submits the Highway Safety Plan (HSP) by July 1<sup>st</sup> of each calendar year for NHTSA approval of projects to be funded in the upcoming fiscal year that will begin October 1<sup>st</sup>, in accordance with 23 CFR Part 1300. Any changes to the originally submitted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

The FDOT State Safety Office submitted and was approved for two amendments during the FY2020 subgrant year. The following legend is provided to identify the changes that were approved and implemented within each respective amendment:



# ANNUAL REPORT

The FDOT State Safety Office works with subrecipients to complete the required Highway Safety Plan Annual Report each year by December 31<sup>st</sup>. Our FY2020 Annual Report includes all projects proposed and approved in the FY2020 Highway Safety Plan, along with a report out of activities performed by each project.



## COVID-19 PANDEMIC

The COVID-19 pandemic has had an enormous effect on world and Florida during the FY2020 subgrant period. The World Health Organization declared the outbreak a Public Health Emergency of International Concern in January 2020 and a pandemic in March 2020. As of December 2020, there were more than 1.2 million confirmed cases in Florida, with more than 21 thousand deaths attributed to COVID-19.

The pandemic has caused global social and economic disruption, including the largest global recession since the Great Depression. Throughout this year, Florida's Governor issued several executive orders limiting public transit; closing bars, pubs, nightclubs, and fitness centers; and instituting social distancing and occupancy limitations for restaurants. Public access to State owned buildings were also restricted, almost eliminating face to face service for State government programs, processes, and licenses. Educational institutions of all levels were closed and/or transitioned to virtual home learning environments, which further impacted the workforce, as parents were not only adjusting to working from home or unemployment, but also providing virtual learning environments for their children. State borders and ports of travel were given limited access to deter the spread of the virus via travelers from other states. All of these Statewide limitations coupled with the national impacts of the pandemic led to the postponement or cancellation of public events, widespread supply shortages exacerbated by panic buying, agricultural disruption and food shortages, record high unemployment rates and significant State revenue reductions due to lack of tourist, educational, and seasonal travel. High visibility enforcement, and public outreach and education were prohibited for most of the year to reduce the risk of contact exposure for law enforcement and the public, which significantly impacted the anticipated activity and expenditures of the FY2020 HSP projects. Although many subrecipients could not perform planned or normal activities, many got creative in delivering services to fulfill their subgrant requirements to the best extent possible.



## CARES ACT WAIVER(S)

On April 9, 2020 NHTSA issued a notice announcing waiver and postponement of certain requirements for State Highway Safety Grant Programs under the Coronavirus Aid, Relief, and Economic Security (CARES) Act (Pub. L. 116-136, Division B, § 22005(a)). The waivers and postponements covered the following areas:

- High Visibility Enforcement Mobilizations and Crackdowns
- Annual Seat Belt Use Surveys
- Required Program Assessments
- Highway Safety Plan and National Priority Grant Application Deadline
- Maintenance of Effort
- Expenditure Requirements for FY 2016 funds
- Local Benefit/Share to Local

As of December 2020, Florida utilized the following waivers:

- High Visibility Enforcement Mobilizations and Crackdowns  
Since NHTSA moved the for Click it or Ticket campaign to November 2020, which is after the FY2020 subgrant year, Florida choose to run a campaign during August 2020 and used a buckle up message instead of an enforcement message.
- Annual Seat Belt Use Surveys  
Social distancing and quarantine restrictions prohibited conduction of a statistically relevant Safety Belt User Survey, and therefore Florida choose not to conduct an annual safety belt user survey in FY2020.
- Highway Safety Plan and National Priority Grant Application Deadline  
Florida submitted its Highway Safety Plan and National Priority Grant applications on July 27,2020.
- Local Benefit/Share to Local  
High visibility enforcement, and public outreach and education were prohibited for most of the year, which significantly impacted the anticipated activity and expenditures of local projects. Ultimately the local benefit expenditure was 36% which does not meet the standard requirement of 40% in expenditures of 402 funds for local benefit.

## 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.

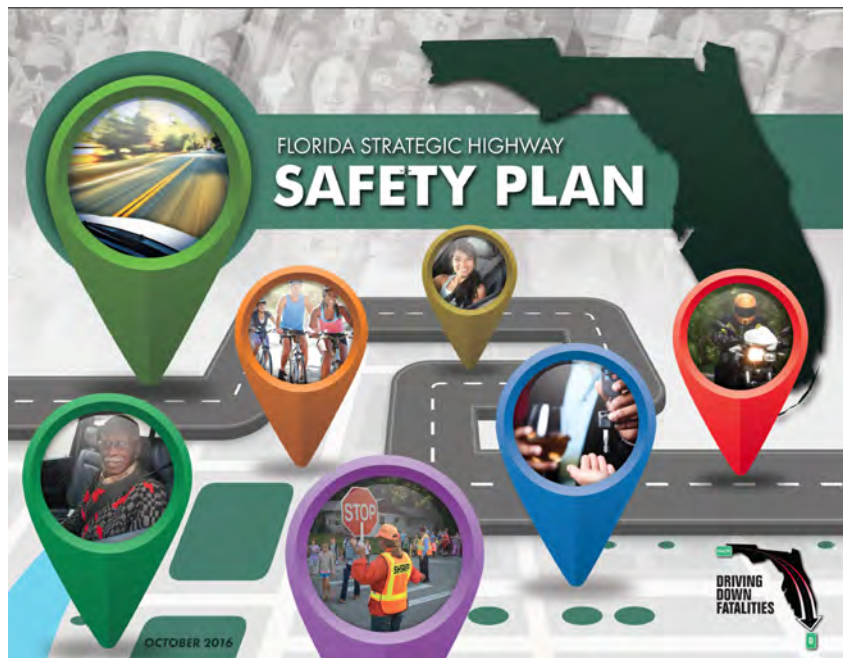


FDOT's State Safety Office contributes to the agency mission by seeking to improve the safety of Florida's roadways through the work of the following sections: federal highway safety grants, engineering and crash data, bicycle and pedestrian safety program, Safe Routes to Schools program, crossing guard 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 injuries with the ultimate target of zero fatalities. In accordance with 23 USC Chapter 4, at least 40 percent of Section 402 funding outlined for this year will be expended by the political subdivisions of the State (locals), including Indian Tribal governments.

## FLORIDA'S 2016 STRATEGIC HIGHWAY SAFETY PLAN

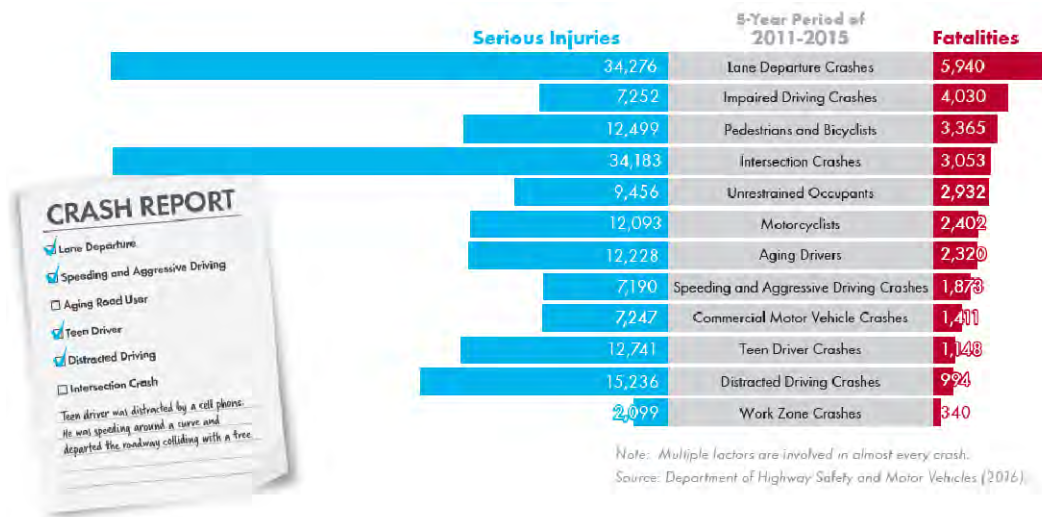
Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. Between 2011 and 2015, 12,665 people died on Florida's roadways and an additional 102,759 were seriously injured. The Florida Department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

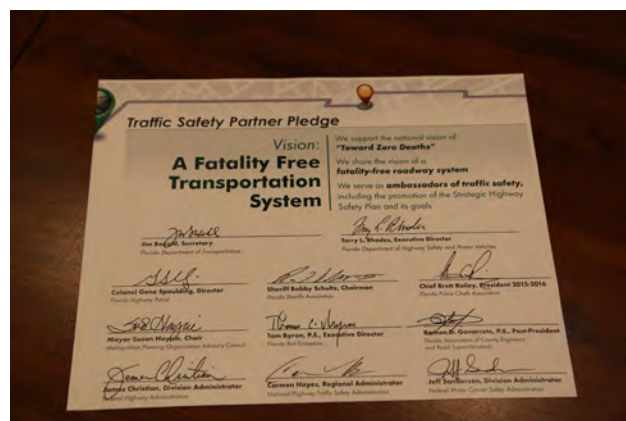
On August 22, 2016, the SHSP's signatory partners met in Tallahassee to pledge their support for the implementation of the five-year plan. Partners that reviewed and approved the plan include:

- 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 problems 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

Started in Sweden in the late 1990s, Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero differs from the traditional roadway safety paradigm in several key ways. Vision Zero holds that traffic fatalities and serious injuries are preventable and focuses attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior.

Through its commitment to Vision Zero, Sweden has halved its traffic fatalities nationally and is, today, one of the safest places in the country to move about.

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.
- Acknowledgement that human error is inevitable, and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as a fundamental factor in crash severity.

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 2020 HSP was 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 2019-20 Highway Safety Plan (hereafter referred to as Florida's 2020 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 2020 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.).

## COMPLIANCE WITH GUIDELINES

As per NHTSA guidelines, all subgrants awarded in the FY2020 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.



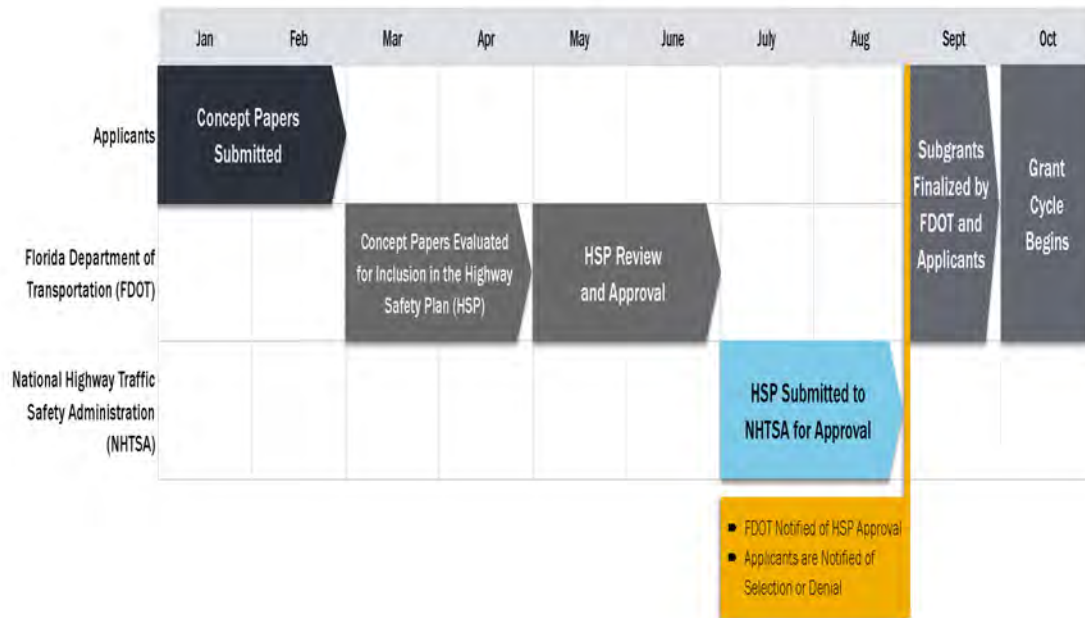


# APPLICATION PROCESS

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

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

Safety Grant Process



## RISK ASSESSMENT

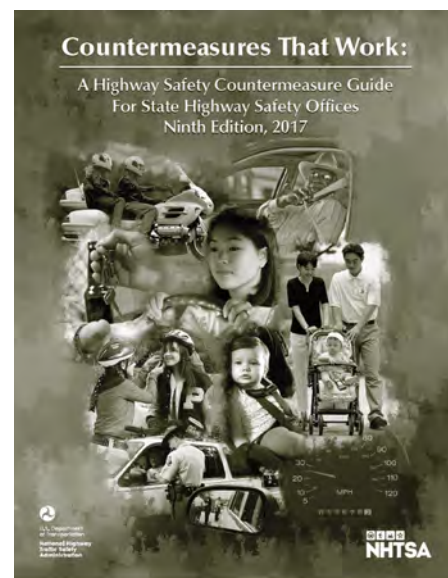
FDOT's State Safety Office is required by NHTSA to evaluate and document the risk for each entity applying for Federal subgrant funds prior to making an award. The FDOT State Safety Office assesses the applicant's risk of noncompliance with Federal and State statutes, Federal and State regulations, terms 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 problems 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 (2013-2017), 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.

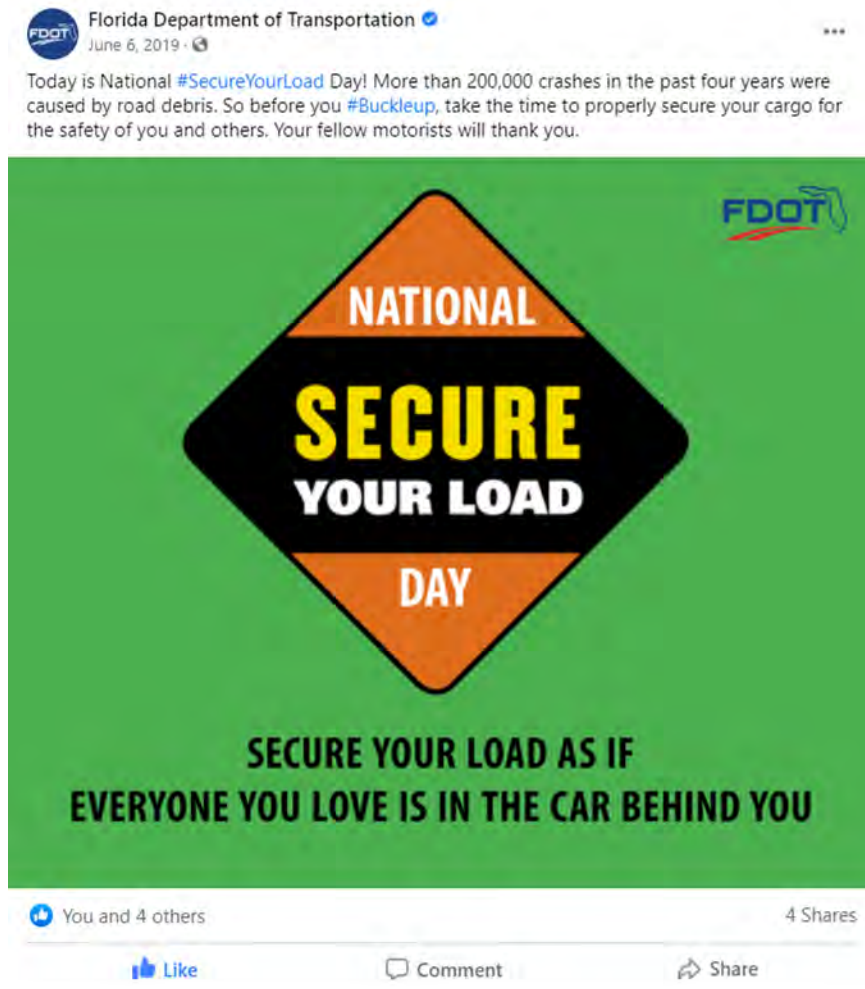
There are limitations related to the Florida Highway Safety Matrix. It is important to realize that some of the measures cited above are more subjective than others. Serious Injuries and Fatalities, Aging Road Users (Drivers 65+), Motorcycle-Related, Pedestrian- or Bicyclist-Related, and Teen Drivers 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 (2013-2017) reveals that a total of 4 fatalities and 36 serious injuries were sustained by Florida motorists' due to unsecure loads, or an average of less than one fatality and 7 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.

During the FY2020, the FDOT State Safety Office participated in the national Secure Your Load day. Safety messages were run on FDOT websites, along with Facebook, Instagram, and Twitter social media accounts to share important safety tips with the public throughout the state.



# Highway Safety Matrix

**FY2020 Highway Safety Matrix - Ranking of Florida Counties**  
(Based on total actual serious injuries and fatalities during 2013-2017)

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


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

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Florida Department of Transportation  
Injury Safety Office

Enact Date: 12/19/2018  
Publish Date: 12/22/2018

FDOT		FY2020 Highway Safety Matrix - Ranking of Florida Cities								FDOT	
(Based on total actual serious injuries and fatalities during 2013-2017)											
Group I - Population of 75,000 and above - 32 Cities											
Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones		
Boca Raton	17	18	21	21	19	28	20	22	13		
Cape Coral	16	12	8	14	14	21	12	20	32		
Clearwater	8	16	16	8	18	7	24	16	8		
Coral Springs	6	8	17	25	17	10	7	4	22		
Davie	23	23	11	15	16	26	8	14	6		
Deerfield Beach	30	26	32	27	31	24	23	32	28		
Deltona	29	21	26	23	32	32	25	28	25		
Fort Lauderdale	15	13	15	7	12	6	10	13	14		
Fort Myers	7	5	5	6	6	8	6	7	18		
Gainesville	14	4	7	11	9	11	14	9	19		
Hialeah	13	27	13	9	7	9	28	11	12		
Hollywood	21	22	10	19	13	17	11	29	5		
Jacksonville	2	2	1	2	1	2	1	2	3		
Lakeland	18	20	14	13	8	22	19	25	15		
Largo	11	10	22	17	30	15	32	18	9		
Melbourne	12	11	12	10	22	18	18	12	16		
Miami	5	6	6	3	3	3	4	5	4		
Miami Beach	31	32	28	22	29	14	27	30	23		
Miami Gardens	28	15	23	32	15	19	17	21	27		
Miramar	32	31	29	31	23	31	29	31	11		
Orlando	1	1	2	1	2	1	3	1	1		
Palm Bay	9	7	20	16	21	23	9	8	29		
Palm Coast	25	24	18	24	26	30	31	27	26		
Pembroke Pines	24	29	25	28	25	25	26	19	21		
Plantation	10	28	24	26	20	20	21	10	7		
Pompano Beach	20	19	30	20	28	13	15	24	17		
Port Saint Lucie	22	25	27	30	24	27	30	15	31		
Saint Petersburg	4	9	4	5	4	5	5	6	10		
Sunrise	27	30	31	29	27	29	22	26	24		
Tallahassee	26	17	9	18	11	12	16	17	30		
Tampa	3	3	3	4	5	4	2	3	2		
West Palm Beach	19	14	19	12	10	16	13	23	20		

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

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Florida Department of Transportation  
 State Safety Office

Extract Date: 12/19/2018  
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# FY2020 Highway Safety Matrix - Ranking of Florida Cities



(Based on total actual serious injuries and fatalities during 2013-2017)

Group II - Population of 13,000-74,999 - 101 Cities

Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Altamonte Springs	70	52	51	71	93	55	80	61	12	New Port Richey	6	19	17	11	34	14	22	8	18
Apopka	19	7	13	24	17	25	20	13	56	New Smyrna Beach	24	20	43	15	38	49	38	48	14
Aurora	61	84	74	62	76	70	89	64	68	North Lauderdale	86	79	98	64	90	56	70	69	80
Aventura	31	24	81	50	50	31	46	55	46	North Miami	66	73	48	41	66	15	66	58	73
Barlow	84	77	97	91	62	96	95	71	65	North Miami Beach	53	64	62	39	37	30	41	43	77
Belle Glade	101	102	102	103	65	69	97	86	66	North Port	20	33	31	40	21	53	25	29	1
Bonita Springs	45	57	22	42	63	67	69	80	44	Oakland Park	42	45	69	35	44	12	15	50	79
Boynton Beach	25	44	18	22	12	32	12	28	37	Ocala	4	8	5	7	2	6	14	4	19
Brentwood	1	2	1	1	1	1	6	1	2	Ocoee	65	32	63	75	67	64	52	45	24
Casselberry	102	85	79	87	87	99	102	88	103	Opa-Locka	79	56	82	77	47	68	47	81	100
Casselberry	73	82	72	34	79	65	75	92	36	Ormond Beach	11	9	12	5	27	26	10	17	39
Clermont	28	12	27	23	25	39	43	14	11	Oviedo	77	80	80	80	55	82	73	67	35
Clomid	22	14	14	14	16	20	7	19	9	Palm Beach Gardens	29	16	32	63	13	40	9	25	75
Coconut Creek	59	50	49	52	41	71	62	53	55	Palm Springs	72	74	45	44	58	34	24	84	92
Cooper City	87	86	85	94	78	94	74	100	59	Palmetto Bay	82	100	88	100	56	79	92	62	89
Coral Gables	37	26	50	49	36	18	90	40	76	Panama City	13	6	7	13	7	11	8	7	47
Crestview	71	39	65	68	32	62	51	39	88	Parkland	96	97	100	99	102	90	81	75	60
Cuttler Bay	89	96	93	76	100	72	101	60	78	Peninsula	14	17	4	12	5	8	17	10	28
Dania Beach	56	55	71	33	52	42	18	51	32	Pinecrest	98	103	90	95	103	97	96	99	99
Daytona Beach	10	10	10	3	6	4	3	9	4	Pinellas Park	7	18	9	9	23	7	8	6	21
DeBary	83	76	96	92	74	103	68	96	98	Plant City	36	60	33	31	10	48	42	27	56
Deland	23	11	11	18	18	28	21	18	26	Port Orange	8	38	19	10	29	22	26	11	13
Delray Beach	16	29	37	17	14	10	5	38	29	Punta Gorda	33	27	21	32	28	63	56	72	17
Doral	95	95	76	74	89	84	84	97	33	Riviera Beach	78	61	40	81	68	46	54	91	40
Dunedin	44	60	53	57	53	58	63	41	48	Rockledge	47	46	30	48	69	74	37	36	41
Edgewater	63	75	61	60	97	80	67	78	16	Royal Palm Beach	80	93	52	88	51	85	53	74	83
Estero	5	3	3	8	3	5	2	5	15	Safety Harbor	88	101	73	96	96	80	82	103	101
Eustis	58	67	55	36	33	73	64	52	96	Saint Cloud	67	58	68	58	64	60	79	73	23
Fort Pierce	60	71	44	45	81	41	23	44	30	Sanford	49	30	15	21	9	24	16	23	34
Fort Walton Beach	69	62	42	86	72	59	55	63	64	Sarasota	2	5	2	4	4	2	1	3	3
Greenacres	40	42	29	66	24	33	11	33	82	Sebastian	57	94	87	69	70	76	86	70	62
Haines City	50	53	60	84	57	95	76	76	49	Seminole	27	35	20	20	84	38	19	31	50
Hialeah Beach	46	43	70	56	42	23	49	66	25	Stuart	38	78	57	37	48	45	44	56	52
Hialeah Gardens	97	88	94	85	81	100	99	93	90	Sunny Isles Beach	91	89	89	102	94	77	93	102	93
Homestead	35	37	47	26	19	13	61	16	70	Sweetwater	100	90	95	89	98	91	100	85	94
Jacksonville Beach	76	41	54	46	82	44	59	49	91	Tamara	43	54	92	54	40	47	30	77	72
Jupiter	41	22	39	55	35	36	35	47	54	Tarpon Springs	21	21	35	30	39	37	33	24	87
Key West	30	34	24	2	31	9	34	26	7	Tavares	64	92	66	72	86	87	96	87	102
Kissimmee	3	1	6	6	11	3	13	2	8	Temple Terrace	75	83	64	67	80	75	50	68	61
Lake Mary	93	40	78	59	75	89	77	79	51	Titusville	26	51	23	25	20	51	45	30	45
Lake Wales	54	69	67	79	73	78	39	65	69	Vero Beach	9	25	16	16	15	21	28	20	6
Lake Worth	52	59	26	38	22	27	31	37	31	Vero Beach	32	63	36	70	43	52	65	54	22
Lauderdale Lakes	90	87	99	93	91	43	91	83	85	Wellington	55	48	38	83	77	57	27	34	74
Lauderhill	51	72	58	61	46	35	29	57	71	West Melbourne	81	66	77	82	95	83	87	94	95
Leesburg	17	28	41	19	26	29	72	21	63	Weston	68	70	83	53	88	54	40	46	27
Lynn Haven	94	91	101	90	83	102	94	95	97	Winter Garden	74	36	34	65	71	81	71	59	81
Midland	92	31	91	78	85	88	78	82	20	Winter Haven	39	65	84	43	45	61	58	35	57
Marco Island	85	98	103	97	99	92	88	101	67	Winter Park	34	4	28	29	54	16	36	12	5
Margate	18	23	56	51	30	17	57	22	38	Winter Springs	99	81	59	98	101	86	85	90	84
Miami Lakes	105	99	86	101	92	101	103	98	86	Zephyrhills	15	49	25	27	49	50	48	32	53
Naples	12	13	8	28	8	19	32	15	42										

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

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# FDOT FY2020 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual without injuries and fatalities during 2013-2017)

Group B1 - Population of 1,000-14,999 - 118 Cities

Florida City (Group B)	Aging Road Users (Drivers 65+)	Distraction Driving	Impaired Driving	Motorcycles	Occupant Protection	Pedestrian or Bicyclist	Spending on Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group B)	Aging Road Users (Drivers 65+)	Distraction Driving	Impaired Driving	Motorcycles	Occupant Protection	Pedestrian or Bicyclist	Spending on Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	34	13	28	16	78	49	17	31	Localachue Groves	100	114	114	80	96	82	79	77	109
Aracadia	3	12	3	3	2	4	13	2	1	Maclemey	29	22	37	65	26	26	84	16	77
Atlantic Beach	30	28	18	28	72	12	38	67	48	Madira Beach	51	62	29	79	93	29	36	108	97
Avon Park	11	18	13	17	11	34	27	21	8	Mallom	108	116	68	104	97	104	116	87	116
Bay Harbor Islands	91	81	103	106	68	89	74	96	86	Marathon	16	3	35	30	32	27	6	55	33
Bella Isle	103	96	100	85	104	87	58	72	74	Marlenna	13	17	14	48	10	47	29	13	35
Belleair	106	100	81	106	112	93	110	111	41	Mary Esther	76	32	64	67	70	67	92	30	83
Bellevue	37	32	61	33	36	64	61	76	92	Mascotte	81	107	106	82	108	96	105	101	86
Blooming Park	116	113	113	116	113	113	113	114	111	Melbourne Beach	77	75	67	91	116	77	114	113	114
Brooksville	4	10	17	5	7	11	15	8	2	Miami Shores	37	92	92	60	41	26	97	54	38
Cape Canaveral	48	68	41	36	58	45	67	69	60	Miami Springs	96	65	85	70	52	41	64	50	46
Chisley	61	47	32	69	19	75	55	36	105	Midway	47	74	40	114	56	95	37	48	106
Clewiston	65	30	20	23	14	37	41	40	17	Millon	6	11	8	7	6	10	2	5	10
Cocoa Beach	36	51	71	16	44	8	39	25	14	Minneola	97	102	91	105	63	107	66	63	56
Crystal River	15	2	66	8	18	18	9	11	112	Mount Dora	39	24	70	80	29	83	95	43	45
Dade City	7	19	36	11	24	22	18	6	3	Mulberry	66	73	83	68	71	70	78	47	42
Davenport	43	53	39	31	35	73	42	105	8	Neptune Beach	42	21	74	95	64	60	71	58	69
DeFuniak Springs	20	20	27	27	12	63	10	73	6	Newberry	54	26	24	74	80	62	39	41	81
Devin	40	16	21	34	27	9	26	28	27	Niceville	38	27	45	33	39	30	31	24	26
Dunedin	105	109	109	110	110	111	107	82	96	North Bay Village	109	93	93	71	99	108	68	90	32
Fellsmere	99	83	79	100	109	99	89	80	39	North Palm Beach	64	50	90	39	83	33	46	78	52
Fernandina Beach	78	55	47	47	54	31	65	53	29	Okechobee	21	45	38	36	17	28	19	20	38
Flagler Beach	83	85	62	45	79	65	91	81	40	Oldsmar	22	26	46	37	40	33	25	27	44
Florida City	13	29	31	13	47	6	29	31	20	Orange City	29	14	31	12	31	14	16	32	22
Fort Meade	111	70	77	109	67	90	87	46	84	Orange Park	69	15	23	19	34	18	34	34	63
Fort Myers Beach	46	57	9	38	45	19	35	73	78	Palmetto	1	2	2	3	4	2	7	1	4
Freeport	56	48	15	46	38	105	44	37	18	Palmetto Beach	28	61	65	63	86	86	69	26	65
Frontpoint	95	90	44	103	43	97	56	66	113	Palmetto	1	2	2	3	4	2	7	1	4
Fruitland Park	25	42	97	49	75	85	50	57	5	Penama City Beach	17	9	4	2	18	1	3	8	49
Green Valley	113	110	110	111	111	112	108	109	99	Perkasie	84	29	108	86	69	74	62	106	94
Green Cove Springs	45	31	42	42	63	55	99	70	66	Pembroke Park	73	56	76	24	28	57	23	26	7
Groveland	48	47	46	73	59	93	83	89	43	Peru	66	95	98	64	35	38	37	29	71
Gulf Breeze	27	58	60	76	66	48	86	42	83	Prince Inlet	101	101	116	92	82	116	115	116	113
Gulfport	68	91	32	40	73	39	47	88	18	Port Saint Joe	32	88	65	88	42	94	93	84	104
High Springs	74	44	58	96	67	70	52	96	80	Quincy	88	69	43	94	54	84	70	92	68
Highland Beach	114	111	112	113	113	113	111	112	103	Saint Augustine	18	9	25	4	15	3	11	10	47
Holly Hill	31	67	33	29	30	25	22	62	32	Saint Augustine Beach	90	97	57	51	105	69	102	43	76
Indianton Beach	94	87	82	87	81	104	54	83	102	Saint Pete Beach	23	41	22	35	74	17	33	89	24
Indian Harbour Beach	70	78	94	73	100	54	82	79	64	Seminole	72	105	101	107	76	80	72	95	75
Indian River Shores	93	99	111	112	94	102	109	110	100	Satellite Beach	79	80	54	61	62	52	98	68	30
Indian Rocks Beach	85	86	63	54	92	66	77	107	95	Selma	2	4	6	3	3	5	11	9	57
Inverness	9	7	35	14	8	24	5	15	25	South Bay	87	89	33	102	57	76	80	86	110
Island	26	15	12	43	29	46	73	74	11	South Daytona	34	83	87	23	49	23	14	60	28
Juno Beach	107	113	94	89	95	96	94	85	108	South Miami	53	49	89	58	60	43	81	61	51
Kenneth City	82	84	80	85	51	58	106	79	90	South Pasadena	75	37	49	68	78	101	24	104	91
Key Biscayne	63	43	36	83	48	42	96	51	21	Southwest Ranches	110	103	96	106	101	109	100	91	67
Lakeland	55	46	28	78	46	49	76	35	93	Springfield	49	77	72	62	23	53	8	44	61
Lady Lake	12	54	34	32	20	32	63	48	43	Starke	32	36	18	20	22	72	30	22	12
Lake Alfred	67	89	79	75	77	110	85	97	82	Surfside	86	82	104	99	107	71	104	99	37
Lake City	5	1	1	9	1	13	1	4	54	Tequesta	60	71	105	77	88	91	88	100	85
Lake Clarke Shores	115	112	113	113	114	114	112	113	107	Treasure Island	71	80	36	30	103	61	51	71	34
Lake Park	80	94	73	72	33	68	40	33	62	Umatilla	34	64	80	56	37	103	53	18	101
Lantana	44	76	16	41	51	44	46	39	29	Valparaiso	112	108	107	84	90	100	90	103	88
Lauderdale-By-The-Sea	30	106	102	52	106	88	103	75	79	Wausatche	8	23	11	21	9	81	60	7	89
Lighthouse Point	38	40	48	30	61	13	32	64	59	West Miami	102	104	75	36	87	79	83	93	70
Live Oak	14	13	5	37	5	38	4	12	73	West Park	62	38	69	38	38	20	45	38	18
Longboat Key	89	79	99	97	102	86	101	94	72	Wildwood	10	6	26	19	25	21	28	19	16
Longwood	62	15	75	47	60	66	60	42	10	Wilson Manors	35	66	88	25	23	7	21	52	50

**Legend**  
    Highest 20% in a category.

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# Performance Plan

With the implementation of a new Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Congress has required each state to set performance measures and targets as well as report them in the Highway Safety Plan. In all, there are a total of 24 core outcome, behavior, activity, and Florida-specific performance measures. The core outcome, behavior, and activity performance measures were developed by NHTSA in collaboration with 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 crash file)
- 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 2020 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; 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 2019 and 2020 are based on monthly data from 2005 through 2018 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data (FARS) to create the accurate forecast. Forecasts for 2019 and 2020 were calculated with preliminary 2018 state data.



## C1 - NUMBER OF FATALITIES:

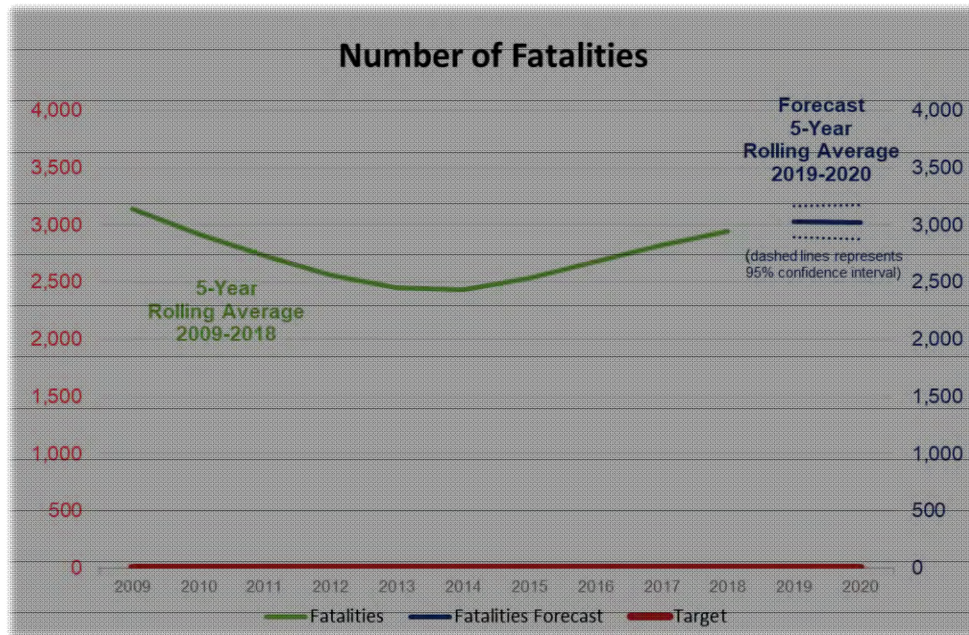
The table below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted to be between 2,877 and 3,175 in 2020. This forecast was made by combining FARS data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for fatalities was zero in 2020.

While the data forecast indicates Florida's five-year rolling average for fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

**Outcome status:** Total fatalities for 2020 have not been released yet since we are still in 2020. However, total fatalities in 2019 were 3,183, which is a slight increase from the 2018 total of 3,135. The 2015-2019 five-year rolling average is now calculated at 3,110 for 2019, which is within the forecasted range of 2,877 and 3,175 that was provided in the FY2020 HSP.

**Target status:** Although Florida did not reach its target of zero fatalities in 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the current trend and ultimately reduce the number of fatalities.



## C2 - NUMBER OF SERIOUS INJURIES:

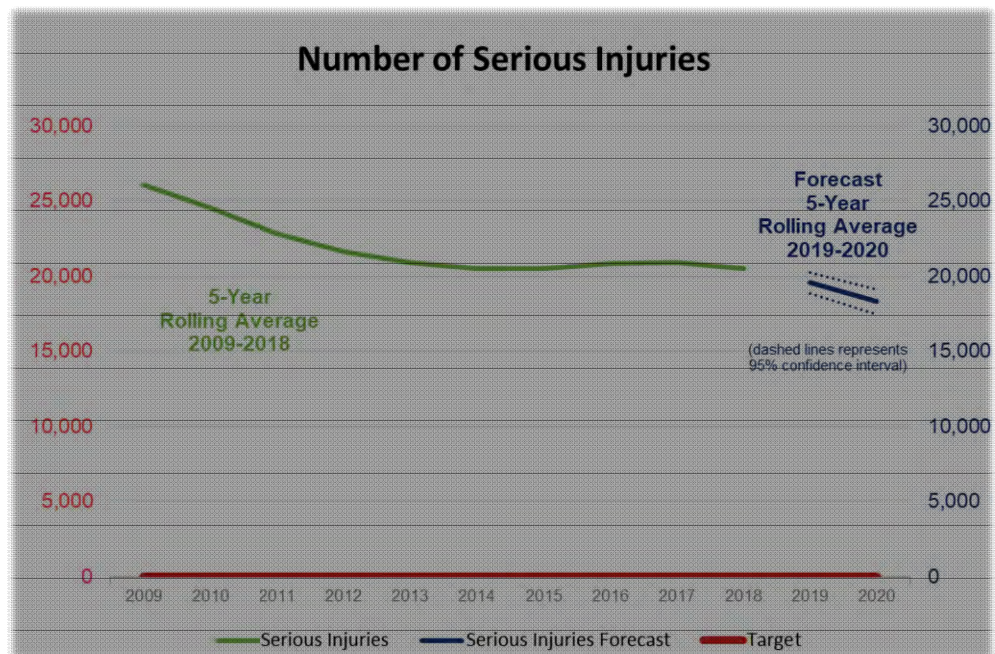
The table below reflects the five-year rolling average of serious injuries for each year and data forecast for 2019 and 2020. Based on statistical forecasting, the five-year rolling average for serious injuries on Florida's roads is forecasted to be between 17,480 and 19,123 in 2020. This forecast was made by combining FARS data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for serious injuries was zero in 2020.

The data forecast indicates Florida's five-year rolling average of serious injuries will continue to trend downward in 2019 and 2020. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.

**Outcome status:** Serious injuries for 2020 have not been released yet since we are still in 2020; however, total serious injuries were 19,199 in 2019, which was a reduction from the 2018 total of 19,199. The 2015-2019 five-year rolling average is now calculated at 20,211, which was within the forecasted range of 19,340 and 21,107 that was provided in the FY2019 HSP.

**Target status:** Although Florida did not reach its target of zero serious injuries in 2019, the FDOT State Safety Office expects the projects chosen for funding will continue the current trend and ultimately continue to reduce the number of serious injuries.



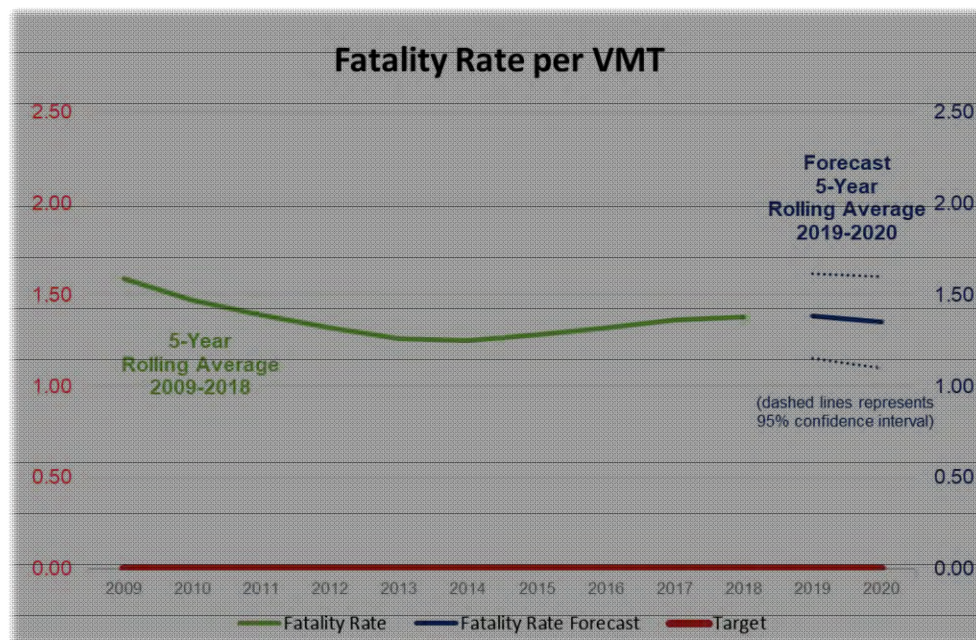
## C3 - FATALITY RATE PER 100M VMT

The table below reflects the five-year rolling average for fatality rate per 100 million vehicle miles traveled (VMT) for each year and the data forecasts for 2019 and 2020. Based on statistical forecasting, the five-year rolling average for fatality rate per 100 million VMT on Florida's roads is forecasted to be between 1.10 and 1.60 in 2020. This forecast was made by combining FARS data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for fatality rate per 100 million VMT was zero in 2020.

While data forecast indicates Florida's fatality rate per 100 million VMT will trend downward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend and ultimately reduce the fatality rate per 100 million VMT.

**Outcome and Target status:** VMT for 2019 has not been released by FARS as of the date of this report. Additionally, VMT for 2020 has not been released yet since we are still in 2020. Therefore, the data forecast and target performance has not been evaluated; however, the 2018 VMT was 1.41, which was a reduction from the previous year at 1.42 and within the forecasted range for VMT in the FY2020 HSP.



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

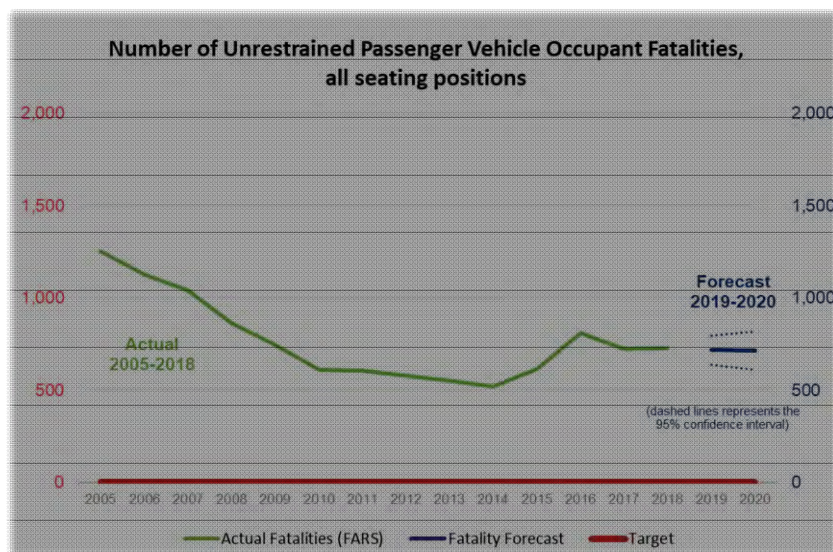
The table below reflects the number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecasts for 2019 and 2020. Based on statistical forecasting, the number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads is forecasted to be between 611 and 817 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions was zero in 2020.

The data forecast indicates Florida's number of unrestrained passenger vehicle occupant fatalities, all seating positions will continue to trend downward in 2018 and 2019. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads.

**Outcome status:** Unstrained passenger vehicle occupant fatalities, all seating positions for 2020 have not been released yet since we are still in 2020. However, total unstrained passenger vehicle occupant fatalities, all seating positions were 658 in 2019, which is a slight decrease from the 2018 total of 693 and within the forecasted range of 611 and 817 that was provided in the FY2020 HSP.

**Target status:** Although Florida did not reach its target of zero unstrained passenger vehicle occupant fatalities, all seating positions in 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the current trend and ultimately reduce the number of fatalities.





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

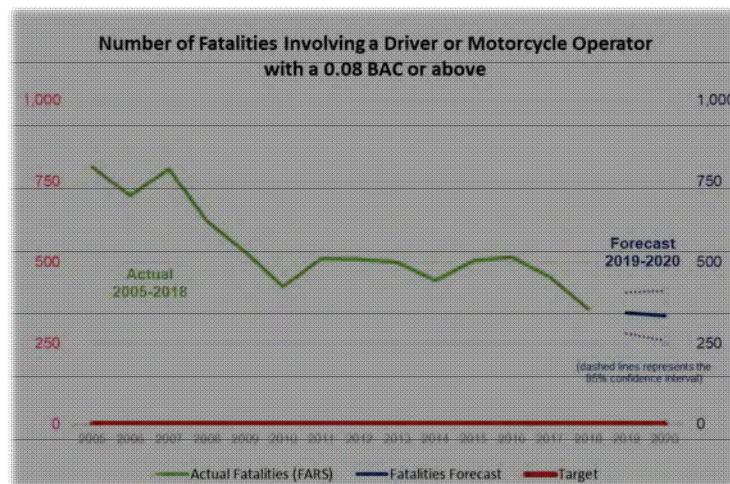
The table below reflects the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, fatalities involving a driver or motorcycle operator with a .08 BAC or above on Florida's roads is forecasted to be between 258 and 411 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above was zero in 2020.

While the data forecast indicates Florida's number of fatalities involving a driver or motorcycle operator with a .08 BAC or above will continue to trend downward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above.

**Outcome status:** The number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above for 2020 have not been released yet since we are still in 2020. However, the number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above were 790 in 2019, which was a reduction from the 2018 total of 822. No forecast is available for comparison for this measure because a data collection error had been discovered after the original FY2020 HSP that deemed the posted projection to be inaccurate. The State Safety Office is working with the statistical firm to correct historical data collection method and produce an accurate forecast for future reporting.

**Target status:** Although Florida did not reach its target of zero fatalities involving a driver or motorcycle operator with a 0.08 BAC or above in 2019, the FDOT State Safety Office expects the projects chosen for funding will continue the current trend and ultimately reduce the number of fatalities.



## C6 - NUMBER OF SPEEDING-RELATED FATALITIES

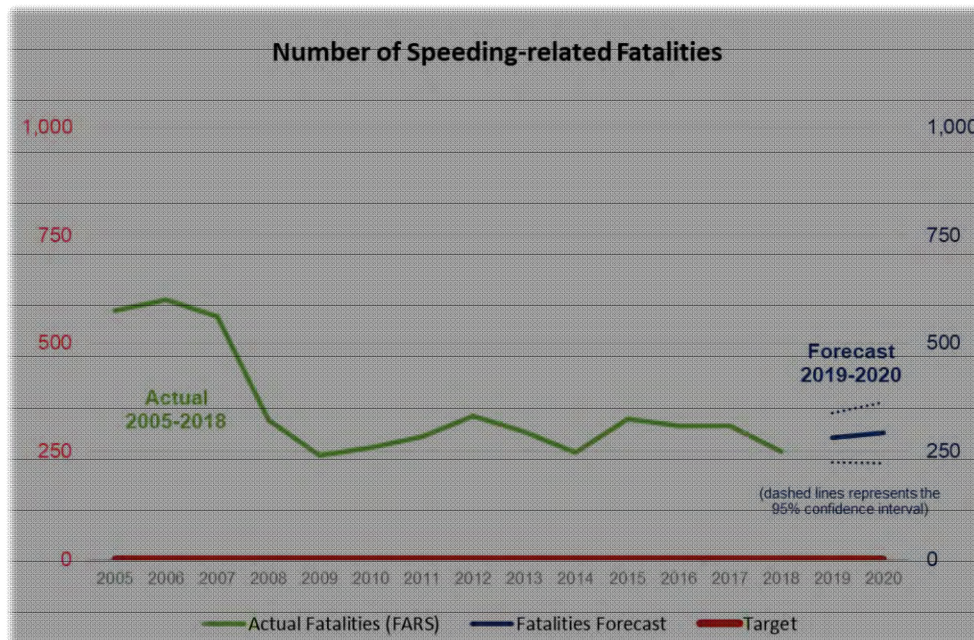
The table below reflects the number of speeding-related fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of speeding-related fatalities on Florida's roads is forecasted to be between 224 and 364 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for number of speeding-related fatalities was zero in 2020.

While the data forecast indicates Florida's number of speeding-related fatalities will increase in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding mitigate the data forecast and ultimately reduce the number speeding-related fatalities.

**Outcome status:** Speeding-related fatalities for 2020 have not been released yet since we are still in 2020. However, the number of speeding-related fatalities were 300 in 2019, which is a reduction from the 2018 total of 305 and within the forecasted range of 224 and 364 that was provided in the FY2020 HSP.

**Target status:** Although Florida did not reach its target of zero speeding-related fatalities in 2019, the FDOT State Safety Office expects the projects chosen for funding will continue the current trend and ultimately reduce the number of fatalities.



## C7 - NUMBER OF MOTORCYCLIST FATALITIES

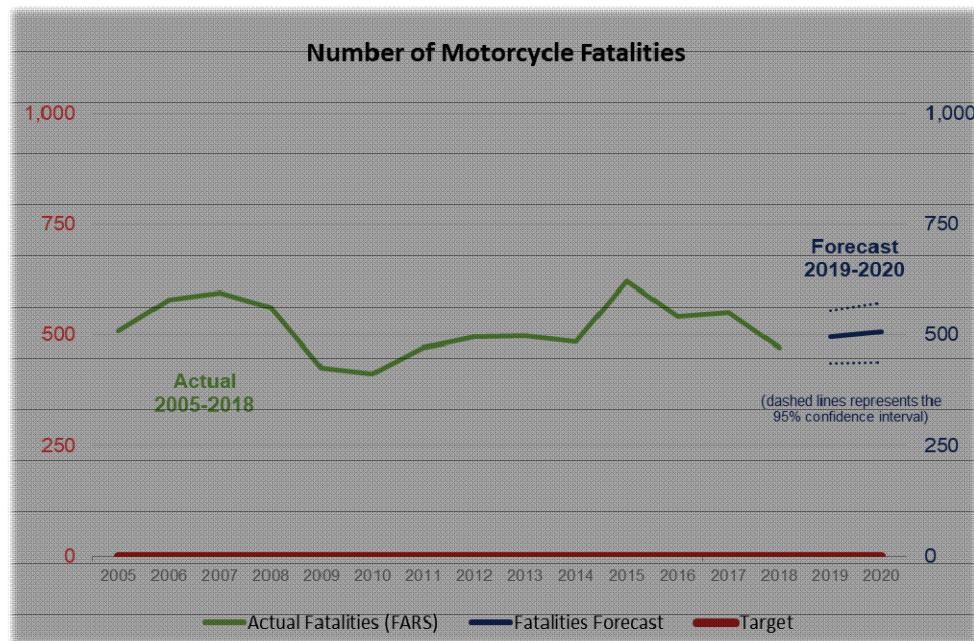
The table below reflects the number of motorcyclist fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, the number of motorcyclist fatalities on Florida's roads is forecasted to be between 440 and 574 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for number of motorcyclist fatalities was zero in 2020.

While the data forecast indicates Florida's number of motorcyclist fatalities will increase in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of motorcyclist fatalities.

**Outcome status:** Motorcycle fatalities for 2020 have not been released yet since we are still in 2020. However, the number of motorcycle fatalities were 591 in 2019, which is an increase from the 2018 total of 575 and is outside the forecasted range of 440 and 574 that was provided in the FY2020 HSP.

**Target status:** Although Florida did not reach its target of zero motorcycle fatalities in 2018, the FDOT State Safety Office expects the projects chosen for funding will continue the current trend and ultimately reduce the number of fatalities.



## C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

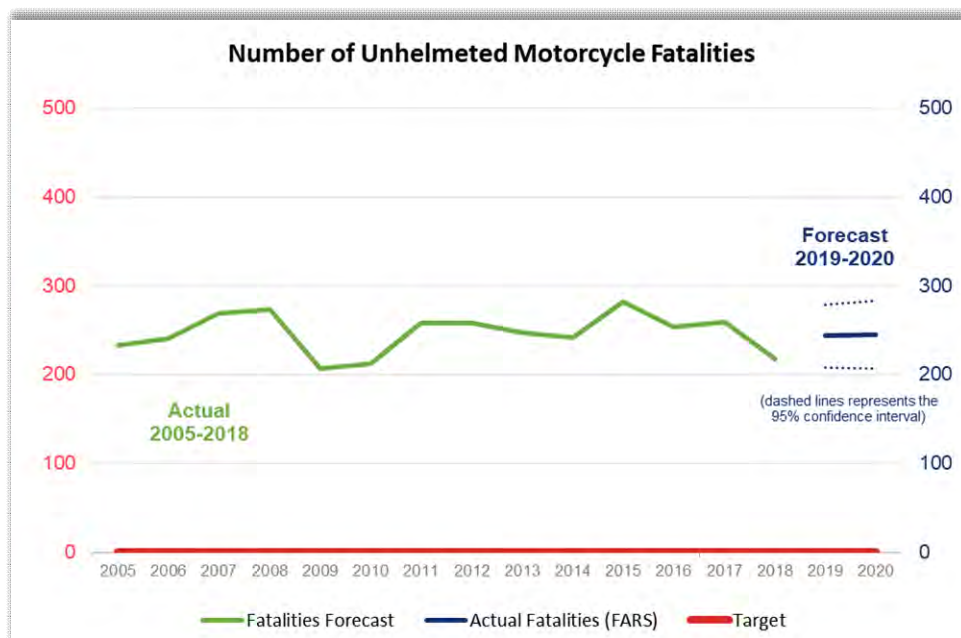
The table below reflects the number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of unhelmeted motorcyclist fatalities on Florida’s roads is forecasted to be between 208 and 282 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida’s target for number of unhelmeted motorcyclist fatalities is zero in 2020.

While the data forecast indicates Florida’s number of unhelmeted motorcyclist fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of unhelmeted motorcyclist fatalities.

**Outcome status:** Unhelmeted motorcycle fatalities for 2020 have not been released yet since we are still in 2020. However, the number of unhelmeted motorcycle fatalities were 303 in 2019, which is an increase from the 2018 total of 286 and outside of the forecasted range of 208 and 282 that was provided in the FY2020 HSP.

**Target status:** Although Florida did not reach its target of zero unhelmeted motorcycle fatalities in 2019, the FDOT State Safety Office expects the projects chosen for funding will continue the current trend and ultimately reduce the number of fatalities.



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

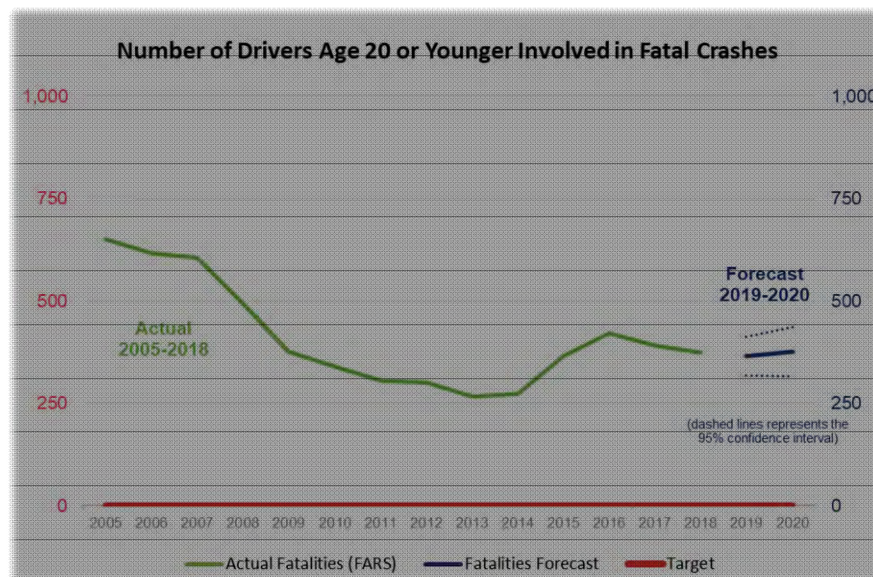
The table below reflects the number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of drivers age 20 or younger involved in fatal crashes on Florida's roads is forecasted to be between 317 and 437 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for number of drivers age 20 or younger involved in fatal crashes is zero in 2020.

While the data forecast indicates Florida's number of drivers age 20 or younger involved in fatal crashes will increase in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of drivers age 20 or younger involved in fatal crashes.

**Outcome status:** The number of drivers age 20 or younger involved in fatal crashes for 2020 have not been released yet since we are still in 2020. However, the number of drivers age 20 or younger involved in fatal crashes were 356 in 2019, which is a reduction from the 2018 total of 370 and within the forecasted range of 317 and 437 that was provided in the FY2020 HSP.

**Target status:** Although Florida did not reach its target of zero drivers age 20 or younger involved in fatal crashes in 2019, the FDOT State Safety Office expects the projects chosen for funding will continue the current trend and ultimately reduce the number of fatalities.



## C10 - NUMBER OF PEDESTRIAN FATALITIES

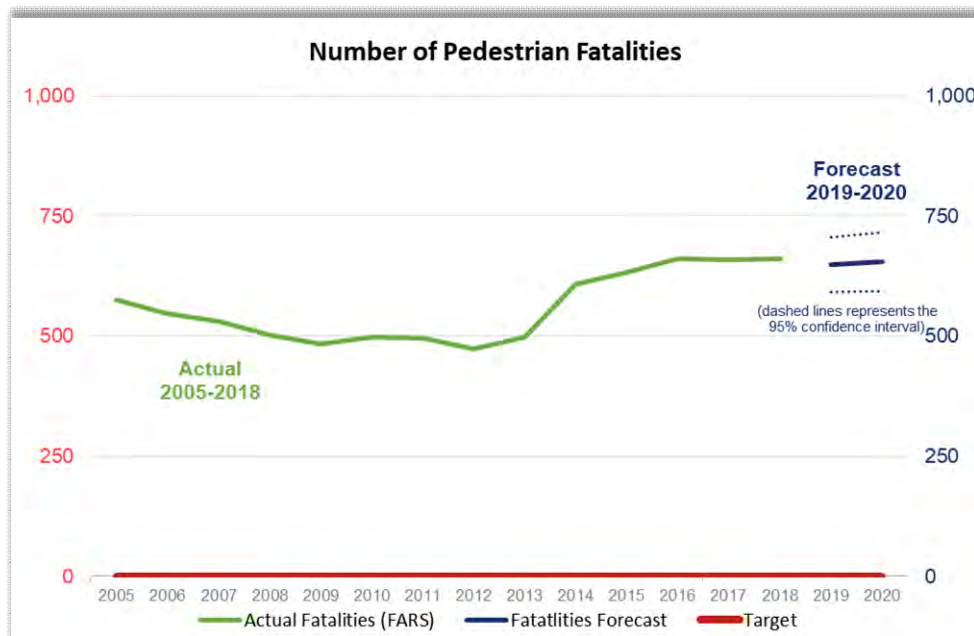
The table below reflects the number of pedestrian fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of pedestrian fatalities on Florida's roads is forecasted to be between 595 and 717 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for number of pedestrian fatalities is zero in 2020.

While the data forecast indicates Florida's number of pedestrian fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of pedestrian fatalities.

**Outcome status:** Pedestrian fatalities for 2020 have not been released yet since we are still in 2020. However, the number of pedestrian fatalities were 713 in 2019, which is an increase from the 2018 total of 706 and within of the forecasted range of 595 and 717 that was provided in the FY2020 HSP.

**Target status:** Although Florida did not reach its target of zero pedestrian fatalities in 2019, the FDOT State Safety Office will continue to select projects for funding that will help to mitigate the forecasted trend and ultimately reduce the number of pedestrian fatalities.



## C11 - NUMBER OF BICYCLIST FATALITIES

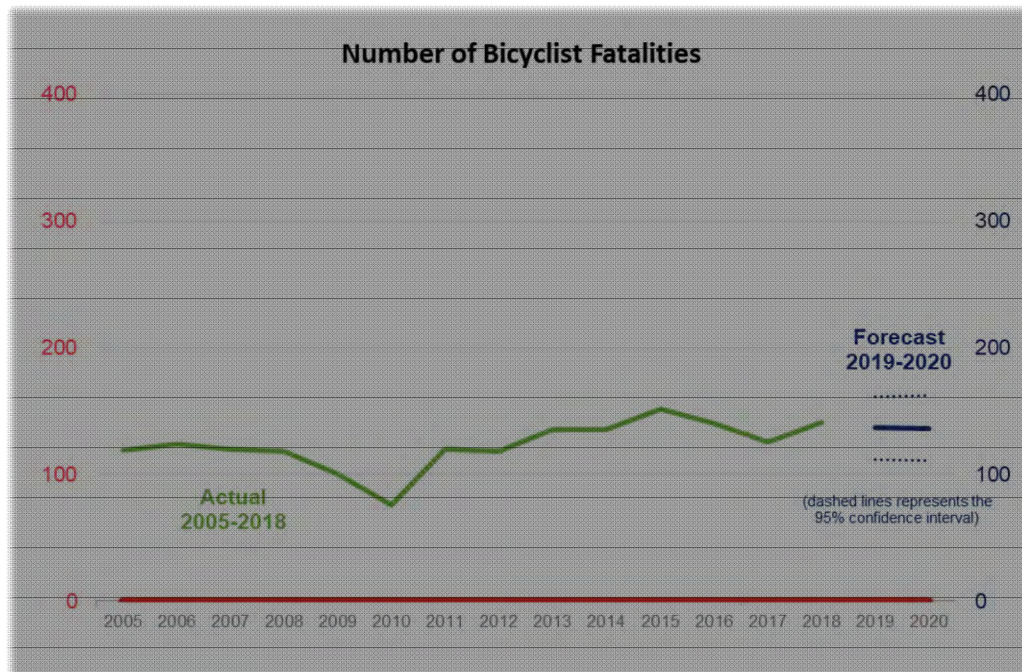
The table below reflects the number of bicyclist fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of bicyclist fatalities on Florida's roads is forecasted to be between 111 and 162 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for number of bicyclist fatalities is zero in 2020.

While the data forecast indicates Florida's number of bicyclist fatalities could begin to flatten in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of bicyclist fatalities.

**Outcome status:** The number of bicyclist fatalities for 2020 have not been released yet since we are still in 2020. However, the number of bicyclist fatalities were 161 in 2019, which is the same as the 2018 total of 161 and within the forecasted range of 111 and 162 that was provided in the FY2020 HSP.

**Target status:** Although Florida did not reach its target of zero bicyclist fatalities in 2019, the FDOT State Safety Office will continue to select projects for funding that will help to mitigate the forecasted trend and ultimately reduce the number of bicyclist fatalities



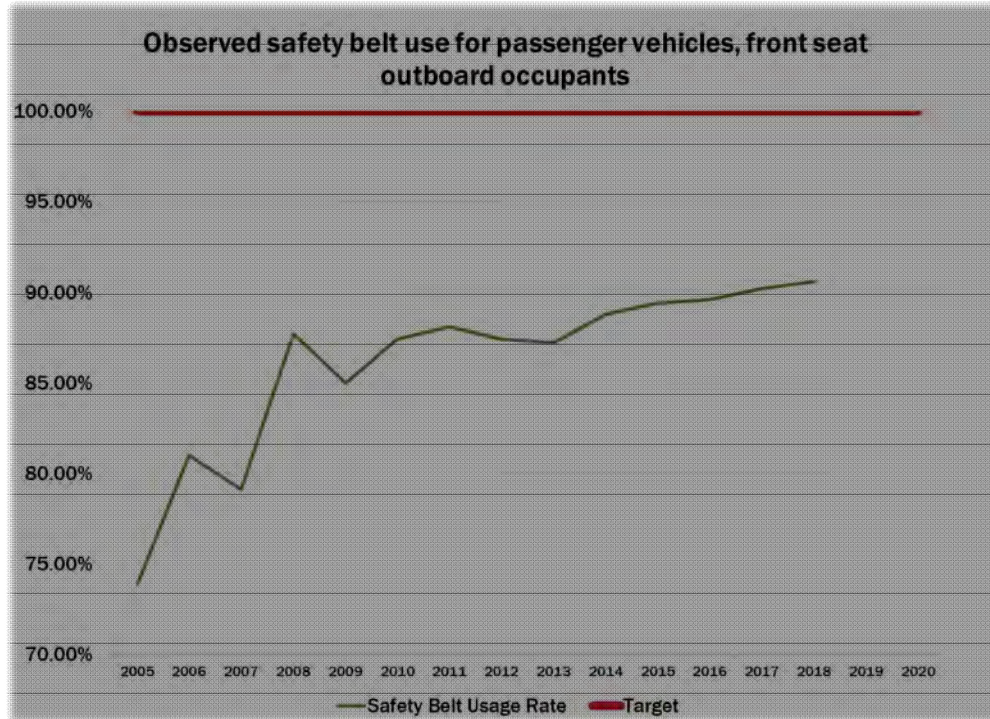
## B1 – OBSERVED SAFETY BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

The table below reflects the observed safety belt use for passenger vehicles, front seat outboard occupants for each year. Based on the trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2019 and 2020. This forecast was made by using state data from 2005 to 2018 to show the trend.

Florida’s target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2020.

While the trend indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance the upward trend in the observed safety belt use for passenger vehicles, front seat outboard occupants.

**Outcome status and Target status:** The State did not conduct annual seat belt user surveys in FY2020 in accordance with the April 9, 2020 notice announcing waiver and postponement of certain requirements for State Highway Safety Grant Programs under the Coronavirus Aid, Relief, and Economic Security (CARES) Act (Pub. L. 116-136, Division B, § 22005(a)).





## 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		2013	2014	2015	2016	2017	2018	2019	2020
F-1 Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	344	327	311	295	280	0	0	0
		Final	465	460	516	325	358			
F-2 Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	N/A	N/A	N/A	N/A	N/A	160	175	180
		Final	N/A	N/A	N/A	N/A	N/A	168		
F-3 Distracted Driving	Number of distracted driving fatalities	Target	N/A	N/A	N/A	N/A	N/A	0	0	0
		Final	200	224	220	241	241			
F-4 Paid Media	Estimated number of impressions	Target								
		Final								
	Impaired Driving	Target	N/A	N/A	N/A	N/A	N/A	3,000,000	3,000,000	75,000,000
		Final	N/A	N/A	N/A	N/A	N/A	85,389,616		
	Motorcycle Safety	Target	N/A	N/A	N/A	N/A	N/A	500,000	500,000	70,000,000
		Final	N/A	N/A	N/A	N/A	N/A	78,996,032		
	Occupant Protection	Target	N/A	N/A	N/A	N/A	N/A	1,000,000	1,000,000	90,000,000
		Final	N/A	N/A	N/A	N/A	N/A	98,028,754		
	Pedestrian and Bicycle Safety	Target	N/A	N/A	N/A	N/A	N/A	400,000	400,000	170,000,000
		Final	N/A	N/A	N/A	N/A	N/A	182,600,000		
F-5 Planning and Administration	Number of traffic safety subgrants executed	Target	N/A	N/A	N/A	N/A	N/A	168	170	175
		Final	N/A	N/A	N/A	N/A	N/A	145		
F-6 Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	N/A	N/A	N/A	N/A	N/A	100%	100%	100%
		Final	N/A	N/A	N/A	N/A	N/A			
F-7 Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	N/A	N/A	N/A	N/A	N/A	500	500	2,000
		Final	N/A	N/A	N/A	N/A	N/A	2,383		
F-8 Traffic Records	Number of crashes submitted within 10 days to the state	Target	N/A	>60%	>65%	>70%	>75%	>80	>80%	>80%
		Final	N/A	63.80%	69.93%	76.40%	74.30%	80.44%		
F-9 Work Zone Safety	Number of fatalities in work zones	Target	N/A	N/A	N/A	N/A	N/A	0	0	0
		Final	74	64	77	24	28			

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

Indicates 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.

Core Performance Measures			2015	2016	2017	2018	2019	2020
C-1	Number of Traffic Fatalities	Target	N/A	N/A	N/A	0	0	0
		Final	2,938	3,176	3,116	3,133	3,183	
C-2	Number of Serious Injuries in Traffic Crashes	Target	N/A	N/A	N/A	0	0	0
		Final	21,546	21,645	20,037	17,976	18,063	
C-3	Number of Fatalities/100M VMT	Target	N/A	N/A	N/A	0	0	0
		Final	1.42	1.47	1.42	1.41		
C-4	Number of Unrestrained Occupant Fatalities - All Seating Positions	Target	N/A	N/A	N/A	0	0	0
		Final	602	740	673	693	658	
C-5	Number of Fatalities Involving Driver/Motorcyclist with .08+ BAC	Target	N/A	N/A	N/A	0	0	0
		Final	794	901	834	822	790	
C-6	Number of Speeding-Related Fatalities	Target	N/A	N/A	N/A	0	0	0
		Final	320	310	307	305	300	
C-7	Number of Motorcyclist Fatalities	Target	N/A	N/A	N/A	0	0	0
		Final	615	586	590	575	591	
C-8	Number of Unhelmeted Motorcyclist Fatalities	Target	N/A	N/A	N/A	0	0	0
		Final	283	283	289	286	303	
C-9	Number of Drivers ≤ Age 20 Involved in Fatal Crashes	Target	N/A	N/A	N/A	0	0	0
		Final	359	401	381	375	356	
C-10	Number of Pedestrian Fatalities	Target	N/A	N/A	N/A	0	0	0
		Final	629	653	654	706	713	
C-11	Number of Bicyclist Fatalities	Target	N/A	N/A	N/A	0	0	0
		Final	150	139	125	161	161	
Behavioral Measures			2015	2016	2017	2018	2019	2020
B-1	Observed Safety Belt Use, Front Seat Outboard Occupants	Target	90.0%	90.0%	90.0%	100%	100%	100%
		Final	89.4%	89.6%	90.2%	90.6%	89.8%	
Activity Measures			2015	2016	2017	2018	2019	2020
A-1	Number of Grant-Funded Safety Belt Citations	Final	1,105	553	3,870	9,295	4,273	3,672
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	1,060	1,848	1,121	1,134	460	729
A-3	Number of Grant-Funded Speeding Citations	Final	5,737	4,285	17,605	19,999	29,991	14,428

Florida-Specific Measures			2015	2016	2017	2018	2019	2020
F-1	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	311	295	280	0	0	0
		Final	516	325	358	305	328	
F-2	Number of CTST outreach events conducted	Target	N/A	N/A	N/A	160	175	180
		Final	N/A	N/A	N/A	168	250	57
F-3	Number of distracted driving fatalities	Target	N/A	N/A	N/A	0	0	0
		Final	N/A	N/A	N/A	87	266	
F-4	Estimated number of impressions							
	Distracted Driving	Target	N/A	N/A	N/A	N/A	N/A	N/A
		Final	N/A	N/A	N/A	N/A	N/A	65,060,262
	Impaired Driving	Target	N/A	N/A	N/A	3,000,000	3,000,000	75,000,000
		Final	N/A	N/A	N/A	85,389,616	100,998,383	34,670,594
	Motorcycle Safety	Target	N/A	N/A	N/A	500,000	500,000	70,000,000
		Final	N/A	N/A	N/A	78,996,032	47,872,112	50,051,564
	Occupant Protection	Target	N/A	N/A	N/A	1,000,000	1,000,000	90,000,000
		Final	N/A	N/A	N/A	98,028,754	24,973,712	23,791,175
	Pedestrian and Bicycle Safety	Target	N/A	N/A	N/A	400,000	400,000	170,000,000
		Final	N/A	N/A	N/A	182,600,000	2,813,253	46,028,836
F-5	Number of traffic safety subgrants executed	Target	N/A	N/A	N/A	168	170	175
		Final	N/A	N/A	N/A	145	164	175
F-6	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	N/A	N/A	N/A	100%	100%	100%
		Final	N/A	N/A	N/A	74%	72%	72%
F-7	Number of persons who received traffic safety professional's training	Target	N/A	N/A	N/A	500	500	2,000
		Final	N/A	N/A	N/A	2,383	2,976	2,600
F-8	Number of crashes submitted within 10 days to the state	Target	>65%	>70%	>75%	>80	>80%	>80%
		Final	69.93%	76.40%	74.30%	80.44%	79.55%	80.62%
F-9	Number of fatalities in work zones	Target	N/A	N/A	N/A	0	0	0
		Final	N/A	N/A	N/A	82	13	
■ 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 seven 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 (2013-2017), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

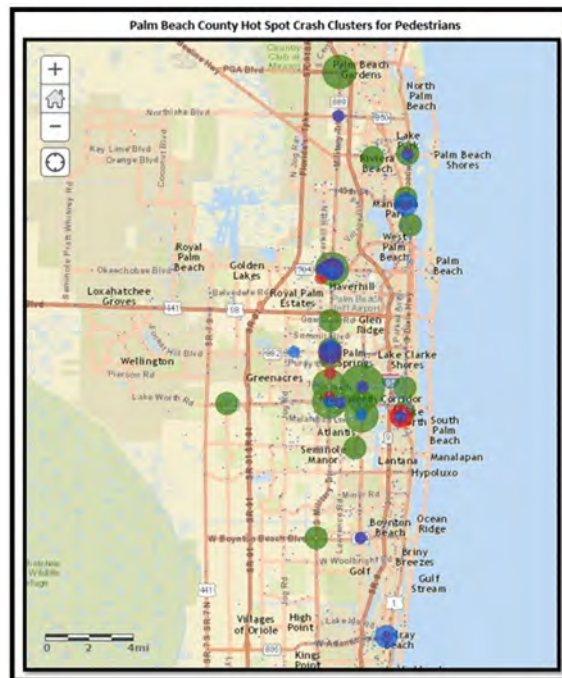
County- and city-level matrices are divided into three groups based upon population. The numbers in each matrix represent where a county or city ranks relative to its population group in a particular program area based on the total serious injuries and fatalities, where "1" represents the highest number 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.

Other data tools used for enforcement planning are the Florida Integrated Report Exchange System (FIRES) and Signal 4 Analytics, which provide actual crash counts for each law enforcement agency and county. These tools also 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 problems, 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 effectiveness 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
- ***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

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

The list of high-visibility enforcement subgrants for FY2020 can be found on the following pages:

Distracted Driving .....	page 65
Impaired Driving.....	page 70
Motorcycle Safety.....	page 94
Occupant Protection and Child Passenger Safety .....	page 110
Pedestrian and Bicycle Safety.....	page 138
Speed / Aggressive Driving .....	page 172
Teen Driver Safety.....	page 186
Work Zone Safety.....	page 216



# National Mobilization Participation

The FDOT State Safety Office continuously promotes and supports mobilization participation in the NHTSA campaign waves through our Law Enforcement Liaison (LEL) Program. The LEL Program, through its Law Enforcement Liaisons (LELs), partnered with law enforcement agencies to promote and increase participation in the 3 NHTSA traffic safety national mobilization waves to increase awareness and participation in traffic safety-related efforts. The LELs provided coordination, cooperation, and education to law enforcement agencies within their respective geographical regions. Within each LEL region, local area networks (LANs) were established and maintained in an effort to ensure that information was disseminated effectively and efficiently, in effort to increase participation. Law enforcement agencies are asked to submit participation reports after each campaign online using the LEL website. The effectiveness of these actions is evidenced in the level of participation in Florida which has approximately 325 law enforcement agencies that perform traffic enforcement.

## CLICK IT OR TICKET CAMPAIGN

The annual Click It or Ticket Enforcement Campaign was canceled this subgrant year due to COVID-19.

## DRIVE SOBER OR GET PULLED OVER CAMPAIGN

A total of 236 law enforcement agencies (72%) participated in the Drive Sober or Get Pulled Over campaign waves.

Activity	Measures	Numbers
Participating Law Enforcement Agencies	Number of Florida law enforcement agencies that reported participation	236
Enforcement Activity Labor Day DUI Campaign	Numbers	-
	Hours of impaired driving enforcement	27,638
	Checkpoints	11
Citation Information	Number of DUI arrests	1,031
Paid Media Information	Number of impressions	-
Earned Media Information	Number of reports	163
	Press conferences	14
	TV - earned media reports	29
	Radio - earned media reports	41
	Print - earned media reports	78
	Online Posts - articles, social media, Facebook, Twitter, etc.	84,195

# FDOT Program Areas

Florida's 2020 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

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. Fortunately, the 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 them maintain their mobility and independence. FY2020 projects address aging road user safety from several angles and enlist local agencies to address this important issue in their specific geographic areas.

## 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)
-

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

**Implementing Agency:** Pepper Institute on Aging and Public Policy

**Project Number:** CP-20-04-09

**Funding Source:** 402

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

**Budget:** \$350,000

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

The Coalition conducted two (2) media campaigns in FY2020. The first campaign, conducted for the launch of the new *Florida's Guide to Safe Mobility for Life*, utilized a news release and social media posts to promote the new guide across the state. The campaign resulted in over 3,000 pre-orders and a visitor increase of 43% to the Coalition website. Similarly, the Older Driver Safety Awareness Week campaign was comprised of social media messaging and a

statewide news release with the addition of the release of the "You Hold the Keys" PSA which broadcasted at tax collector offices across the state and the turnpike gas pumps. The campaign increased website visits by 90%. In addition, four (4) editions of the quarterly "Safe Mobility for Life: Insider" e-newsletter were released, reaching over 1,000 individuals.

In FY2020, the Coalition exhibited at a total of ten (10) events. Five (5) of the events were local community events and five (5) were statewide/regional events. These events allowed direct contact with stakeholders in public health, transportation, and planning and engineering as well as older adults themselves. In addition, CarFit activities included four (4) technician trainings, one (1) event coordinator training and five (5) local community events. On March 16, 2020 the Governor's Office ordered the suspension of all non-essential state travel due to COVID-19. All in-person events for the remainder of the subgrant year were suspended.

Throughout the subgrant cycle, FSU's Resource Center distributed: 267 Aging Road User Strategic Safety Plans; 884 Bicycling booklets; 68 CarFit tip cards; 24 Countdown Pedestrian tip cards ; 1,517 Families and Caregivers brochures; 6,968 Find a Ride tip cards; 1,613 Flashing Yellow Arrows tip cards; 300 Golf Cart brochures; 5,869 Florida's Guides for Aging Drivers; 803 Keys to Achieve Safe Mobility for Life tip cards; 719 Lifelong Communities checklists; 2,250 Mail-in request cards; 976 Public Transit booklets; 1,868 Right on Red tip cards; 1,817 Roundabout tip cards; 5,760 Transportation Network Companies brochures; and 228 Law Enforcement Visor cards. It should be noted that the above numbers are individual requests directly to the Resource Center and do not include materials distributed at Coalition member events.

**Expenditures: \$268,889**



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<b>Project Name:</b>	Aging Road User Information Systems 2019-2020
<b>Implementing Agency:</b>	University of Florida - Institute for Mobility, Activity, and Participation
<b>Project Number:</b>	CP-20-04-10
<b>Funding Source:</b>	402
<b>Project Description:</b>	The University of Florida’s Institute for Mobility, Activity, and Participation will house and maintain the Florida Aging Road User Information System. This project will reduce injuries and fatalities for aging road users by providing options for alternative methods of transportation once they can no longer drive safely. This program supports the work of the Safe Mobility for Life Coalition and the strategies of Florida’s Aging Road User Strategic Safety Plan.
<b>Budget:</b>	\$182,469
<b>Project Activities:</b>	<p>The University of Florida was awarded a subgrant to develop and support the Elder Road User Information System, known as the <i>Find-A-Ride Database</i>. The Find-A-Ride Database supports Florida’s Comprehensive Older Driver Program and mobility management across the State. Its primary focus is to offer transportation alternatives for older adults when driving is no longer a safe option. Users can search the database, to find transportation services that best fits their individual mobility needs.</p> <p>In FY2020, the team continued to promote the Florida Find-A-Ride’s website and refine the interactive mapping capabilities. Focus was placed on highlighting direct information sources for providers (phone, e-mail, website) to encourage users to contact the service directly. This will hopefully reduce the issue of users confusing Find-A-Ride (referral) with being the actual dispatch or service provider.</p> <p>The program also conducted an audit of all 506 providers to verify each of the provider listings on the website. Emails and phone calls were made to each of the providers to verify their information. Eighty percent (80%) of providers responded to verify or update their listings. This is the program’s most successful audit to date.</p>
<b>Expenditures:</b>	\$165,754



**Project Name:** (see below)

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Project Description:** The following local enforcement agencies will receive funding to reduce fatalities and serious injuries to aging road users by conducting educational programs and community outreach. Efforts include trainings and educational materials for aging road users 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. Programs will help to encourage positive perceptions and attitudes of older drivers and produce positive social norms about transitioning from driving.

**Budget:** \$32,750

Project Number	Implementing Agency	Project Name	Budget
CP-20-04-11	Apopka Police Department	Assisting Aging Road Users	\$1,250
<b>Project Activities:</b>	During FY2020, the Apopka Police Department (PD) conducted three separate in-service classes reaching a total of 37 officers to raise awareness among officers of available resources and programs available to assist aging road users. In July of 2020, aging road users were taught about traffic safety during a session of the Apopka Police Department's Citizens Police Academy. Another community outreach was planned but was cancelled due to COVID -19. The department officially suspended overtime activities due to COVID-19 from April 4, 2020 through May 8, 2020.		
<b>Expenditures:</b>	\$491		
CP-20-04-12	Broward Sheriff's Office	65+ Grand Drivers	\$14,000
<b>Project Activities:</b>	The Broward County Sheriff's Office conducted educational limited activities from July 9, 2020 to August 14, 2020 due to COVID-19 and safety guideline restrictions. A total of 237 educational encounters were completed by deputies and 139 educational pamphlets and materials were distributed.		
<b>Expenditures:</b>	\$13,832		

CP-20-04-13	Coral Springs Police Department	Coral Springs Aging Road User Program	\$4,500
<b>Project Activities:</b>	Due to COVID-19 safety restrictions, the Coral Springs Police Department did not conduct subgrant activities as the aging road user population is at higher risk from the virus. The department had plans in place to host several community outreach events, but these were cancelled due to social distancing and state mandated COVID-19 restrictions.		
<b>Expenditures:</b>	\$0		
CP-20-04-14	Fruitland Park Police Department	Operation Fountain of Y.O.U.T.H.	\$3,000
<b>Project Activities:</b>	<p>The Fruitland Park Police Department conducted five (5) aging road user educational outreach events at the Moyer Recreation Center located in "The Villages" retirement community. At each event, officers discussed common traffic safety concerns for aging road users with the community. Educational materials from the Safe Mobility for Life Coalition were provided to event attendees and included information regarding: Bicycling, How to Safely Navigate a Roundabout, Turning Right on Red, Flashing Yellow Arrows, and also information specifically for Families and Caregivers of Aging Road Users.</p> <p>The Fruitland Park Police Department was unable to conduct any CarFit events due to the National CarFit Program cancelling all events due to COVID-19 safety precautions.</p>		
<b>Expenditures:</b>	\$2,512		
CP-20-04-15	Lee County Sheriff's Office	Seniors Driving Safely Program	\$10,000
<b>Project Activities:</b>	The Lee County Sheriff's Office declined FY2020 funding because after reviewing the award, they were really seeking more equipment that is not allowable under NHTSA subgrants and stated that they did not need any overtime funding for officer activities.		
<b>Expenditures:</b>	\$0.00		

# Community Traffic Safety Outreach

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.

## 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; Chapter 4, Pages 17-18; Chapter 8: Pages 8-27)



## Community Traffic Safety Teams

**Project Name:** Community Traffic Safety Teams

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**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 equipment, public information and educational materials that address traffic safety problems affecting their local communities.

**Budget:** \$210,000

Project Number	Implementing Agency	Project Name	Budget
CP-20-04-01	Florida Department of Transportation – District 1	Public Information and Education Program – District 1	\$30,000
<b>Project Activities:</b>	Over the project period, there was a total of 24 community/outreach events attended. Safety public educational materials were created, approved, and purchased for disbursement to organizations/events. During the beginning of the project period, an established Community Traffic Safety Team (CTST) represented all 12 counties. However, as COVID-19 evolved, not all teams could make the virtual meetings despite the Community Traffic Safety Program's (CTSP) continued encouragement and support. Through collaborative efforts between CTST and partners, additional members were added and attended the virtual meetings. The meeting style changed to combat the spread of COVID-19. In the beginning, meetings were held in-person, then it went to virtual. A total of 49 in-person meetings and 27 virtual meetings were held. In addition to education within the teams, many engineering items were reviewed for safety enhancements, and further actions are taken to enhance traffic safety concerns. Although this subgrant period brought challenges with outreach because of COVID-19, some good results came from it. For example, The CTSP Coordinator took the opportunity to survey members throughout the District to re-evaluate the program for new ideas of needs, requests, and empowerment. The results were favorable and will be expanded upon in the new subgrant cycle. Due to COVID-19, all outreach, in-person meetings, creation of new CTSTs, and materials distribution were limited.		
<b>Expenditures:</b>	\$30,000		

CP-20-04-02	Florida Department of Transportation – District 2	Public Information and Education Program – District 2	\$30,000
<b>Project Activities:</b>	Over the project period, there was a total of 7 virtual community/outreach campaign events held. A total of 2,499 Safety public educational materials were created, approved, and purchased for disbursement to organizations/events. No new Community Traffic Safety Teams (CTSTs) were created. The meeting style changed to combat the spread of COVID-19. In the beginning, meetings were held in-person, then it went to virtual. A total of 20 in-person meetings and 8 virtual meetings were held. In addition to education within the teams, 134 engineering items were reviewed for safety enhancements, and further actions are taken to enhance traffic safety concerns. Due to COVID-19, all outreach, in-person meetings, creation of new CTSTs, and materials distribution were limited.		
<b>Expenditures:</b>	\$28,995		
CP-20-04-03	Florida Department of Transportation – District 3	Public Information and Education Program – District 3	\$30,000
<b>Project Activities:</b>	Over the project period, there was a total of 4 community/outreach events attended. Safety public educational materials were created, approved, and purchased for disbursement to organizations/events. Virtual meetings were held. There was 3 re-organization meetings held for Community Traffic Safety Teams during this subgrant period, but has not moved forward, yet. In the beginning, meetings were held in-person, then it went to virtual. A total of 33 in-person meetings and 4 virtual meetings were held. In addition to education within the teams, 9 engineering items were reviewed for safety enhancements, and further actions are taken to enhance traffic safety concerns. District 3 joined the Florida Teen Safe Driving Coalition during this subgrant period and attending virtual meetings. Due to COVID-19, all outreach, in-person meetings, creation of new CTSTs, and materials distribution were limited.		
<b>Expenditures:</b>	\$29,030		
CP-20-04-04	Florida Department of Transportation – District 4	Public Information and Education Program – District 4	\$30,000
<b>Project Activities:</b>	Over the project period, there was a total of 5 community/outreach campaign events held. Safety public educational materials were created, approved, and purchased for disbursement to organizations/events. No new Community Traffic Safety Teams (CTSTs) were created. The meeting style changed to combat the spread of COVID-19. A total of 5 virtual meetings were held. Due to COVID-19, all outreach, in-person meetings, creation of new CTSTs, and materials distribution were limited.		

<b>Expenditures:</b>	<b>\$29,994</b>		
<b>CP-20-04-05</b>	<b>Florida Department of Transportation – District 5</b>	<b>Public Information and Education Program – District 5</b>	<b>\$30,000</b>
<b>Project Activities:</b>	Over the project period, there was a total of 4 community/outreach campaign events held. 9 Signal Cabinet Wrap Safety public educational materials were created, approved, and purchased for disbursement. No new Community Traffic Safety Teams (CTSTs) were created. The meeting style changed to combat the spread of COVID-19. A total of 55 in-person and 43 virtual meetings were held. Due to COVID-19, all outreach, in-person meetings, creation of new CTSTs, and materials distribution were limited.		
<b>Expenditures:</b>	<b>\$9,000</b>		
<b>CP-20-04-06</b>	<b>Florida Department of Transportation – District 6</b>	<b>Public Information and Education Program – District 6</b>	<del>\$30,000</del> <del>\$50,000</del> \$30,000
<b>Project Activities:</b>	Over the project period, 13 community/outreach events were attended, and 160 supported through public information/educational materials. Over 50,000 safety public educational materials were created, approved, and purchased for disbursement to organizations/events. There is 13 established Community Traffic Safety Teams (CTST) represented throughout the two counties and District 6 is looking to add more in the coming year. A total of 36 in-person meetings were held. Although this subgrant period brought challenges with outreach because of COVID-19, some good results came from it. For example, The CTSP Coordinator took the opportunity to run campaign messages through Public Service Announcements (PSAs) in English and Spanish with great results: 160 partners participated, 157 outreach events benefitted, 31 multi-agency enforcement operations were conducted, and the overall campaign impressions was estimated at 353.3 million. Due to COVID-19, all outreach, in-person meetings, creation of new CTSTs, and materials distribution were limited.		
<b>Expenditures:</b>	<b>\$25,046</b>		
<del><b>CP-20-04-07</b></del>	<del><b>Florida Department of Transportation – District 7</b></del>	<del><b>Public Information and Education Program – District 7</b></del>	<del><b>\$30,000</b></del>
<b>Project Activities:</b>	FDOT District 7 declined FY2020 funding because additional printed materials were not needed at this time.		
<b>Expenditures:</b>	<b>\$0</b>		

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**Project Name:** Community Traffic Safety Support  
**Implementing Agency:** Center for Urban Transportation Research  
**Project Number:** CP-20-04-08  
**Funding Source:** 402  
**Project Description:** The University of South Florida, 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 assisting with hosting the Lifesavers National Conference on Highway Safety Priorities in Tampa. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement, and outreach materials that are distributed as part of other programs.

**Budget:** **\$274,500**

**Project Activities:** The Center for Urban Transportation Research (CUTR) received a subgrant to provide assistance and support for the FDOT State Safety Office community support program. The following task were done during the subgrant cycle:

Florida was schedule to host The Lifesavers Conference March 15-17, 2020 at the Tampa Convention Center. Due to COVID-19, the Conference was canceled on March 9, 2020, just 5 days before the date the Conference was supposed to have begun. CUTR assisted with the event planning from the start of the subgrant cycle through April 2020, working to both plan for the event, and then work on cancelations due to COVID-19.

FDOT requested the printing of previously developed Impaired Driving Tip Cards. 7,000 DUI Vehicles Tip Cards were printed and mailed directly to the FDOT State Safety Office. 7,000 Bicycle Under the Influence Tip Cards (also known as the Drive Sober While Biking) Tip Card were shipped directly to FDOT.

CUTR was tasked with contracting for the Impaired Driving Communications Plan. CUTR executed the agreement with Cambridge Systematics and kept in contact with them throughout the contract period, checking on deliverable and invoice status. The Cambridge Systematics contract was completed in September 2020.

CUTR was also tasked with researching traffic safety outreach materials, specifically a tent and Vince and Larry mascot costumes. CUTR worked with a tent vendor to complete the purchase. During September, CUTR continued to work with the vendors on the mascot costumes. The mask blanks were ordered, shipped from the vendor, and arrived at USF. CUTR picked up the mask blanks and delivered them to the costume company completion (cutting, painting, stickers, etc.).

**Expenditures: \$53,800**





# Distracted Driving

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.

Florida's distracted driving program aims to reduce distracted driving crashes by funding projects to raise awareness about this issue and educate traffic safety partners about the need for better data collection and crash reporting.

## 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)
-

**Project Name:** Distracted Driving Outreach Program

**Implementing Agency:** Center for Urban Transportation Research

**Project Number:** DD-20-04-01

**Funding Source:** 402

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to conduct a local distracted driving community outreach and education on the University of South Florida campuses, utilizing pre-and post-surveys to determine behavioral changes.

**Budget:** \$26,000

**Project Activities:** Due to safety precautions related to COVID-19, subgrant activities were amended to focus on the development of distracted driving educational materials instead of conducting educational outreach. During FY2020, CUTR created three (3) distracted driving tip cards for both digital and printed distribution and two additional distracted driving poster designs for future consideration.

CUTR also developed three (3) :15 second public service announcement (PSA) scripts and four (4) :30 second scripts. Each script focuses on a range of messaging from a general distracted driving focus, to teen messaging.

**Expenditures:** \$21,344



**Project Name:** Law Enforcement Distracted Driving Outreach and Education

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Project Description:** The following local enforcement agencies will receive funding to conduct distracted driving 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:** \$63,500

Project Number	Implementing Agency	Project Name	Budget
DD-20-04-02	Apopka Police Department	Apopka Distracted Driving Program	\$10,500
<b>Project Activities:</b>	During FY2020, the Apopka Police Department (PD) conducted 56 high visibility enforcement operations. A planned outreach event in April 2020 was cancelled due to COVID -19 restrictions. The department suspended overtime activities from April 4, 2020 through April 22, 2020. Social media posts regarding distracted driving, specifically focusing on handsfree bans in school and work zones, were also posted to the City of Apopka's Facebook page during the subgrant period.		
<b>Expenditures:</b>	\$10,000		
DD-20-04-03	Broward Sheriff's Office	Broward Distracted Driving Program	\$11,000
<b>Project Activities:</b>	Broward County Sheriff's Office's (BCSO) Distracted Driving program utilized a unique approach to educate the public about the dangers of distracted driving. BSCO conducted educational operations at the Fort Lauderdale/Hollywood International Airport. Despite COVID-19 interruptions and restrictions, deputies performed 22 operations, resulting in 303 educational contacts and 455 materials distributed. Social media was also utilized to provide distracted driving information and education over the		

	course of project period. Over 14,000 individuals were reached through Facebook and over 14,800 individuals were reached through Instagram.		
<b>Expenditures:</b>	<b>\$9,786</b>		
<b>DD-20-04-04</b>	<b>Calhoun County Sheriff's Office</b>	<b>Calhoun County Distracted Driving Program</b>	<b>\$10,500</b>
<b>Project Activities:</b>	Calhoun County Sheriff's Office conducted 62 enforcement operations in FY2020. Ten (10) social media posts were made to promote distracted driver awareness, reaching over 24,000 individuals. In addition, a distracted driving article written by one of the deputies was included in the local newspaper, reaching approximately 2,800 individuals.		
<b>Expenditures:</b>	<b>\$10,286</b>		
<b>DD-20-04-05</b>	<b>Coral Springs Police Department</b>	<b>Coral Springs Distracted Driving Program</b>	<b>\$10,500</b>
<b>Project Activities:</b>	The Coral Springs Police Department conducted 32 distracted driving enforcement operations during the subgrant period. Initially, the department placed a heavy emphasis on digital media and public education, however due to COVID-19, the department was required to suspend subgrant activities from March 2020 until July 2020. Subgrant activities were limited and the department had to cancel public events and had limited use of the city's social media outlets.		
<b>Expenditures:</b>	<b>\$7,618</b>		
<b>DD-20-04-06</b>	<b>Gainesville Police Department</b>	<b>Gainesville Distracted Driving Program</b>	<b>\$10,500</b>
<b>Project Activities:</b>	<p>In March 2020, the City of Gainesville issued an emergency order prohibiting public gatherings and events due to COVID-19. In July 2020, restrictions were relaxed and subgrant activities resumed. Gainesville Police Department (PD) personnel conducted a total of 15 high visibility enforcement operations, resulting in 128 traffic stops, 116 citations and 73 warnings. Distracted driving dangers and safety tips were discussed with drivers and passengers on each traffic stop.</p> <p>Traffic Unit members participated in the Junior Police Academy. Presentations and hands-on demonstrations were conducted, highlighting the risks and dangers of driving while distracted. Distracted driving goggles that simulate what a driver/operator would experience if they were distracted</p>		

	while operating a motor vehicle were also utilized. Due to COVID-19 restrictions the class was split over two different dates and class size was scaled back to eight to ten participants in each class.		
<b>Expenditures:</b>	<b>\$4,380</b>		
<b>DD-20-04-07</b>	<b>Jupiter Police Department</b>	<b>Jupiter Distracted Driving Program</b>	<b>\$10,500</b>
<b>Project Activities:</b>	The Jupiter Police Department (PD) conducted 21 enforcement operations during the subgrant period. Due to COVID-19 safety precautions, activities were suspended from mid-March through May. Enforcement operations resumed in June. Educational materials were provided during enforcement operations in addition to being made available in the department's lobby.		
<b>Expenditures:</b>	<b>\$9,851</b>		



# Impaired Driving

Impaired driving is involved in a little over one quarter of all motor vehicle deaths 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.

The Impaired Driving Program supports a variety of strategies that target individuals driving under the influence of drugs and/or alcohol. Florida's impaired driving program provides funding for DUI enforcement activities and equipment, awareness and education campaigns, proactive youth-focused DUI education and outreach, and specialized education for law enforcement, BAC testers, and prosecution to increase effective DUI adjudication.

## 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)

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<b>Project Name:</b>	Florida Impaired Driving Coalition
<b>Implementing Agency:</b>	Center for Urban Transportation Research
<b>Project Number:</b>	AL-20-05-01
<b>Funding Source:</b>	402
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to bring together technical stakeholders and subject matter experts from various disciplines to provide recommendations on critical impaired driving issues. The Coalition will address prevention, enforcement, prosecution, and community awareness of impaired driving in Florida, in addition to the treatment and rehabilitation of impaired drivers.
<b>Budget:</b>	\$153,932
<b>Project Activities:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) was awarded a subgrant to support the Florida Impaired Driving Coalition (FIDC). During the FY2020 subgrant period, the CUTR Team provided administrative support for two in-person FIDC Coalition meetings in December 2019 and February 2020. Due to the impact of COVID-19, the FIDC hosted its July 2020 meeting online using the video conferencing service GoToMeeting. CUTR executed a sub-contract with Cambridge Systematics to provide technical support for Coalition meetings, including maintaining the coalition website.

CUTR analyzed Florida crash data to understand temporal and seasonal characteristics of drunk-driving crashes. Based on these efforts, CUTR developed presentations, including questions related to the quality of Florida drunk-driving crash information in crash data. The CUTR team lead efforts to collect and analyze alcohol-involved crash data to obtain more robust insight on Florida's challenges, specifically through the analysis and synthesis of Florida alcohol-involved crash data by month and 10-day time periods. Primarily, the CUTR team shared its findings through presentations at each of the Florida Impaired Driving Coalition meetings held this subgrant cycle, as well as through the creation of new educational materials with the latest data available.

CUTR also worked to maintain the Drive Sober Florida website ([www.drivesoberfl.com](http://www.drivesoberfl.com)). This website was developed in 2019 based on input from the FDOT State Safety Office as the landing page for FDOT State Safety Office impaired driving campaign landing page.

One significant effort included the update of the 2019 FIDC Crash Factsheet, using a new dataset (fatal and serious injury crashes between 2014 and 2018) obtained through the FDOT Crash Analysis and Reporting database. Descriptive data analysis was conducted, and new tables and figures were developed. The updated information, tables and figures were included in the factsheet and a new design was applied.

Finally, to understand the impact of COVID-19 on impaired driving, traffic count data and crash data was obtained and analyzed. It was learned that traffic was reduced by about 50 percent in April and both traffic crashes and fatalities were significantly reduced during the same period. The CUTR team analyzed 2019 DUI crash data and DUI crashes during COVID-19 lockdown period with preliminary data.

Overall, there was a decreasing trend of alcohol involved crashes between 2015 and 2019.

**Expenditures: \$127,910**





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**Project Name:** Florida Department of Law Enforcement

**Implementing Agency:** Improving Highway Safety Through Data Analysis

**Project Number:** AL-20-05-02

**Funding Source:** 402

**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 new drug testing instrumentation that will assist the state with improving prosecution and adjudication of impaired driving cases. FDLE will also train its law enforcement contributors on case analysis and State Attorney's offices on the ability to identify and report drugs for court cases which will assist in the accurate and timely prosecution of impaired drivers.

**Budget:** \$449,064

**Project Activities:** The Florida Department of Law Enforcement (FDLE) declined FY2020 funding because after reviewing the award, they determined that they were not ready to implement the equipment requested.

**Expenditures:** \$0

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**Project Name:** Florida Department of Highway Safety and Motor Vehicles

**Implementing Agency:** DUI Centralized Repository Database

**Project Number:** AL-20-05-03

**Funding Source:** 402

**Project Description:** The Florida Department of Highway Safety and Motor Vehicles (DHSMV) will receive funding to contract with a consultant to determine how to bring all DUI related databases/tracking systems into one comprehensive system. DHSMV will ultimately like to develop a centralized repository database that would be a statewide, real-time, electronic system to track impaired driving offenders from arrest through disposition and treatment, that could be utilized by all stakeholders involved in the efforts to reduce impaired driving crashes in Florida.

**Budget:** \$200,000

**Project Activities:**

In November 2019, DHSMV posted a notice on MyFloridaMarketPlace (MFMP) to contract with a vendor to conduct a study on the feasibility of the development of a DUI Centralized Repository Database (DCR). The DCR would be a statewide, real-time, electronic system to track impaired driving offenders, from arrest through to disposition and treatment in the efforts to reduce both DUI crashes and the recidivism rate of DUI offenders. This system would also allow State and National stakeholders, like NHTSA, State Agencies, Law Enforcement Agencies, Judicial circuits, and licensed DUI Programs to have up-to-date and accurate information about Florida's impaired drivers (crash, conviction, treatment success, and recidivism rates, etc.).

In March 2020, North Highland was selected and contracted with The Bureau of Motorist Compliance to perform a feasibility study for the DCR database. Due to the effects of COVID-19, it was mutually decided that all meetings would be held electronically. Also during March, North Highland began a series of weekly meetings with the department and interviews with internal and external stakeholders to acquire an understanding of the Department's current state and work together with the Department to define the future state, via stakeholder interviews, workshops, and surveys. North Highland's directive was to produce a Feasibility Study that aligns to the Department's overall vision.

During the numerous meetings with internal and external stakeholders, North Highlands and department staff met with the stakeholders to discuss their needs and interests with regard to the DCR and present the department's vision and how to best collaborate with each stakeholder to meet the department's mission.

The Final DCR Feasibility Study is the result of all the assessment, analysis, and planning performed during the project, and communicates to all stakeholders the intent, benefits, costs, and risks of the recommended option and articulates a clear vision of the desired future state and its benefits. The Feasibility Study provides a clear roadmap for the use of new technology for targeted outcomes that will benefit Florida constituents. Most notably, the Feasibility Study will portray the Department's shift towards a proactive approach to reducing repeat offenders of impaired driving through a DUI Centralized Repository (DCR) Feasibility Study database that provides real-time reporting to support management of DUI administrative processes.

Submitted with the Final Study was a Project Management Plan (PMP) that describes how the project will be executed, monitored,

and controlled, and closed. Project information and subsidiary management plans have been integrated and consolidated into this document to define the basis of all project work and how the work DUI Centralized Repository (DCR) Database will be performed. The Project Management Plan is a “living” document that is prepared early in the planning phase and updated as necessary throughout the project life cycle.

The Feasibility Study will be submitted in the DHSMV’s Legislative Budget Request in the near future.

**Expenditures:** \$200,000

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**Project Name:** Traffic Safety Resource Prosecutor Program (TSRP)

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

**Project Number:** M5CS-20-06-01

**Funding Source:** 405(d)

**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 and possibly an assistant 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:** \$451,882

**Project Activities:** Tallahassee Community College was awarded a subgrant to support the facilitation of the Traffic Safety Resource Prosecutor (TSRP) Program which addresses the complexity of DUI prosecution faced by both law enforcement officers and prosecutors. The assistance included training and providing technical support to prosecutors and law enforcement officers.

During FY2020, due to COVID-19 and social distancing guidelines, the TSRP program conducted 49 in-person courses across the State

and 27 webinar trainings that trained DUI prosecutors in the legal, scientific, and tactical aspects of DUI prosecution, including vehicular manslaughter prosecution and drugged driving. Overall, the program provided training for 3,770 individuals, 1,375 law enforcement officers and 2,395 prosecutors for a total of 206 hours of training during the FY2020 subgrant cycle.

In addition to conducting trainings, the TSRP program was tasked by the National Association of Prosecutor Coordinators to be the Coordinator of the National TSRP Program "Traffic Tuesday" Webinar Series. In this role, Mr. Petty was responsible for finding and coordinating speakers and topics for a National Webinar Series. During the FY2020 subgrant cycle, the TSRP Prosecutor conducted a total of 12 National "Traffic Tuesday" Webinars, which were attended (both live and via recording) by a total of 4,822 attendees on a National level.

Finally, TSRP staff continued to be a resource to law enforcement and prosecutors statewide, responding to requests for technical assistance whenever requested. TSRP provided technical assistance a total of 3,490 times; this included responses to 942 law enforcement requests and to 2,548 requests from prosecutors.

**Expenditures:**           **\$157,709**

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**Project Name:**           MADD Florida Safe and Aware

**Implementing Agency:** Mothers Against Drunk Driving (MADD) Florida

**Project Number:**       M5X-20-06-01

**Funding Source:**       405(d)

**Project Description:** Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through formal classroom settings, news media, and public service announcements, along with a wide variety of other communication channels such as posters, billboards, and web banners. MADD will use 5 program specialists around the state to reach approximately 45,000 individuals.

**Budget:**                   **\$295,000**

**Project Activities:**

Florida Mothers Against Drunk Driving (MADD) was awarded a subgrant to support statewide DUI prevention programs and training for law enforcement officers on the impact of impaired driving. Five subgrant funded Program Specialists were successful in reaching out to smaller communities through town hall meetings, panel discussions, and assisted school resource officers who requested training via MADD's youth program. Despite COVID-19 and social distancing guidelines, the Program Specialists surpassed their objective of reaching a minimum of 50,000 people with a total outreach of 52,375 people. Program specialists realized early on during the unprecedented COVID-19, that traditional prom and graduation events would be cancelled. Therefore, they worked together to produce state-wide videos and social media content specifically targeting teens and their parents during April and May. This content was featured on all Facebook feeds throughout the states.

**Expenditures:**

\$282,246



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<b>Project Name:</b>	Drug Recognition Expert (DRE) Call-Out
<b>Implementing Agency:</b>	Institute of Police Technology and Management
<b>Project Number:</b>	M5X-20-06-02
<b>Funding Source:</b>	405(d)
<b>Project Description:</b>	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.
<b>Budget:</b>	\$30,000
<b>Project Activities:</b>	The University of North Florida – Institute of Police Technology and Management (IPTM) was awarded a subgrant to support a Statewide Drug Recognition Expert (DRE) Call-Out project. IPTM contracted with 12 law enforcement agencies to allow DREs to increase the availability of their expertise when the officers would otherwise not have been on duty. COVID-19 limited enforcement activities during this subgrant year, despite this, participating agencies reported 58 DRE overtime callouts in response to suspected drugged driving arrests. Information about the subgrant and the opportunity for overtime callouts was disseminated to DREs at each DRE School and at the annual DRE Recertification training. Information was also disseminated via the new Florida DRE Facebook page and by the Law Enforcement Liaisons (LELs). During the previous subgrant period, there were 868 DRE evaluations completed in Florida and this year there were a total of 622. As previously stated, due to COVID-19, law enforcement officers were encouraged by their agencies to minimize contact with the public as much as possible, and many officers opted not to conduct drug influence evaluations during this time because of it would require them to be in close proximity of the subject and increase an officers chances of exposure to the virus.
<b>Expenditures:</b>	\$11,261

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**Project Name:** Value Life

**Implementing Agency:** The Meagan Napier Foundation

**Project Number:** M5X-20-06-03

**Funding Source:** 405(d)

**Project Description:** ~~The Florida Sheriffs Association will contract with The Meagan Napier Foundation to conduct impaired driving related outreach and educational presentations across the state. Meagan Napier and Lisa Dickson were victims of an impaired driving crash in 2002. Meagan's mother, Renee, and Eric Smallridge, the impaired driver involved in the crash that killed Napier's daughter, deliver a powerful message about the dangers and consequences of driving while impaired. During their presentations, they also discuss safe alternatives for getting home.~~

~~**Budget:** \$16,500~~

**Project Activities:** The Florida Sheriffs Association declined FY2020 funding since the Meagan Napier Foundation decided to hold off on activities during the FY2020 subgrant period.

**Expenditures:** \$0

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**Project Name:** Impaired Driving Media Awareness Survey

**Implementing Agency:** Institute of Police Technology and Management

**Project Number:** M5X-20-06-04

**Funding Source:** 405(d)

**Project Description:** University of North Florida Institute of Police Technology and Management will conduct a DUI media awareness study to help evaluate the effectiveness of Florida's *Drive Sober or Get Pulled Over* media efforts. The data collected will help improve Florida's future DUI media efforts by letting us know things like where the message is being heard and what types of media are most recognized.

**Budget:** \$60,000

**Project Activities:** The University of North Florida - Institute of Police Technology and Management was awarded a subgrant to conduct a survey to gauge awareness of Florida’s Drive Sober or Get Pulled Over campaign. The survey helped the FDOT State Safety Office better understand people’s driving habits, their opinions about highway safety, and awareness of the impaired driving media campaign. Conducted in May 27 to June 23, 2020, 1,573 telephone interviews were completed with adult respondents across the State. Of all respondents, 52% of respondents reported seeing or hearing the “Drive Sober or Get Pulled Over” campaign message within the past year. The recognition rate has consistently trended upwards over the last five years and is now 10% higher than the 42% recognition rate measured in the 2016 survey.

**Expenditures:** \$60,000

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**Project Name:** (see below)

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** 405(d)

**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 FY2020 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, and Halloween.

**Budget:** \$1,181,750





Project Number	Implementing Agency	Project Name	Budget
M5HVE-20-06-01	Cape Coral Police Department	Cape Coral Impaired Driving Education and Enforcement	\$45,000
<b>Project Activities:</b>	<p>The Cape Coral Police Department (PD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, Cape Coral PD was able to conduct 10 high visibility enforcement operations, consisting of 9 publicized saturation patrols which had 403 traffic stops and 1 publicized sobriety checkpoint with a total of 645 vehicles that passed through. During these high visibility enforcement operations, there were 210 citations given, with 17 being DUI related arrests, 78 Speed, and 5 Seat Belt citations given by officers receiving overtime reimbursement, respectively.</p> <p>Cape Coral PD also scheduled school presentations; however, they were canceled due to COVID-19. Traffic personnel participated in Drug House Odyssey, hosted by the Coalition for a Drug-Free South West Florida. Drug House Odyssey is a real-life dramatization about the dangers of underage drinking and drinking and driving.</p> <p>Over the course of the period, there were over 100 press releases and/or Ping4Alerts sent out specific to traffic safety, education, enforcement, and investigations. The Cape Coral Police Department actively uses various social media platforms that include, but are not limited to, Facebook, Twitter, and Instagram.</p>		
<b>Expenditures:</b>	<b>\$44,972</b>		
M5HVE-20-06-02	Apopka Police Department	Arresting Impaired Motorists	\$10,000
<b>Project Activities:</b>	<p>The Apopka Police Department (PD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, Apopka PD was able to conduct 46 driving under the influence (DUI) saturation patrols. There were made 12 DUI arrests and gave 35 Speeding citations given by officers receiving overtime reimbursement, respectively.</p>		
<b>Expenditures:</b>	<b>\$9,984</b>		

<b>M5HVE-20-06-03</b>	<b>Bay County Sheriff's Office</b>	<b>Enhanced Impaired Driving Enforcement Overtime</b>	<b>\$30,000</b>
<b>Project Activities:</b>	<p>The Bay County Sheriff's Office (BCSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, BCSO was able to conduct 16 high visibility enforcement operations. During these high visibility enforcement operations, there were 9 DUI related arrests, 82 speed warnings, 10 speeding citations, 8 seat belt warnings, 2 seat belt citations given by deputies receiving overtime reimbursement, respectively.</p> <p>BCSO also utilized social media to make the public aware of the on-going traffic safety messaging being sent out by their agency on its Facebook and website related to the dangers of impaired driving.</p>		
<b>Expenditures:</b>	<b>\$8,292</b>		
<b>M5HVE-20-06-04</b>	<b>Bradenton Police Department</b>	<b>Bradenton Police Department Operation "Don't Drive Drunk"</b>	<b>\$20,000</b>
<b>Project Activities:</b>	<p>The Bradenton Police Department (BPD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, BPD was able to conduct 27 high visibility enforcement operations. During these high visibility enforcement operations, there were 3 DUI related arrests and 163 warnings given by officers receiving overtime reimbursement, respectively.</p> <p>BPD conducted educational outreach at local public high schools within Manatee County for a total of 55 hours reaching 620 students, speaking with youth regarding the importance of sober driving, conducted classroom training along with practical exercise demonstrations, and utilized their certified Drug Recognition Expert to speak about alcohol and other intoxicating substances. Both the Fatal Vision "Drunk Goggles" and Fatal Vision "Marijuana Impairment Kit" purchased under this subgrant were used for these educational outreach events. BPD also was able to leverage its various Social Media platforms to help spread traffic safety messages and provide identifiers of potential impaired driving behaviors. Social Media forums such as Facebook, Twitter and Instagram were utilized throughout the grant year, several times per month.</p> <p>During the subgrant period, Bradenton Police Department made a total of 58 DUI related arrests and had a total of 72 DUI related arrests overall by officers that did not receive overtime reimbursement under this subgrant. This was an increase of 24% increase in BPD total DUI related arrests.</p>		
<b>Expenditures:</b>	<b>\$15,247</b>		

M5HVE-20-06-05	Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	\$50,000
Project Activities:	<p>The Boynton Beach Police Department (PD) was awarded a subgrant to conduct impaired driving enforcement operations using overtime staffing.</p> <p>Due to the COVID-19 enforcement operations were cancelled for a portion of the subgrant period. In addition, during the last several months all educational/community outreach that was scheduled had to be cancelled.</p> <p>Earlier in the subgrant period, prior to Covid-19 the Boynton Beach PD DUI vehicle was parked at a local shopping center for our Shop with a COP event. Their DUI vehicle was placed outside with a "Drive Sober or Get Pulled Over" banner on the windshield.</p> <p>Boynton Beach PD also shared impaired driving awareness messaging on its social media account, their Facebook account alone has over forty-five thousand followers.</p> <p>Despite the social distancing guidelines in place, Boynton Beach PD was able to conduct 33 high visibility enforcement operations. During these high visibility enforcement operations, there were 10 DUI related arrests, 211 speeding citations, 12 seat belt citations given by officers receiving overtime reimbursement, respectively.</p> <div data-bbox="553 1052 1422 1724" data-label="Image"> </div>		
Expenditures:	\$42,592		

<b>M5HVE-20-06-06</b>	<b>Lee County Sheriff's Office</b>	<b>Impaired Driving Enforcement and Education Program</b>	<b>\$53,000</b>
<b>Project Activities:</b>	<p>The Lee County Sheriff's Office (CSO) was awarded a subgrant to conduct impaired driving enforcement saturation patrols and DUI checkpoints. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Due to social distancing guidelines in place, Lee CSO was only able to conduct 2 high visibility enforcement operations. During these high visibility enforcement operations, there were 14 traffic stops resulting in the distribution of 12 citations (7 speeding citations), 03 written warnings, and 3 DUI arrests, made by deputies receiving overtime reimbursement, respectively.</p> <p>Lee CSO conducted 1 traffic safety related meeting and utilized their social media accounts to help spread traffic safety messaging and provide identifiers of potential impaired driving behaviors. Social Media forums such as Facebook and Instagram were utilized.</p>		
<b>Expenditures:</b>	<b>\$18,169</b>		
<b>M5HVE-20-06-07</b>	<b>Bradford County Sheriff's Office</b>	<b>Bradford County Impaired Driving Enforcement</b>	<b>\$35,000</b>
<b>Project Activities:</b>	<p>The Bradford County Sheriff's Office (CSO) was awarded a subgrant to conduct impaired driving enforcement operations using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, Bradford CSO conducted 9 enforcement details (checkpoint/roving patrols) as part of the Bradford County Impaired Driving Enforcement Project. This included, 127 traffic stops, 2 DUI related arrests, 2 Speed citations, and 2 Seat Belt citations given by deputies receiving overtime reimbursement, respectively.</p> <p>In March 2020, Bradford CSO notified the FDOT State Safety Office that it would be suspending all DUI Enforcement activities, due to COVID-19.</p> <p>Bradford CSO also utilized its social media accounts to help spread traffic safety messages &amp; provide identifiers of potential impaired driving behaviors.</p>		
<b>Expenditures:</b>	<b>\$9,927</b>		

<b>M5HVE-20-06-08</b>	<b>Pensacola Police Department</b>	<b>Impaired Driving Enforcement Grant FY2020</b>	<b>\$46,000</b>
<b>Project Activities:</b>	<p>The Pensacola Police Department (PD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing during Fiscal Year (FY) 2020.</p> <p>During the FY 2020 subgrant period, the Pensacola PD arrested 353 drivers for impaired driving; issued 7,914 citations to drivers; investigated a total of 2,130 traffic crashes; and investigated a total of 1 fatal traffic crash. In total, over a three-year span (2017-2019) Pensacola PD's impaired driving arrests have increased by 20% (three-year average of 294 drivers arrested/FY2019 353 drivers arrested), traffic enforcement efforts decreased by 34% (three-year average of 7,914 citations issued/FY2019 5,215 citations issued), traffic crashes decreased by approximately 21% in traffic crashes (three-year average of 2,825 traffic crashes/FY2019 2,130 traffic crashes), and saw an 85% decrease in traffic fatalities (three-year average of 7 fatal traffic crashes/FY2019 1 fatal traffic crash) during the Fiscal Year 2020 subgrant period.</p> <p>Pensacola PD had a scheduled Comprehensive Roadside Safety Checkpoint for Labor Day weekend to combat impaired driving. However, due to the COVID-19 concerns, the checkpoint was cancelled.</p> <p>During the Fiscal Year 2020 subgrant period, the Pensacola Police Department strived to complete many proposed objectives. The Pensacola Police Department succeeded in completing most of our objectives. However, this subgrant period was quite unique due to COVID-19 precautions and operating procedures drastically changing. This caused a strain on some of our enforcement efforts.</p> <p>The Pensacola Police Department did create a full-time D.U.I Unit within the Traffic Section. The D.U.I. Unit was created on June 17, 2019 and was still operational during the Fiscal Year 2020 subgrant period.</p>		
<b>Expenditures:</b>	<b>\$31,420</b>		

<b>M5HVE-20-06-09</b>	<b>Wauchula Police Department</b>	<b>Operation, Outreach, Education, and Enforcement Impaired Driving Safety Program</b>	<b>\$20,000</b>
<b>Project Activities:</b>	<p>The Wauchula Police Department (Wauchula PD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, Wauchula PD conducted 30 DUI enforcements operations, this resulted in 2 DUI arrests, 6 seat belt citations, and 15 speeding citations.</p> <p>Wauchula PD attended virtual traffic safety meetings, posted messaging on the dangers of driving while impaired to their social media accounts, and participated in NHTSA's Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving, Impaired Dunk Danksiving and Impaired Boycott Blackout campaigns.</p>		
<b>Expenditures:</b>	<b>\$14,304</b>		
<b>M5HVE-20-06-10</b>	<b>Putnam County Sheriff's Office</b>	<b>Impaired Driving Task Force 2019-2020</b>	<b>\$11,500</b>
<b>Project Activities:</b>	<p>The Putnam County Sheriff's Office (PCSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, this resulted in 3 DUI arrests, 1 seat belt citations, and 5 speeding citations.</p> <p>PCSO also used their mobile signboard to post messaging in support of the national Drive Sober or Get Pulled Over campaign. The sign read "DRIVE SOBER OR GET PULLED OVER". It remained in that location throughout March and into April 2020. Due to COVID-19 in March of 2020 PCSO was caused to temporarily suspend its impaired driving enforcement operations. However, they did continue the usage of their mobile message board. The DRIVE SOBER message was displayed at the north end of the County during many months out of the year.</p> <p>Before, during, and after High School graduation ceremonies in August, the message board was displayed at the Veterans Memorial Stadium in Palatka which is the location of the graduation activities. The message was directed at underage drinking and read "CONGRATS CLASS OF 2020. CELEBRATE WISELY. YOU BOOZE, YOU LOSE!". On August 3, 2020, in conjunction with graduation ceremonies, PCSO posted a message on social media (Facebook) aimed at teen drivers. The message was titled, "Teen drivers and alcohol don't mix." The mobile message board has been continually placed in target areas throughout the county during August and September. The message displayed is "DON'T DRINK AND DRIVE. YOU BOOZE, YOU LOSE".</p>		
<b>Expenditures:</b>	<b>\$1,251</b>		

M5HVE-20-06-11	Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	\$130,000
<b>Project Activities:</b>	<p>The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, HCSO conducted 69 DUI enforcement operations, as a result of those operations, there were a total of 1,650 traffic stops, 516 total citations issued (to include 9 seatbelt citations, 231 speeding citations and 276 other citations), a total of 99 DUI arrests, 24 felony arrests, 33 misdemeanor arrests, and 1,053 warnings.</p> <p>During the subgrant period HCSO participated in the National Drive Sober or Get Pulled Over campaign during the months of May and August. Please see the attachment of HCSO deputies participating in the Drive Sober or Get Pulled Over campaign. Due to COVID-19 the ability to participate in educational/community activities was restricted; however, HCSO deputies took the time to educate drivers on roadway safety and impaired driving when conducting traffic stops.</p> <p>HCSO teamed up with MADD (Mothers Against Drunk Drivers) to provide approximately 36 DUI educational presentations to students. HCSO deputies also assisted in area mock DUI crashes, stressing the dangers of driving under the influence. The presentations were to local high school driver education classes as well as local teen organizations. Due to COVID-19 many restrictions were placed on gatherings. In addition, Hillsborough County schools were closed through the remainder of the school year. Although HCSO deputies could not continue to give educational presentations in schools, they were able to educate drivers on roadway safety and impaired driving through traffic stops and citizen contacts.</p>		



**Hillsborough County Sheriff's Office**

DON'T DRINK AND DRIVE: #teamhcsos's DUI Squad stopped by Leto High School to talk to students about the dangers of impaired driving. Students were put through a driving course using our pedal cart while wearing fatal vision goggles. The students seem to enjoy hands-on activities while learning all about the dangers of driving impaired.

#SheriffChadChronister

Photos from Hillsborough County Sheriff's Office's post in Timeline Photos · Feb 27 · 📷

Throughout the project period, HCSO's DUI enforcement efforts were posted on their agency's Facebook page, Twitter, Instagram, and the HCSO public website which included photographs of DUI operations. Digital sign boards were placed in high traffic areas across Hillsborough County, reminding drivers not to drink and drive. Impaired driving education was also provided to the public through individual traffic stops and citizen contacts.

**Expenditures:**

**\$116,423**



<b>M5HVE-20-06-12</b>	<b>Pinellas County Sheriff's Office</b>	<b>Impaired Driving Enhancement Project</b>	<b>\$40,000</b>
<b>Project Activities:</b>	<p>The Pinellas County Sheriff's Office (PCSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, HCSO conducted 9 DUI enforcements operations, as a result of those operations, there were a total 28 DUI arrests and 14 speeding citations given, respectively.</p> <p>PCSO participated in NHTSA's "National Drive Sober or Get Pulled Over" campaign from December 11, 2019 - January 1, 2020 and from August 19 - September 7, 2020. Unfortunately, their DUI Unit was unable to actively participate in any educational/community outreach events due to COVID-19.</p>		
<b>Expenditures:</b>	<b>\$15,391</b>		
<b>M5HVE-20-06-13</b>	<b>Palm Beach County Sheriff's Office</b>	<b>City of Lake Worth Impaired Driving Strategy</b>	<b>\$30,000</b>
<b>Project Activities:</b>	<p>The Palm Beach County Sheriff's Office (PBSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, PBSO conducted 3 DUI enforcements operations, as a result of those operations, there were a total 3 DUI arrests, 1 seat belt citation, and 21 speeding citations given, respectively.</p> <p>PBSO's DUI and Motor Unit conducted an impaired driving education initiative in the City of Lake Worth Beach, at the Lake Worth Cultural Plaza, during the Holiday Wonderland Event. The following were used/included as part of the outreach event:</p> <ul style="list-style-type: none"> <li>• Fatal Vision Goggles</li> <li>• Traffic safety handouts from the FDOT State Safety Office</li> <li>• Two police motorcycles plus DUI enforcement vehicles were set up for static display</li> </ul> <p>PBSO released a video on DUI safety message posted to its agency YouTube and social media account. The video aired originally February 4th.</p> <p>Members of PBSO's DUI Unit and a District 14 Deputy conducted an impaired driving education initiative for the Spanish speaking community in District 14 (Lake Worth Beach). The event is posted on PBSO's Spanish Facebook Account.</p> <p>PBSO also participated in a Community Fiesta Day in the City of Lake Worth Beach and provided community education and demonstrations about impaired driving and its consequences.</p>		
<b>Expenditures:</b>	<b>\$14,810</b>		

M5HVE-20-06-14	Tampa Police Department	Last Call	\$196,250
<p><b>Project Activities:</b></p>	<p>The Tampa Police Department (TPD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite the social distancing guidelines in place, TPD held five DUI Checkpoints, 54 Saturation Patrols (or high visibility impaired driving enforcement), and several Traffic Safety Campaigns. As a result of those operations, there were 1,927 traffic stops resulting in 316 Investigative contacts with 181 DUI arrests. During the subgrant period, there were 708 speeding citations, 19 seat belt citations, 12 open container violations, 12 DWLSR arrests, 8 NVDL arrests, two drug related arrests, 44 other Misdemeanor arrests, 13 Felony arrests, and four 2nd Subsequent breath test refusal arrests.</p> <p>For the education phase of TPD's "Last Call," experienced DUI officers not only provided instruction to other officers on the detection and investigation of impaired drivers, but they also conducted education events at several institutions. Twenty probationary officers were trained on how to complete a DUI Investigation. Officers attended six Mothers Against Drunk Driving (MADD) bi-monthly meetings, twelve (5) Tampa Alcohol Coalition (TAC) monthly meetings, and three University of Tampa Coalition of Enhanced Drug and Alcohol Resources and Study (CEDARS) monthly meetings; providing information about impaired driving and updating the groups on the agency's progress on combating impaired drivers. Officers instructed 1,200 students at nine area high schools on the dangers of impaired driving, utilizing the SIDNE Cart and computer/projector that was received on year one of the "BAC to Basics" program in 2016. Officers also created an instructional video for the University of Tampa to teach the professors how to detect an impaired student in their classroom. During the subgrant cycle, the Tampa Police Department was asked to be interviewed on Fox 13 News in order to help educate the public about impaired driving over the holidays. Before each one of your checkpoints, we utilized social media to inform and deter the public about the dangers of impaired driving. Other education events could not be continued during the whole subgrant cycle because of COVID-19.</p> <p>For the deterrence phase of TPD's "Last Call", their agency kept the public informed of the dangers of impaired driving through attending several community events and posting information on Facebook. Officers attended community events at the Tampa Police Academy and the FDOT Law Enforcement Appreciation Day at the Tampa Bay Lighting Game in the Amalie Arena. This event reaches 660 individuals and informing them about the dangers of impaired driving while utilizing the Fatal Vision Goggles. During the event, Sergeant Anthony Portman, of the Tampa Police Department, was awarded the D.U.I. Officer of the Year Award by the FDOT State Safety Office. Officers were unable to attend the annual Walk Like MADD event because of COVID-19. Each of the checkpoints and Traffic Safety Campaign, like Drive Sober or Get Pulled</p>		

	<p>Over, were advertised through the agency's Facebook page. The Tampa Police Department participated in both the Winter Holiday and Labor Day NHTSA Drive Sober or Get Pulled Over Campaign. They also deployed subgrant funded officers during MADD's saturation Saturday at the end of Labor Day. TPD was able to deploy subgrant officers on all of the NHTSA impaired driving mobilization events, which were New Year's Day, NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, and Labor Day. We could not Deploy on Halloween 2019 because the subgrant money had not been released yet.</p>		
<b>Expenditures:</b>	<b>\$173,141</b>		
<b>M5HVE-20-06-15</b>	<b>Gainesville Police Department</b>	<b>City of Gainesville Safe Gator</b>	<b>\$30,000</b>
<b>Project Activities:</b>	<p>The Gainesville Police Department (GPD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Due to social distancing guidelines in place, GPD was only able to conduct 1 enforcement operation. There were 179 traffic stops, 95 citations issues, 93 warnings given, 2 DUI arrests, 1 .02 violation, 2 DWLSR arrests, and 1 warrant arrest, respectively.</p> <p>In March 2020 a local and state emergency order was issued due to COVID-19. This order suspended the GPD community outreach efforts, specifically their PBT detail. GPD could not in good conscience ask personnel to be in proximity of individuals blowing into a PBT device. The emergency order also seriously hampered their outreach efforts as the order closed bars, nightclubs, limited operation times of restaurant openings, and restricted alcohol sales.</p> <p>At the beginning of July, the emergency order restrictions were lessened in their jurisdiction, allowing limited subgrant activities. On July 15 and 29, 2020 GPD Traffic Unit members participated in the Junior Police Academy. Presentations and hands-on demonstrations were conducted highlights the risks and dangers of impaired driving. GPD also conducted hands on exercises using our newly purchased fatal vision DUI goggles. These goggles simulate what a driver/operator would experience if they were impaired while operating a motor vehicle. In years past, there have been 15-20 middle school aged kids participating in the Junior Police Academy however, due to COVID-19 restrictions the class was split over two different dates and class size was scaled back. There were 8-10 participants in each class.</p>		
<b>Expenditures:</b>	<b>\$4,353.76</b>		

<b>M5HVE-20-06-16</b>	<b>Orlando Police Department</b>	<b>Orlando Police Department Impaired Driving Enforcement Team</b>	<b>\$100,000</b>
<b>Project Activities:</b>	<p>The Orlando Police Department (PD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Due to social distancing guidelines in place, Orlando PD was only able to conduct 1 enforcement operation. There were 2,235 contacts, 382 speeding citations, 642 speeding warnings, 256 moving citations, 186 non-moving citations, 22 seatbelt/child restraint citations, 80 seatbelt/child restraint warnings, and 33 DUI arrests, respectively.</p> <p>Members of Orlando PD's DUI Enforcement Team participated in the annual Walk Like MADD event, which due to COVID-19 was held virtually. The Public Information Office assisted with this event by interviewing multiple officers on how impaired driving has affected them both personally and professionally. These interviews were posted to the online social media platforms along with videos of the Virtual Walk Like MADD event.</p>		
<b>Expenditures:</b>	<b>\$99,980</b>		
<b>M5HVE-20-06-17</b>	<b>Santa Rosa County Sheriff's Office</b>	<b>Impaired Driving - A Problem That Affects Us All</b>	<b>\$50,000</b>
<b>Project Activities:</b>	<p>The Santa Rosa County Sheriff's Office (Santa Rosa CSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite social distancing guidelines in place, Santa Rosa CSO was able to make 797 contacts, give 2 seat belt citations, 436 speeding citations, and make 43 DUI arrests, respectively.</p> <p>High visibility enforcement operations were conducted during the holiday periods of Thanksgiving, Black Friday, Christmas, and New Year's. Deputies saturated roadways for over 70 hours patrolling for impaired drivers. Santa Rosa CSO also launched an enforcement operation "Super Sober Super Bowl" during super bowl Sunday to target impaired drivers, where roadways were saturated for over 50 hours with law enforcement personnel.</p>		
<b>Expenditures:</b>	<b>\$34,208</b>		

<b>M5HVE-20-06-18</b>	<b>Miami-Dade Police Department</b>	<b>Specialized Enforcement Operations Targeting Impaired Driving</b>	<b>\$225,000</b>
<b>Project Activities:</b>	<p>The Miami-Dade Police Department (MDPD) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Despite social distancing guidelines in place, MDPD was able to conduct 19 enforcement operations. In total, the 19 operations conducted netted 1,101 motorists stopped, 1,237 citations issued with 409 of those for speeding, 3 felony arrests, 6 misdemeanor arrests, 11 seat belt citations, and 31 DUI arrests, respectively.</p>		
<b>Expenditures:</b>	<b>\$215,856</b>		
<b>M5HVE-20-06-19</b>	<b>Highlands County Sheriff's Office</b>	<b>Sheriff's Strategic Enforcement Project</b>	<b>\$20,000</b>
<b>Project Activities:</b>	<p>The Highlands County Sheriff's Office (Highlands CSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Due to social distancing guidelines in place, Highlands CSO was only able to conduct 5 enforcement operations. There were 21 speeding citations and 3 impaired driving arrests, respectively.</p>		
<b>Expenditures:</b>	<b>\$1,426</b>		
<b>M5HVE-20-06-20</b>	<b>Baker County Sheriff's Office</b>	<b>Baker County Sheriff's Office Impaired Driving Program</b>	<b>\$25,000</b>
<b>Project Activities:</b>	<p>The Baker County Sheriff's Office (Baker CSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. Due to COVID-19 they were unable to conduct any enforcement operations.</p>		
<b>Expenditures:</b>	<b>\$0</b>		
<b>M5HVE-20-06-21</b>	<b>Columbia County Sheriff's Office</b>	<b>Enhanced Impaired Driving Enforcement</b>	<b>\$50,000</b>
<b>Project Activities:</b>	<p>The Columbia County Sheriff's Office (Columbia CSO) was awarded a subgrant to conduct impaired driving enforcement using overtime staffing. COVID-19 limited enforcement and outreach activities during this subgrant year.</p> <p>Due to social distancing guidelines in place, Columbia CSO was only able to conduct 18 enforcement operations. There were 2 seat belt citations, 4 speeding citations and 29 DUI arrests, respectively.</p>		
<b>Expenditures:</b>	<b>\$10,982</b>		

# Motorcycle Safety

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.

The Motorcycle Safety Program targets the reduction of serious injuries and fatalities involving motorcycle riders. FDOT's Motorcycle Safety Program provides education and support for motorcycle riders, trainers, sponsors, local government, law enforcement agencies, and emergency services throughout the state.

## 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)

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<b>Project Name:</b>	Florida’s Comprehensive Motorcycle Safety Program
<b>Implementing Agency:</b>	Center for Urban Transportation Research
<b>Project Number:</b>	MC-20-10-01
<b>Funding Source:</b>	402
<b>Project Description:</b>	<p>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.</p>
<b>Budget:</b>	\$500,500
<b>Project Activities:</b>	<p>The Center for Urban Transportation Research (CUTR) continued efforts to implement selected strategies from the Motorcycle Safety Strategic Plan (MSSP). In particular, CUTR worked with Florida Motorcycle Safety Coalition (FMSC) members throughout the subgrant cycle to develop a new MSSP and conducted online focus groups to evaluate motorcycle safety education materials, including motorcycle safety Public Service Announcements (PSAs). Highlights from the subgrant period are presented in more detail below.</p> <p>Two in person Coalition meetings were held on in November 2019 and the other in January 2020. Due to the impact of COVID-19, the Florida Motorcycle Safety Coalition hosted its April and August 2020 meetings online using the video conferencing service GoToMeeting.</p> <p>Comprehensive efforts were made to update and develop a new data driven MSSP. The efforts to develop the new plan were separated into three key phases: 1) progress review by an external reviewer, 2) performance evaluation by FMSC members, and (3) development of new goals and strategies.</p>

The MSSP update process identified major challenges to motorcyclist safety in the State of Florida, utilizing crash data and results from the 2019 Florida Motorcyclist Survey. The following issues were identified as relevant to the future of motorcycle safety in Florida and were provided as information to be incorporated into the new Florida SHSP that is under-development:

Between June 26th and July 17th, 2020, eight online focus groups were conducted to provide a better understanding of how Florida motorcyclists and motorists view RSF's safety education materials. These focus groups were used to identify the strengths and weaknesses of each item, to obtain suggested changes for improvement, and to discuss ideas for future material development and distribution. A total of 37 individuals took part in the focus groups, including 24 motorcyclists and 13 motorists, and 2 CUTR staff members served as moderators. Overall, the safety materials were well-received by individuals in each group. The findings from this study will be used to redesign and update existing RSF educational materials, as well as to inform the development of new resources.

The CUTR team continued its distribution of safety education materials through the RSF website. Material orders are immensely popular and utilized by motorcyclists and non-motorcyclists alike. However, due to safety precautions related to COVID-19, the ability to order materials from the site was temporarily halted in April and May of 2020. In total, 93 orders (including both online orders and orders for items that were given away at events) were placed during the 2020 subgrant cycle.

Now in its Phase 2 Pilot year, the "Endorsement and Beyond" program was implemented to encourage individuals to seek out and take an experienced rider training course. The program provided a tuition subsidy to those enrolling in a rider training course during the month of May, which is also designated as Motorcycle Safety Awareness Month. The program was advertised at various outreach venues, at HOG chapter meetings, on social media, and at training sites in and around the state. Despite COVID-19, 81 riders enrolled in the program from selected training schools located in counties that are motorcycle crash hotspots. Program participants indicated that the advanced rider training courses improved their safe riding behaviors and that they believed the additional training was beneficial. Results suggest that the program was effective at improving perceived safety and self-assessed riding skills.



The Florida motorcycle safety program (a.k.a. Ride Smart Florida (RSF)) uses four social media platforms—Facebook, Twitter, Instagram, and YouTube—to communicate safety messages to Florida’s motorcyclists and motorists. In recent years, this has proven to be a very efficient and cost-effective method. As of September 1, 2020, RSF’s Facebook page had 26,052 followers, which represents a 2.7% increase from October 1, 2019. The number of page likes that have been received increased by 2.1% from 24,790 to 25,325 over the same timeframe. Additionally, RSF’s Facebook page had 373,761 total page engagements, which includes post clicks, page follows and likes, post likes, shares and comments, and URL link clicks. December, April, and June were the three months with the highest rates of engagement. As of September 1, 2020, the RSF Twitter page had 465 followers, and its Instagram account had grown by 66.7% to 370 followers. RSF’s YouTube channel had 897.1k total video views (a 107.5% increase), over 6,000 hours of total watch time, and 108 subscribers (which was up from 24 subscribers in October 2019). About 99.5% of the total video views were acquired through YouTube advertising. Finally, the RSF website ([www.ridesmartflorida.com](http://www.ridesmartflorida.com)) had 331,510 total page views between October 1, 2019 and September 1, 2020. This represents a 447.9% increase from the 60,496 page views that were obtained during the previous subgrant cycle. The website acquired 44.3% of its users through “other” channels, which includes email marketing and browser searches. Additional methods of acquisition included “direct search” (26.5%) and via social media (21.2%).

**Expenditures: \$456,673**



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<b>Project Name:</b>	Motorcycle Program Evaluation and Data Collection
<b>Implementing Agency:</b>	Center for Urban Transportation Research
<b>Project Number:</b>	MC-20-10-02
<b>Funding Source:</b>	402
<b>Project Description:</b>	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.
<b>Expenditures:</b>	\$110,000
<b>Project Activities:</b>	<p>The Center for Urban Transportation and Research (CUTR) measured the effectiveness of motorcycle safety programs in Florida and collected data that assisted in providing information to enhance motorcycle safety. A web-based survey with a mixed sampling approach was adopted to conduct the 2020 Florida Motorcyclist Survey. A survey website (<a href="http://www.mipiusf.org">www.mipiusf.org</a>) was developed, and the link was distributed, and an invitation postcard was sent to a total of 30,000 selected addresses in Florida. A survey advertisement was also developed on Facebook to take responders to the survey link. There was a total of 2,309 survey responses received,</p> <p>The CUTR team also collected and analyzed motorcycle crash and fatality data to determine trends in recent years. According to preliminary crash data, there were over 500 motorcycle fatalities in Florida during 2019. Although this is certainly a sizeable number, it represents almost no change from what was observed during the preceding year. In fact, motorcycle fatalities have declined considerably since reaching a 10-year peak in 2015. Standing in contrast to overall traffic fatalities in Florida, which have continued to rise since 2013.</p> <p>Between 2015 and 2019, motorcycle operators under the age of 30 accounted for more crashes resulting in fatality (38.9%) and serious injury (36.9%) than any other age group, with those age 50 or older accounting for the fewest (29.6% and 30.2%, respectively). However, it is important to note that in 2019, the proportion of severe and fatal crashes attributed to riders under the age of 30 reached a 5-</p>

year low. Over that same time period, the proportion of such crashes increased for motorcyclists over the age of 30.

The CUTR team also utilized motorcycle crash and fatality data to identify key risk factors. In 2019, only 47.9% of those involved in fatal motorcycle crashes were found to be wearing DOT-compliant helmets. Helmet usage was highest among riders under the age of 30 and lowest among those age 50 or older. Over 20% of those involved in fatal motorcycle crashes during 2019 were exceeding the speed limit by at least 20 mph. Young riders were the most likely to be excessively speeding. Finally, over 34% of those involved in fatal motorcycle crashes during 2019 were found to be under the influence of one or more intoxicants. This represents a 4.5% increase from 2018. Those between the ages of 30 and 49 had the largest overall proportion of drug- and/or alcohol-impaired riders involved in fatal crashes in 2019.

**Expenditures:** \$92,953

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<b>Project Name:</b>	Motorcycle Education and Injury Prevention Program in Trauma Centers
<b>Implementing Agency:</b>	University of Miami
<b>Project Number:</b>	MC-20-10-03
<b>Funding Source:</b>	402
<b>Project Description:</b>	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 response protocols, and educating motorcyclists involved in crashes on the methods of reducing 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:** \$199,192

**Project Activities:** The University of Miami Survive The Ride program conducted injury prevention and education programs in level one and level two Trauma Centers. These programs offered educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff to better identify trauma injuries in motorcycle crash victims so they might better treat them and prevent fatalities. During the 2020 subgrant cycle the program completed the EMS “Survive the Ride” training, resulting in a total of 149 pre-hospital staff trained. The program was provided through in person and interactive computed based training with a pre-and post-survey. The program also modified and expanded their training to first responders (law enforcement officers) and trained an additional 17 first responders working for the Doral Police Department in Miami-Dade County.

This year, the program consented, surveyed, and educated 12 motorcycle and scooter crash patients. Unfortunately, COVID-19 immediately halted patient education for the subgrant cycle year.

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

**Expenditures:** \$195,615



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**Project Name:** Safe Motorcycle and Rider Techniques (SMART)

**Implementing Agency:** Osceola County Sheriff's Office

**Project Number:** MC-20-10-04

**Funding Source:** 402

**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:** \$60,000

**Project Activities:** The Osceola County Sheriff's Office (OCSO) offered free motorcycle training to riders that consisted of training skills addressed in the Basic Police Motorcycle Operators Course. These skills were meant to improve the riding skills of the average rider in hopes to make them better equipped to avoid crashes. OCSO scheduled 8 training courses and 1 motorcycle training competition during the subgrant year, successfully training a total of 186 riders. OCSO also conducted enforcement details throughout the subgrant year including extra details in March during Daytona Bike Week. In total there were 51 motorcycle and 99 vehicle stops conducted. Deputies also distributed 112 Motorcycle safety pamphlets educating both riders and drivers during the operations. Due to COVID-19 training, enforcement and educational activities were suspended from March 15 thru July 10 Limiting the number activities for the year.

**Expenditures:** \$42,303

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

**Implementing Agency:** Florida State University Police Department

**Project Number:** MC-20-10-05

**Funding Source:** 402

**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 is also offered, and it 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:** \$82,500

**Project Activities:** Florida State University Police Department (FSUPD) developed a program to educate sport bike riders across the state on the dangers of illegal street racing by utilizing a track day type experience in a controlled environment. In total FSUPD sponsored 28 riders to attend the rider training program over 4 events (restricted to only 4 due to COVID-19). In addition Sgt. Harris and Nick Vetrano taught approximately 165 riders at 5 other trackday events hosted by the University of Central Florida Knight Rider motorcycle club. FSU police officers attended 3 bike nights in south Florida distributing educational materials and information to promote the program (also restricted due to COVID-19). Printed flyers have also been distributed to motorcycle dealerships throughout Florida and 3 promotional advertisements for the program were run on Facebook.

**Expenditures:** \$46,776

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**Project Name:** City of Gainesville Motorcycle/Scooter Safety and Education Program

**Implementing Agency:** Gainesville Police Department

**Project Number:** MC-20-10-06

**Funding Source:** 402

**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, at no cost 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.

**Budget:** \$42,500

**Project Activities:** Gainesville Police Department conducted motorcycle training to the public as well as motorcycle/scooter enforcement. This training was offered free to riders and consisted of training skills addressed in the Basic Police Motorcycle Operators Course. Due to COVID-19 and safety guidelines there were only 4 courses conducted during the subgrant cycle with 37 riders completing the course, and only 3 enforcement operations held, yielding 33 contacts. Educational materials were distributed during all enforcement operations.

**Expenditures:** \$10,779



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**Project Name:** Motorcycle Awareness Survey

**Implementing Agency:** Institute of Police Technology and Management

**Project Number:** MC-20-10-07

**Funding Source:** 402

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

**Budget:** \$60,000

**Project Activities:** The University of North Florida Institute of Police Technology Management conducted a motorcycle safety message paid media survey. The survey took place from June 29, 2020 to August 4, 2020 and focused on the top 10 counties in Florida for motorcyclist fatalities (Brevard, Broward, Duval, Hillsborough, Miami-Dade, Orange, Palm Beach, Pasco, Pinellas, and Volusia). There were 1,564 completed survey responses collected from the 10 counties. The survey found that motorcyclists (77%) were more likely to have heard of the “Watch for Motorcycles” safety message than non-motorcyclists (54%) and both motorcyclists and non-motorcyclists were more likely to see the “Watch for Motorcycles” safety message on bumper stickers than any other advertising platform with outdoor billboards being the second most.

**Expenditures:** \$60,000

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

**Implementing Agency:** Center for Urban Transportation Research

**Project Number:** MC-20-10-08

**Funding Source:** 402

**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

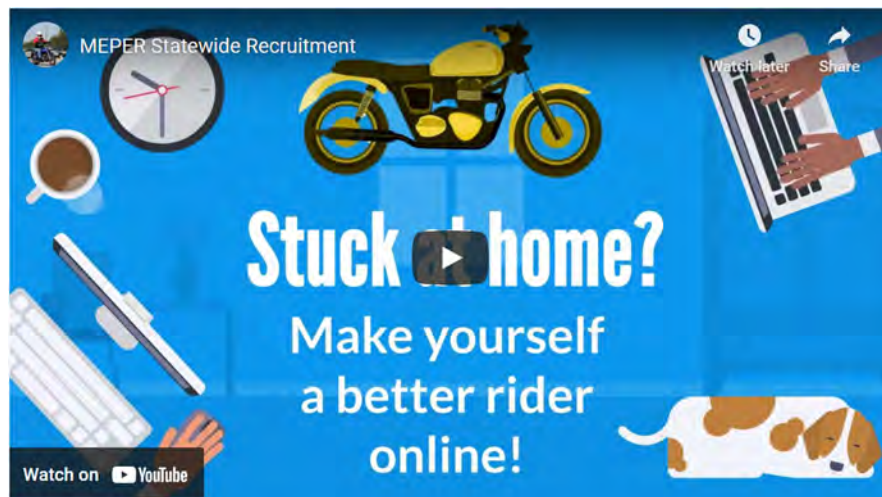


implementing and promoting the MEPER based on the observed outcomes and challenges experienced in the “Demonstration of Voluntary Helmet Use” project conducted from 2014-2019 funded by NHTSA.

**Budget:** \$54,773

**Project Activities:** The Center for Urban Transportation Research (CUTR) made efforts to implement a statewide version of MEPER to promote motorcycle safety in Florida. The CUTR team expanded the curriculum by adding two additional meetup modules, “Bike Maintenance” and “Driving Under the Influence (DUI)/Drinking and Riding Prevention,” based on feedback from participants. Like the existing four motorcycle helmet safety modules, the two new modules also consisted of an introduction (video discussion), key concepts in the MEPER meetup plan, a conclusion, supplementary videos, and a summary handout for mentees. Each lesson plan was pilot tested for both in-person and online formats before being finalized. The MEPER website ([www.meper.org](http://www.meper.org)) was updated to contain all publicly available MEPER information and to include a webpage for online sign-ups. In addition, it provided special access for MEPER mentors: “MEPER Curriculum” is a password-protected tab that contains all MEPER teaching materials. In total, there were 51 participants from 12 counties in Florida: Alachua, Brevard, Broward, Lake, Lucie, Miami-Dade, Orange, Palm Beach, Pasco, Sarasota, Seminole, and St. Manatee. The majority of these individuals were male (70.6%), and one-third were between the ages of 25 and 34. There were many more signed up for meet ups but COVID-19 severely limited the program this year.

**Expenditures:** \$52,779



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**Project Name:** Motorcycle Operator Street-Survival Skills

**Implementing Agency:** Tampa Police Department

**Project Number:** MC-20-10-09

**Funding Source:** 402

**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:** ~~\$30,000~~-\$91,000

**Project Activities:** Tampa Police Department conducted motorcycle training to the public as well as motorcycle enforcement activities. This training was offered free to riders and consisted of training skills addressed in the Basic Police Motorcycle Operators Course. Due to COVID-19 and safety guidelines, there were only 5 courses conducted during the subgrant cycle with 47 riders completing the course and no overtime enforcement operations conducted. Tampa Police Department did however conduct departmental funded patrol efforts yielding 269 citations to motorcyclists to help change rider behavior and curb reckless operation of motorcycles. Educational materials were distributed during all enforcement operations.

**Expenditures:** \$40,622

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**Project Name:** Jacksonville Sheriff's Office SMART Motorcycle Program

**Implementing Agency:** Jacksonville Sheriff's Office

**Project Number:** MC-20-10-10

**Funding Source:** 402

**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:** \$22,500

**Project Activities:** Jacksonville Police Department conducted 6 (SMART) motorcycle training courses from June 13 thru August 29<sup>th</sup> successfully training 85 riders. The training dates started late in the subgrant year due to COVID-19.

**Expenditures:** \$21,488



**Project Name:** Motorcycle and Scooter Enforcement and Education

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**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 FY2020 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:** \$338,905

Project Number	Implementing Agency	Project Name	Budget
MC-20-10-11	Hillsborough County Sheriff's Office	HCSO Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$100,000
<b>Project Activities:</b>	The Hillsborough County Sheriff's Office conducted 89 motorcycle enforcement operations yielding 865 traffic stops, 210 citations (24 speeding citation) and 6 arrests. Deputies also distributed 1,050 motorcycle violations checklists, educating riders on Florida's motorcycle laws. During the year Hillsborough County Sherriff's office attended 3 community events educating riders on motorcycle safety. Deputies also presented at 5 area high schools where a total of 610 students attended. COVID-19 limited enforcement and outreach activities during this subgrant year.		
<b>Expenditures:</b>	<b>\$98,731</b>		
MC-20-10-12	City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol Project	\$50,000
<b>Project Activities:</b>	The City of Miami Police Department conducted 34 motorcycle enforcement operations yielding 793 traffic stops, 80 citations and 302 warnings. Officers also distributed 783 motorcycle safety brochures during their enforcement		

	efforts. COVID-19 limited enforcement and outreach activities during this subgrant year.		
<b>Expenditures:</b>	<b>\$47,376</b>		
<b>MC-20-10-13</b>	<b>Broward Sheriff's Office</b>	<b>Broward Motorcycle Safety Enforcement Program</b>	<b>\$90,000</b>
<b>Project Activities:</b>	The Broward Sheriff's Office conducted 34 motorcycle enforcement operations yielding 228 citations, 1393 verbal warnings, 812 written warnings, and 24 arrests. Deputies also distributed motorcycle safety educational materials during their enforcement efforts. COVID-19 limited enforcement and outreach activities during this subgrant year.		
<b>Expenditures:</b>	<b>\$86,650</b>		
<b>MC-20-10-14</b>	<b>Delray Beach Police Department</b>	<b>Delray Beach Police Motorcycle Safety/Enforcement Program</b>	<b>\$20,000</b>
<b>Project Activities:</b>	The Delray Beach Police Department conducted 82 motorcycle enforcement operations yielding 774 contacts, 29 citations, and over 590 warnings. Officers also distributed motorcycle safety educational materials during their enforcement efforts. COVID-19 limited enforcement and outreach activities during this subgrant year.		
<b>Expenditures:</b>	<b>\$20,000</b>		
<b>MC-20-10-15</b>	<b>Daytona Beach Police Department</b>	<b>Increasing the Safety of Motorcyclists Through Enforcement and Education</b>	<b>\$55,000</b>
<b>Project Activities:</b>	The Daytona Beach Police Department conducted 628 hours of overtime motorcycle enforcement operations yielding 239 contacts, 228 citations, and 2 arrests. Officers also distributed motorcycle safety educational materials during their enforcement efforts. COVID-19 limited enforcement and outreach activities during this subgrant year.		
<b>Expenditures:</b>	<b>\$24,369</b>		
<b>MC-20-10-16</b>	<b>Ocala Police Department</b>	<b>Motorcycle Safety Program</b>	<b>\$23,905</b>
<b>Project Activities:</b>	The Ocala Police Department conducted 253 motorcycle enforcement operations yielding 322 contacts, 111 citations, and 223 warnings. Officers also distributed 77 motorcycle safety educational materials during their enforcement efforts. COVID-19 limited enforcement and outreach activities during this subgrant year.		
<b>Expenditures:</b>	<b>\$15,737</b>		

# Occupant Protection and Child Passenger Safety

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 deaths and serious injuries. In Florida in 2017, unrestrained occupants represented 41 percent of all fatalities.

The goal of Florida's Occupant Protection and Child Passenger Safety Program is to increase and improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries. Progress toward this goal will occur through projects such as the Florida Occupant Protection Resource Center that encourages proper use of occupant restraints and provides occupant protection training, education, and resources for motorists and passengers of all ages. The Occupant Protection Coalition will develop materials and programs to encourage the use of safety belts among Florida's high-risk groups (18-34-year-old males, minorities, and pickup truck drivers).

Active recruitment and training of certified child passenger safety technicians and instructors is also a priority in Florida. Serving the state's youngest citizens, certified technicians are working at a network of child restraint inspection stations across Florida to educate parents, caregivers and others about child-appropriate occupant restraint systems.

The FDOT State Safety Office also supports state and local high visibility enforcement activities that address safety belt use and child restraint laws during day and nighttime hours. Statewide law enforcement participation in the national Click It or Ticket mobilization is another priority that contributes to Florida's improving safety belt use rate.

## 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)

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<b>Project Name:</b>	Florida’s Occupant Protection Coalition
<b>Implementing Agency:</b>	University of Florida Transportation Technology Transfer (T2) Center
<b>Project Number:</b>	OP-20-02-01
<b>Funding Source:</b>	402
<b>Project Description:</b>	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.
<b>Budget:</b>	<b>\$105,600</b>
<b>Project Activities:</b>	The University of Florida’s Transportation Technology Transfer Center received a subgrant to assist the FDOT State Safety Office in planning, scheduling, and providing administrative and technical support for the Florida Task Force on Occupant Protection which was named the Florida Occupant Protection Coalition (FOPC).  The Florida Occupant Protection Coalition (FOPC) is a priority recommendation of the 2016 Florida Occupant Protection Program Assessment. The purpose of the coalition is to develop and implement a statewide Occupant Protection Strategic Plan, provide consistent, current information and resources to regional and

community advocates; obtain and share best practices; actively support occupant protection-related mobilizations and campaigns; and provide feedback to the State Safety Office of concerns at the local level and emerging issues.

Cambridge Systematics Inc. (CS) facilitated the coalition meetings and updated the Florida Occupant Protection Strategic Action Plan (OPSAP). Four meetings were scheduled in the FY2020 subgrant year: November 20–21, 2019, February 26–27, 2020, June 10–11, 2020 and September 2–3, 2020. Due to the impact of COVID-19, the Coalition hosted its June and September 2020 meetings virtually.

**Expenditures:** \$74,410



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**Project Name:** Florida’s Occupant Protection Resource Center  
**Implementing Agency:** University of Florida Transportation Technology Transfer (T2) Center  
**Project Number:** ~~M2X-20-20-01~~ M1X-20-20-01  
**Funding Source:** 405(b)  
**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 public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. This project has three goals: to promote the use of child restraints, to develop and implement a plan that provides inspection clinics and 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. No more than a total of \$86,000 (5% of the FY2019 405(b) allocation) will be spent on the purchase of child safety seats.



**Budget:** \$400,000 (~~\$60,506.26 (OB Low)~~ / \$339,493.74(OP High))

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

In FY2020, six (6) new physical resources were added to the materials available on the OPRC website. A total of 17,829 physical resources were provided to occupant protection advocates statewide and an additional 24,043 electronic resources were downloaded. In total, 884 child safety seats were shipped to CPS technicians for distribution to low-income families who could not afford to purchase a safety seat.

All personnel who distribute child safety seats provided by the Florida OPRC are required to hold certification through the Safe Kids/National Highway Traffic Safety Administration Child Passenger Safety (CPS) program. Statewide, the Florida CPS program has 87 certified instructors, 12 certified technician proxies, and 1,431 certified technicians. In FY2020, A total of 185 scholarships were awarded to cover National certification and recertification fees, 44 of these were for CPS professionals in focus counties.

**Expenditures:** \$270,062

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

**Implementing Agency:** Institute of Police Technology and Management

**Project Number:** ~~M2X-20-20-02~~ M1X-20-20-02

**Funding Source:** 405(b)

**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 child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion surveys about occupant protection.

**Budget:** \$321,000

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

Due to safety precautions related to COVID-19, on March 19, 2020, the National Highway Traffic Safety Administration (NHTSA) notified the States that the 2020 CIOT Mobilization had been postponed. Because of the continued uncertainty posed by COVID-19, the national Click It or Ticket Mobilization was not rescheduled during this subgrant period. With the CIOT Mobilization postponed, the CIOT Public Opinion Survey and the Statewide Safety Belt Observational Use Survey were cancelled.

IPTM contracted with Preusser Research Group (PRG) to conduct the third Statewide Child Passenger Safety Restraint Use Survey. The original timeline was for PRG to begin observations in March and April of 2020; however, many businesses throughout the state including daycare facilities and other locations where closed due to COVID-19. These locations are key in the CPS survey's design. Therefore, the survey had to be postponed. Around mid-summer, it was decided that moving forward with the survey could be done safely and with minimal impact on the survey's outcome. PRG received clearance to conduct the survey.

The survey included one-hour observation periods across 200 distinct sites. These 200 sites were spread across 20 counties (10 per county). The 20 counties covered the 10 television/radio Designated Market Areas (DMA) serving the State of Florida.

The CPS survey on-site observations took place from July 10 to July 26, 2020. Observers collected usage data on 4,178 children riding in 3,787 passenger vehicles. This is down slightly from the 4,773 children riding in 4,194 vehicles that were observed in 2019. The survey results indicated that 82 percent of children observed were restrained. That is effectively no change from the 2019 survey results. The youngest children (ages 0–3) were restrained the most often (95%) while children ages 4–5 were observed restrained least often (77%). Older children (ages 6–12) were observed as restrained 78 percent of the time.

**Expenditures:** \$141,159

**Project Name:** (see below)

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** 405(b)

**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 FY2020 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 2020 *Click It or Ticket* campaign and enforcement waves. Subgrant funding supports overtime efforts and costs associated with printing and distributing educational materials.

**Budget:** \$401,750

**Project Activities:** Due to safety precautions related to COVID-19, on March 19, 2020, NHTSA notified the States that the 2020 CIOT Mobilization had been postponed. Because of the continued uncertainty posed by COVID-19, the national CIOT Mobilization was not rescheduled during this subgrant period.

Project Number	Implementing Agency	Project Name	Budget
<del>M2HVE-20-20-01</del> <del>M1HVE-20-20-01</del>	Apopka Police Department	Buckle Up. Save Yourself.	\$3,750
<b>Project Activities:</b>	A total of 17 occupant protection enforcement operations were conducted by the Apopka Police Department during the project period. Occupant protection education was conducted through use of the department's social media sites, use of the department's message board and development of a brochure for distribution during enforcement operations. The department suspended overtime activities due to COVID-19 safety concerns from April 4, 2020 through May 8, 2020.		
<b>Expenditures:</b>	\$3,750		

<b>M2HVE-20-20-02</b> <b>M1HVE-20-20-02</b>	<b>Baker County Sheriff's Office</b>	<b>Baker County Sheriff's Office Occupant Protection Program</b>	<b>\$15,000</b>
<b>Project Activities:</b>	During the subgrant period, the Baker County Sheriff's Office conducted 16 enforcement operations and seven (7) educational programs on occupant protection. During enforcement activities, deputies focused on educating drivers with occupant protection materials and giving verbal warnings for not properly being restrained. The local community also contacted the Sheriff to express how pleased they are to see traffic safety being enforced.		
<b>Expenditures:</b>	<b>\$14,966</b>		
<b>M2HVE-20-20-03</b> <b>M1HVE-20-20-03</b>	<b>Boynton Beach Police Department</b>	<b>Boynton Beach Occupant Protection and Child Passenger Safety Program</b>	<b>\$10,000</b>
<b>Project Activities:</b>	In FY2020, the Boynton Beach Police Department issued 209 safety belt citations during the 16 occupant protection enforcement operations. Officers also participated in the "Coffee with a Cop" event that focused on the importance of occupant protection and was well received by both the adults and a few youths that were in attendance. Unfortunately, only one educational event was conducted due to COVID-19 safety restrictions.		
<b>Expenditures:</b>	<b>\$9,470</b>		
<b>M2HVE-20-20-04</b> <b>M1HVE-20-20-04</b>	<b>Broward Sheriff's Office</b>	<b>Operation Buckle Up</b>	<b>\$20,000</b>
<b>Project Activities:</b>	During FY2020, the Broward County Sheriff's Office conducted a total of 8 occupant protection enforcement operations resulting in a total of 286 citations and warnings issued, including 45 for safety belts and 5 for child safety restraints. Additionally, there were a total of 203 educational contacts made and 130 educational materials distributed. Fewer operations were conducted due to COVID-19 safety restrictions.		
<b>Expenditures:</b>	<b>\$19,785</b>		

<b>M2HVE-20-20-05</b> <b>M1HVE-20-20-05</b>	<b>DeFuniak Springs Police Department</b>	<b>DeFuniak Springs Vehicle Occupant Safety Program</b>	<b>\$10,000</b>
<b>Project Activities:</b>	During FY2020, the DeFuniak Springs Police Department conducted 33 occupant protection overtime enforcement operations that resulted in 493 traffic stops and distribution of over 300 occupant protection-related educational materials. Due to COVID 19, subgrant activities were suspended during April 2020.		
<b>Expenditures:</b>	<b>\$9,968</b>		
<b>M2HVE-20-20-06</b> <b>M1HVE-20-20-06</b>	<b>Delray Beach Police Department</b>	<b>Delray Beach Occupant Protection and Child Passenger Safety Program</b>	<b>\$25,000</b>
<b>Project Activities:</b>	The Delray Beach Police Department conducted a total of 79 occupant protection overtime enforcement patrols resulting in a total of 69 safety belt citations. The department conducted one educational/community outreach event to increase occupant protection awareness and deployed message boards stressing importance of always using safety belts. Fewer patrols and events were conducted due to COVID-19 safety restrictions.		
<b>Expenditures:</b>	<b>\$25,000</b>		
<b>M2HVE-20-20-07</b> <b>M1HVE-20-20-07</b>	<b>Homestead Police Department</b>	<b>Homestead Occupant Protection Program</b>	<b>\$40,000</b>
<b>Project Activities:</b>	Homestead Police Department conducted 34 high visibility occupant protection enforcement operations resulting in 134 safety belt citations. No community outreach activities were conducted due to COVID-19 restrictions. The department utilized message boards 15 times to promote occupant protection.		
<b>Expenditures:</b>	<b>\$10,600</b>		

<del>M2HVE-20-20-08</del> <del>M1HVE-20-20-08</del>	Lake City Police Department	Lake City Strategic Traffic Enforcement Program (STEP) - Occupant Protection	\$15,000
<b>Project Activities:</b>	During FY2020, the City of Lake City's safety belt usage rate increased from 84% to 89%. The Lake City Police Department (LCPD) conducted 66 high visibility occupant protection enforcement operations. There were 46 safety belt citations issued during these operations. COVID-19 safety restrictions impacted the department's ability to conduct in-person community outreach events. However, a total of 2,163 educational handouts were still able to be distributed during enforcement operations. LCPD also utilized variable message boards to promote occupant protection, resulting in an estimated 20,100 driver contacts. Occupant protection-related social media posts resulted in over 15,000 interactions.		
<b>Expenditures:</b>	\$12,830		
<del>M2HVE-20-20-09</del> <del>M1HVE-20-20-09</del>	Live Oak Police Department	Occupant Protection 2020	\$10,000
<b>Project Activities:</b>	Live Oak Police Department conducted 13 occupant protection enforcement details during FY2020, which resulted in 23 safety belt citations. The focus of the details was to create a teachable moment to educate the public on the importance of safety belts and child passenger restraints. The department also utilized social media and digital signs to promote occupant protection messages throughout the project period. Fewer details and events were conducted due to COVID-19 safety restrictions.		
<b>Expenditures:</b>	\$1,600		

<b>M2HVE-20-20-10</b> <b>M1HVE-20-20-10</b>	<b>Miami-Dade Police Department</b>	<b>Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program</b>	<b>\$100,000</b>
<b>Project Activities:</b>	During FY2020, the Miami-Dade Police Department's Occupant Protection and Child Passenger Safety Program conducted 17 occupant protection enforcement operations resulting in 1,314 safety belt citations. The department's Community Education Unit was able to increase knowledge and awareness on the proper use of safety belts and child passenger safety restraints among parents, guardians, and citizens through 15 educational presentations and 96 child safety seat inspections.		
<b>Expenditures:</b>	<b>\$100,000</b>		
<b>M2HVE-20-20-11</b> <b>M1HVE-20-20-11</b>	<b>Palm Beach County Sheriff's Office</b>	<b>Palm Beach County Occupant Protection Community Wide Strategy</b>	<b>\$80,000</b>
<b>Project Activities:</b>	Palm Beach County Sheriff's Office conducted 5 occupant protection enforcement operations, which resulted in 309 safety belt citations issued. The department suspended overtime activities due to COVID-19 safety concerns from April 2020 through September 2020.		
<b>Expenditures:</b>	<b>\$31,281</b>		
<b>M2HVE-20-20-12</b> <b>M1HVE-20-20-12</b>	<b>Suwannee County Sheriff's Office</b>	<b>Suwannee County Occupant Protection Program</b>	<b>\$15,000</b>
<b>Project Activities:</b>	The Suwannee County Sheriff's Office conducted a total of 50 enforcement details as part of their Safety Belt Program. Forty-two (42) safety belt citations were issued during enforcement activities. In addition, three educational posts were made to each of the agency's social media pages. Fewer details and events were conducted due to COVID-19 safety restrictions.		
<b>Expenditures:</b>	<b>\$14,546</b>		

<b>M2HVE-20-20-13</b>	<b>Ocala Police Department</b>	<b>Occupant Protection and Child Safety Program</b>	<b>\$3,000</b>
<b>Project Activities:</b>	The Ocala Police Department declined FY2020 funding because most of their planned efforts were going to take place during normal working hours and they stated that they did not need any overtime funding for officer activities.		
<b>Expenditures:</b>	<b>\$0.00</b>		
<b>M2HVE-20-20-14 M1HVE-20-20-14</b>	<b>Tampa Police Department</b>	<b>Sit Tight and Belt Right</b>	<b>\$45,000</b>
<b>Project Activities:</b>	During FY2020, the Tampa Police Department conducted 20 occupant protection high visibility overtime enforcement operations. During these operations, officers had 748 occupant protection-related contacts that resulted in 128 safety belt citations and 620 safety belt warnings. Thirteen (13) occupant protection-related educational events were also conducted, reaching over 1,000 citizens. In addition, 62 different schools/daycares were provided informational materials on safety belt/child restraint use.		
<b>Expenditures:</b>	<b>\$40,601</b>		
<b>M2HVE-20-20-15 M1HVE-20-20-15</b>	<b>Wauchula Police Department</b>	<b>Wauchula Police Department Occupant Protection and Child Safety Program</b>	<b>\$10,000</b>
<b>Project Activities:</b>	The Wauchula Police Department conducted 43 high visibility occupant protection overtime enforcement patrols. Eighty-three (83) contacts were made resulting in 11 safety belt citations, 1 child restraint citation and 25 safety belt warnings. The department suspended subgrant activities from March to June 2020 due to COVID-19 safety restrictions.		
<b>Expenditures:</b>	<b>\$9,583</b>		



# Paid Media

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 the number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the state. 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
- ***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

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

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

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**Project Name:** Distracted Driving Media Campaign

**Implementing Agency:** FDOT State Safety Office

**Project Number:** ~~PM 20-07-01~~ FESPE-20-07-01

**Funding Source:** 405(e)

**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, outdoor billboards, etc.

**Budget:** \$623,584.21

**Project Activities:** The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's *Put It Down* campaign for distracted driving. This distracted driving awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 49-year-olds that was seen and heard via radio, digital radio (Pandora and Spotify), outdoor digital displays (billboards), digital video (YouTube), and social (Facebook and Instagram). Total estimated impressions for the campaign were 64,236,281.

**Expenditures:** \$623,352



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**Project Name:** Work Zone Safety Campaign

**Implementing Agency:** Center for Urban Transportation Research

**Project Number:** PM-20-07-02

**Funding Source:** 402

**Project Description:** The University of South Florida Center for Urban Transportation Research (CUTR) will work with the FDOT State Safety Office to purchase advertisements in multiple media markets to promote Florida's Work Zone Safety Coalition (FLWZSC) concept and associated campaign. The campaign reminds motorists to drive safety in active work zones and while the campaign's goal is to reach the majority of Florida's motorists, the media buy will be concentrated during the national Work Zone Awareness Week and in locations with a significant history of crashes in active work zones.

**Budget:** \$100,000

**Project Activities:** The Center for Urban Transportation Research (CUTR) worked with the two selected vendors to secure contracts for Work Zone safety advertisements. FDOT provided the approved graphics and locations of various road construction projects where media would be best received. In total, 15 billboards were displayed in 5 FDOT districts - this included 14 digital billboards and 1 static billboard. A total of 1,322,914 digital spots were displayed during the campaign period, which garnered a total of 37,316,202 impressions. The average impressions per spot were 27, and the average rate per spot was \$0.08.

**Expenditures:** \$99,999



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**Project Name:** Railroad Crossing Safety Media Campaign

**Implementing Agency:** FDOT State Safety Office

**Project Number:** PM-20-07-01

**Funding Source:** 402

**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:** \$200,000

**Project Activities:** The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's Operation STRIDE campaign for railroad crossing safety. This awareness campaign used an approach that aligned with targeting road users in areas that contained large numbers of railroad crossings and heard via radio advertisements. Total estimated impressions for the campaign were 30,196,300.

**Expenditures:** \$199,725



Statewide Traffic and Railroad Initiative Using Dynamic Envelopes

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**Project Name:** Impaired Driving Campaign Development  
**Implementing Agency:** Center for Urban Transportation Research  
**Project Number:** M5PEM-20-16-01  
**Funding Source:** 405(d)  
**Project Description:** The University of South Florida Center for Urban Transportation Research (CUTR) will work with FDOT to create a comprehensive DUI media package that includes ads that can be used in television, radio, magazine, events, internet, billboards, posters, brochures, social media, sporting venues, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive sober.  
**Budget:** **\$40,000**  
**Project Activities:** The University of South Florida Center for Urban Transportation Research (CUTR) was awarded a subgrant to create a comprehensive DUI Media package. CUTR worked on a total of 20 assigned tasks. Sports advertising promoting the *Drive Sober or Get Pulled Over* message was created for the Tampa Bay Lightning, Tampa Bay Rays, Miami Heat, Miami Marlins, Florida Gators, and Tampa Bay Buccaneers. CUTR also developed advertisements for the Winter Holiday campaign, New Years, Halloween, and Labor Day for the promotion of the *Drive Sober or Get Pulled Over* media campaigns.  
**Expenditures:** **\$32,491**

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**Project Name:** Impaired Driving Statewide Media Campaign  
**Implementing Agency:** FDOT State Safety Office  
**Project Number:** M5PEM-20-16-03  
**Funding Source:** 405(d)  
**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. Impaired driving prevention messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.

**Budget:** \$650,000

**Project Activities:** The FDOT State Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's *Drive Sober or Get Pulled Over* enforcement initiatives during the Labor Day crackdowns. Other campaigns were originally planned but cancelled due to COVID-19 and the subsequent stay at home orders issued. The impaired driving awareness campaign used a multi-platform approach that aligned with the media consumption habits of the target audience of 18 to 34-year-olds that was seen and heard via radio, and digital radio (Pandora and SoundCloud), social media (Facebook and Instagram), outdoor digital displays (billboards), internet displays, and digital video (YouTube). Total estimated impressions for the campaign were 34,670,594.

**Expenditures:** **\$647,374**

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**Project Name:** Impaired Driving Professional Sports Marketing

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

**Project Number:** M5PEM-20-16-04

**Funding Source:** 405(d)

**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 2020 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NFL), 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 (NFL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.

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

**Project Activities:** Tallahassee Community College purchased advertisements with Florida professional sports teams and venues to promote the *Drive Sober or Get Pulled Over* campaign to sports fans. The FY2020 professional sports marketing plan funded media advertisements with the following nine professional sports teams: Orlando Magic (NBA), Miami Heat (NBA), Tampa Bay Rays (MLB), Miami Marlins (MLB), Tampa Bay Lightning (NHL), Florida Panthers (NHL), Miami Dolphins (NFL), Tampa Bay Buccaneers (NFL), and Jacksonville Jaguars (NFL), along with two NASCAR race tracks: Homestead-Miami Speedway, and Daytona Speedway. Impaired driving messages were promoted with posters, signage, game announcements, alcohol-free nights, special promotional functions, and in-house audio and video PSAs. TCC also contracted with an activation company that uses brand ambassadors to engage with fans while they are tailgating at professional football and NASCAR stadiums. Impaired driving deterrence messages and activities that included the use of fatal vision goggles were used to target males 18 to 35 years of age who are most likely to drive impaired. Total estimated impressions for the campaign were over 33,000,000.

**Expenditures:** \$1,857,352



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<b>Project Name:</b>	Impaired Driving Major College Sports Marketing
<b>Implementing Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Number:</b>	M5PEM-20-16-05
<b>Funding Source:</b>	405(d)
<b>Project Description:</b>	Tallahassee Community College will purchase advertisements with Florida collegiate sports teams and venues to promote <i>Drive Sober or Get Pulled Over</i> to collegiate sports fans at the following schools: University of Florida, Florida State University, and University of Miami, along with the annual Florida vs Georgia football game. Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements on collegiate networks, on parking passes, public service announcements, and signs located in and around venues, and via game day activations. Marketing impaired driving prevention messages through collegiate sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.
<b>Budget:</b>	\$459,000
<b>Project Activities:</b>	Tallahassee Community College (TCC) purchased advertisements with Florida collegiate sports teams and venues to promote <i>Drive Sober or Get Pulled Over</i> to collegiate sports fans at the following schools: University of Florida, Florida State University, and University of Miami. Impaired driving messages were promoted via posters, game announcements, radio/TV advertisements on collegiate networks, printed messages in game day programs, and sign placement at sports venues and around campus. TCC also contracted with an activation company that uses <i>Drive Sober or Get Pulled Over</i> brand ambassadors to engage with fans while they are tailgating at stadiums. Impaired driving deterrence messages and activities that included fatal vision goggles were used to target males 18 to 35 years of age who are most likely to drive impaired. Total estimated impressions for the campaign were over 30,000,000.
<b>Expenditures:</b>	<b>\$438,704</b>



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**Project Name:** Impaired Driving Sports **Media** Campaign  
**Implementing Agency:** The District Board of Trustees of Tallahassee Community College  
**Project Number:** M5PEM-20-16-06  
**Funding Source:** 405(d)  
**Project Description:** Tallahassee Community College will purchase advertisements with Florida-based television broadcasters that specialize in covering sporting events. The ads will target sports fans and encourage driving sober.  
**Budget:** \$216,000  
**Project Activities:** Tallahassee Community College purchased TV advertisements with Fox Sports. The ads targeted sports fans and encouraged sober and responsible driving. The FY2020 marketing plan funded media advertisements during sporting telecasts on the Fox Sports channel for the following six professional sports teams: Orlando Magic (NBA), Miami Heat (NBA), Tampa Bay Rays (MLB), Miami Marlins (MLB), Tampa Bay Lightning (NHL), and Florida Panthers (NHL), along with college basketball and football. Impaired driving messages were promoted through TV game announcements, commercial breaks, and streaming delivery. Total estimated impressions for the campaign were 12,836,655.  
**Expenditures:** **\$215,999**

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**Project Name:** Motorcycle Safety Paid Media Campaign  
**Implementing Agency:** Center for Urban Transportation Research  
**Project Number:** PM-20-07-03  
**Funding Source:** 402  
**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, Pinellas, Polk, and Volusia.

**Budget:** \$175,000

**Project Activities:** During the reporting period of the Motorcycle Safety Paid Media Campaign agreements with the Tampa Bay Buccaneers and Jacksonville Jaguars were executed. This campaign included advertising and promotions via websites, social media, and radio ads. The Ride Smart logo was placed on the parking information of the website as well as used on one joint promotional message on the official team Twitter and Facebook accounts.

An email marketing campaign was run during November 5, 2019-January 15, 2020 that sent safety message emails to targeted registered motorcycle owners. 200,000 emails were sent with 22,639 opens and 2,015 clicks via computer, and 18,416 opens and 1,506 clicks via mobile. During the same period, a video pre-roll campaign was run that targeted registered motorcycle owners via desktop, mobile, and tablet. The :15 video ran prior to other content in geographically targeted zip codes with the most crashes. There were 450,061 impressions and 5,454 clicks which took users to the Ride Smart Florida website.

During the months of June, July, and August an email marketing campaign was run which sent safety message emails to targeted registered motorcycle owners. There were 138,135 messages sent with 16,309 opens and 1,166 clicks via computer, and 12,298 opens and 885 clicks via mobile. During the same time period a video pre-roll campaign was run which targeted registered motorcycle owners via desktop, mobile, and tablet with a :15 video run prior to other content in geographically targeted zip codes with the most crashes. This campaign had 893,000 impressions, 453,400 views, and 7,804 clicks which took users to the Ride Smart Florida website.

The final paid media campaign for Radio Endorsements ran in August 2020. There were :15 radio spots on stations in Tampa (WXTB-FM and WFLZ-FM) and the Miami/South Florida (WMIB-FM and WHYI-FM) area with a minimum of one spot per day during 'drive time' with the Motorcycle Safety Paid Media Campaign messages. There were 762,723 impressions total.

During the life of the subgrant, Facebook ads with the Motorcycle Safety Paid Media Campaign messages were run with a reach of 1,527,311 and 4,265,603 impressions. There were 3,151

reactions, 297 post comments, 165 post saves, 855 post shares and 11,455 post clicks which took users to the Ride Smart Florida website.

**Expenditures:** \$170,683

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**Project Name:** Impaired Motorcyclist PSA Campaign

**Implementing Agency:** Center for Urban Transportation Research

**Project Number:** M5PEM-20-16-02

**Funding Source:** 405(d)

**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, Pinellas, Polk, and Volusia.

**Budget:** \$300,000

**Project Activities:** For the Impaired Motorcyclist PSA Campaign, multiple media buy plans were negotiated using collected data from the previous subgrant cycle, including crash data that was presented to the marketing companies. A video pre-roll campaign was run from November 15, 2019-December 15, 2019 which targeted registered motorcycle owners on desktop, mobile, or tablet devices. The :15 video ran prior to other content in geographically targeted areas in zip codes with the most crashes (Miami-Ft. Lauderdale, Tampa, Orlando, Jacksonville). There was a total of 1,500,274 impressions with 3,390 clicks which took users to the Ride Smart Florida website. During the November 5, 2019-January 14, 2020 timeframe an email marketing campaign was also run. This campaign sent safety message emails to targeted motorcycle owners, there were 500,000 emails sent with 81,939 emails opened and 11,421 clicks which took users to the Ride Smart Florida Website.

During Bike Week from February 24, 2020 -March 31, 2020 billboards were run in the Daytona and surrounding area with the Impaired Motorcyclist message. These billboards had 3,487,076 impressions total. During this same time period a gas station pump topper TV campaign was run with a :15 spot on 93 stations in the

Jacksonville (25 stations) and Orlando/Daytona/Melbourne (68) areas. There was a total of 588,249 impressions (Jacksonville 169,227 and Orlando/Daytona/Melbourne 419,022). The final section of this campaign for Bike Week involved Geo-fenced mobile advertisements with retargeting that were run in the Daytona Bike Week area that provided video pre-roll and/or banner ads for the following week. This geo-fencing campaign had 1,250,000 impressions total.

During the months of June, July, and August 2020 an email marketing campaign and video pre-roll campaign was run with the Impaired Motorcyclist PSA message. The email campaign sent safety message emails to targeted motorcycle owners, there were 390,582 messages delivered. Via computer 42,038 messages were opened and 2,797 were clicked which took users to the Ride Smart Florida website. Via mobile there were 32,981 messages opened and 2,106 were clicked. The video pre-roll campaign targeted registered motorcycle owners on desktop, mobile, and tablet with a :15 video run prior to other content. The campaign was run in geographically targeted zip codes with the most crashes. This campaign had 443,846 views total with 5,877 clicks which took users to the Ride Smart Florida website.

During the life of the subgrant Facebook ads were run and reached 780,416 people with a total of 1,880,148 impressions. There were 2,188 post reactions, 173 post comments, 153 post saves, 776 post shares, and 4,332 link clicks which took users to the Ride Smart Florida Website. Additionally, ads were run on Google/YouTube with 1,294,335 impressions, 280,138 views, 2,551 link clicks, and 280,818 interactions.

**Expenditures: \$237,555**



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<b>Project Name:</b>	<i>Share the Road</i> PSA Campaign
<b>Implementing Agency:</b>	Center for Urban Transportation Research
<b>Project Number:</b>	M9MA-20-11-01
<b>Funding Source:</b>	405(f)
<b>Project Description:</b>	The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the <i>Share the Road</i> campaign to motorists. Media efforts will be concentrated in the top 10 motorcycle crash counties in Florida: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia. Media will also be purchased around motorcycle events that occur in other areas of the state, but most funding will be utilized within the top 10 counties.
<b>Budget:</b>	\$225,500
<b>Project Activities:</b>	<p>During the reporting period a paid media contract was executed for Radio Endorsements in the Tampa (WXTB-FM and WFLX-FM), Orlando (WJRR 101.1 FM and WXXL-FM), and Miami/Ft. Lauderdale (WMIB-FM and WHYI-FM) areas. The stations ran a :15 spot with a minimum of one spot per day during 'drive time'. The Share the Road messages would educate drivers about safety, sharing the road, and always looking for motorcycles. This campaign had 4,326,900 impressions total.</p> <p>During June, July, and August a Radio Endorsement and Billboard campaign was run in the Tampa (WXTB-FM and WFLX-FM), Orlando (WJRR 101.1 FM and WXXL-FM), and Miami/Ft. Lauderdale (WMIB-FM and WHYI-FM) areas. The radio campaign consisted of :15 spots with a minimum of one spot per day during 'drive time'. The total impressions for this campaign were 6,235,279. The Billboard portion of the campaign involved 10 billboards in geographically relevant areas with a total impression count of 3,200,000.</p> <p>During the life of the subgrant Facebook ads were run with the Share the Road messages, with a reach of 892,416 and 4,169,045 impressions. There were 2,075 post reactions, 183 post comments, 189 post saves, 704 post shares, and 9,092 link clicks which took users to the Ride Smart Florida website. Ads were also run on Google/YouTube with 4,660,970 impressions, 587,100 views, 4,621 clicks, and 588,028 interactions.</p>
<b>Expenditures:</b>	<b>\$187,098</b>

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**Project Name:** Florida *Click It or Ticket* Media Campaign

**Implementing Agency:** FDOT State Safety Office

**Project Number:** M2PEM-20-20-01

**Funding Source:** 405(b)

**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:** \$900,000

**Project Activities:** The FDOT Safety Office contracted with St. John & Partners to develop a comprehensive media buy plan to support Florida's safety belt initiatives. The primary target audience for this messaging was men 18 to 34 years of age, with a secondary target of Hispanic men 18 to 34 years of age. Using a multi-platform approach that aligned with the target audience's media consumption habits, a buckle up or risk a citation message was seen on cable television, via radio, digital radio (Pandora, Spotify, and SoundCloud), digital video (YouTube), social media (Facebook and Instagram), and outdoor digital displays (billboards). Total estimated impressions for the campaign were 23,791,175.

**Expenditures:** \$891,610



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**Project Name:** Occupant Protection and Child Passenger Safety Campaign Development

**Implementing Agency:** Center for Urban Transportation Research

**Project Number:** M2PEM-20-20-02

**Funding Source:** 405(b)

**Project Description:** The University of South Florida Center for Urban Transportation Research (CUTR) will work with FDOT to create a comprehensive media package that includes ads that can be used in: television, radio, magazine, events, internet, billboards, posters, brochures, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to wear their safety belts and make sure any children are secured in the proper restraint system or seat.

**Budget:** \$25,000

**Project Activities:** The University of South Florida Center for Urban Transportation Research (CUTR) was awarded a subgrant to create media materials for Occupant Protection. A total of three tasks were assigned within the subgrant cycle. A No Excuses PSA was storyboarded, and actors were searched for. CUTR also updated advertisements for the annual safety belt campaign that can be used in television, radio, magazine, internet, billboards, and social media.

**Expenditures:** \$17,703



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**Project Name:** Pedestrian and Bicycle Safety Public Education Program – Transit Advertising

**Implementing Agency:** Institute of Police Technology and Management

**Project Number:** FHPE-20-07-01

**Funding Source:** 405(h)

**Project Description:** The Institute of Police Technology and Management (IPTM) will purchase transit advertising in and on transit buses and transit shelters 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. Transit advertising will be selected by using data that supports the areas with the greatest need for improvement.

**Budget:** \$200,000

**Project Activities:** The University of North Florida Institute of Police Technology and Management (IPTM) was awarded a subgrant to purchase transit advertising in and on transit buses and transit shelters in areas with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. The purpose of these advertisements was to increase awareness of traffic laws pertaining to the safety of people who walk and bike. A total of 38 weeks of advertising was purchased to support this project. Advertising included branding on 1 Miami-Dade Trolley driver side, rear side, and curb side ad placements resulting in 8,331,500 impressions, 15 Miami-Dade Transit Buses full bus back displays, 10 Transit Shelter ads and Displays resulting in 35,150,000 impressions, and 5 Palm Beach County Transit Bus Shelter ads resulting in 8,426,000 impressions. Post evaluation surveys notes a 5% increase in ad recall of the safety message and a 6% increase in awareness of the law.

**Expenditures:** \$182,970



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<b>Project Name:</b>	Pedestrian and Bicycle Safety Public Education Program – Billboard Advertising
<b>Implementing Agency:</b>	Institute of Police Technology and Management
<b>Project Number:</b>	FHPE-20-07-02
<b>Funding Source:</b>	405(h)
<b>Project Description:</b>	The Institute of Police Technology and Management (IPTM) will purchase billboard 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. Billboard advertising will be selected by using data that supports the areas with the greatest need for improvement.
<b>Budget:</b>	\$200,000
<b>Project Activities:</b>	The University of North Florida Institute of Police Technology and Management (IPTM) was awarded a subgrant to purchase billboard advertising in areas with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. The purpose of these advertisements was to increase awareness of traffic laws pertaining to the safety of people who walk and bike. Advertisements, displayed between December 2019 and September 2020, included 6 digital billboards per four week flight in Duval County resulting in 3,194,461 impressions, 2 digital billboards per four week flight in Pinellas County resulting in 110,317 impressions, 1 digital billboard per four week flight in Palm Beach County resulting in 436,998 impressions, and a geo-targeted mobile billboard ad campaign in Duval County resulting in over 3,650,000 impressions, 6,807 clicks, and 299 secondary actions from the impressions. Post evaluation surveys notes a 5% increase in ad recall of the safety message, a 6% increase in awareness of the law, and a 4% increase in campaign awareness.
<b>Expenditures:</b>	<b>\$197,999</b>

# Pedestrian and Bicycle Safety

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 death and serious injury when they come into conflict with a motor vehicle.

Several factors are involved in these crashes. Approximately two-thirds 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, aggressive and impaired driving, walking, and biking. More than 30 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.

The goal of the Florida Pedestrian and Bicycle Safety Program is to reduce pedestrian and bicyclist traffic crash-related serious and fatal injuries by promoting safe and effective conditions for those who travel by foot and bicycle. The Program provides funding for outreach and awareness campaigns in communities and other focused educational efforts to increase compliance with traffic laws and promote safe skills among pedestrians, bicyclists, and motorists who share the road.

Statewide initiatives, such as Florida's Pedestrian and Bicycling Safety Resource Center, promote safe pedestrian and bicycling activities for citizens and visitors of all ages by providing educational materials and information across the state. The Center also provides critical safety equipment to bicyclists through its coordination of the statewide bicycle helmet distribution program. Helmets are distributed to areas with the highest representation of crashes resulting in serious and fatal injuries by trained individuals who receive free helmet fitter training provided by the Center.

## 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: Eighth Edition, 2015 guide*. See the following section(s):

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

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<b>Project Name:</b>	Florida's Comprehensive Pedestrian and Bicycle Safety Program
<b>Implementing Agency:</b>	Institute of Police Technology and Management
<b>Project Number:</b>	PS-20-08-01
<b>Funding Source:</b>	402
<b>Project Description:</b>	The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the statewide Pedestrian Safety Program Technical Assessment that was conducted in January 2012 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.
<b>Budget:</b>	\$650,000
<b>Project Activities:</b>	The University of North Florida's Institute of Police Technology and Management (IPTM) was awarded a subgrant for the facilitation and support of the functions of Florida's Comprehensive Pedestrian and Bicycle Safety Program and Coalition. IPTM provided support to the Coalition through the facilitation of two in-person meetings, two virtual meetings, and four mid quarter conference call sessions to advance the implementation of Florida's Pedestrian and Bicycle Strategic Safety Plan. Although four in person meetings were scheduled, due to COVID-19, two of the meetings were conducted

virtually. IPTM also supported three Focused Initiative Leadership Team meetings, facilitated 21 outreach events and activities, contracted a media buy in 25 priority counties, and contracted with 49 enforcement agencies to conduct High Visibility Enforcement to improve the safety of pedestrians and bicyclists on Florida's roads.

**Expenditures:** \$462,356



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**Project Name:** Pedestrian and Bicycle Program Evaluation and Data Collection

**Implementing Agency:** Institute of Police Technology and Management

**Project Number:** PS-20-08-02

**Funding Source:** 402

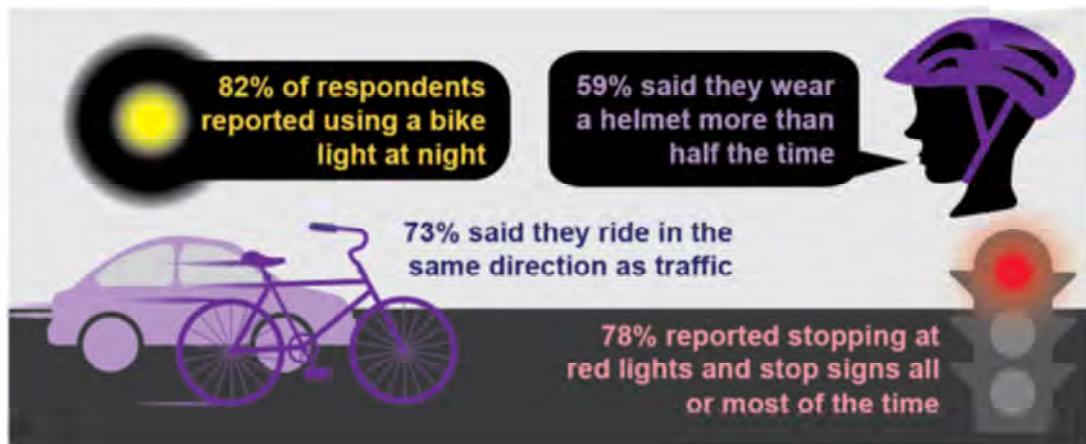
**Project Description:** The Institute of Police Technology and Management (IPTM) will conduct formative, process, outcome, and impact evaluations of the state's Comprehensive Pedestrian/Bicycle program. The formative and process evaluations will be an ongoing evaluation process to determine if revisions need to be made to increase the effectiveness of the program.

**Budget:** \$250,000

**Project Activities:** The University of North Florida Institute of Police Technology and Management (IPTM) was awarded a subgrant to evaluate the

effectiveness of Florida’s focused initiative of improving pedestrian and bicyclist safety. The objective was conduct formative, process, outcome, and impact evaluations of the state’s Comprehensive Pedestrian/Bicycle program. The formative and process evaluations are an ongoing process to determine if revisions need to be made to increase the effectiveness of the program. A total of 1,934 public opinion surveys were taken in 25 priority counties with the highest rate of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. Surveys were specifically focused on the target audience of adults age 18 years and older. The surveys focused on key challenges such as night-time visibility. Eighty-two (82) percent of bicyclists reported that they make themselves visible while riding at night while 59% said they wear a helmet more than half the time. The evaluation indicated that safety improvements were made over the past year in the 25 priority counties, further pinpointed problematic geographic areas, and identified the roadway users who may benefit most from additional enforcement and safety education campaigns.

**Expenditures: \$240,792**



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**Project Name:** Florida’s Pedestrian and Bicycle Safety Resource Center

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

**Project Number:** PS-20-08-03

**Funding Source:** 402

**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 January 2012 Pedestrian Program Assessment Technical Report 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:** \$602,560

**Project Activities:** The University of Florida was awarded a subgrant to provide assistance and support to Florida’s Comprehensive Pedestrian Safety Program through facilitation of Florida’s Pedestrian and Bicycle Safety Resource Center (SRC). The PedBike SRC website was maintained by the SRC staff with the support of an e-commerce vendor. The SRC provided safety educational materials statewide with an emphasis on the 25 areas with the highest representation of pedestrian and bicycle serious and fatal injury crashes. They also provided training for helmet fitters, helmets, and helmet fitting training and distribution for the program. A total 32,141 bicycle helmets, 15,000 bicycle light kits, and 274 orders totaling 32,051 educational materials were distributed during this period. Materials distributed supported 343 events across the state prior to events being shut down due to COVID-19. Forty (40) percent of helmet fitters received refresher training during this cycle.

**Expenditures:** \$391,952

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<b>Project Name:</b>	Florida’s Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program
<b>Implementing Agency:</b>	Institute of Police Technology and Management
<b>Project Number:</b>	PS-20-08-04
<b>Funding Source:</b>	402
<b>Project Description:</b>	The University of North Florida Institute of Police Technology and Management will contract with law enforcement agencies to implement High Visibility Enforcement details in the twenty-five counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012. The project will be data-driven, with clear goals for education-based enforcement operations geared towards overall injury and fatality reduction through increased awareness and compliance with traffic laws. This project identifies specific priorities and is focused on implementing proven countermeasures and best practices.
<b>Budget:</b>	\$150,000
<b>Project Activities:</b>	The University of North Florida Institute of Police Technology and Management (IPTM) was awarded a subgrant to recruit and retain enforcement agencies in high visibility enforcement efforts funded through the Highway Safety Improvement Program in the 25 counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. During this project period, IPTM contracted with a highway safety consultant to recruit non participating agencies, promote increased engagement of participating agencies, present High Visibility Enforcement program information at law enforcement conferences and meetings, and to participate in Florida’s Pedestrian and Bicycle Focused Initiative Leadership Meetings. In spite of COVID-19, this subgrant resulted in 70 meetings with enforcement officials in reference to current and new High Visibility Enforcement contracts. As a result of these efforts, participation in the High Visibility Enforcement Program is up by more than 25% over the past subgrant cycle.
<b>Expenditures:</b>	<b>\$60,947</b>

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**Project Name:** National Safe Routes to School Conference

**Implementing Agency:** Safe Routes to School National Partnership

**Project Number:** PS-20-08-05

**Funding Source:** 402

**Project Description:** The goal of this program is to assist with the hosting of the National Safe Routes to School Conference in Florida. The conference provides an opportunity for individuals and organizations interested and involved with Safe Routes to School and healthy communities to network, engage in educational opportunities, and form partnerships to enhance their work. The three-day, two-night conference will provide an opportunity for an intense training experience that is not otherwise available to people working on Safe Routes to School programs and policies. Being in the company of hundreds of like-minded individuals helps foster new partnerships, ideas, and projects and helps advance the profession through new knowledge about effective, sustainable Safe Routes to School programs that can enhance safety and health for children and families. For the conference host state and city, the conference brings national recognition as a leader in Safe Routes to School, provides a boost to the local economy, engages the media in showcasing the important role of Safe Routes to School in the state and city, and brings together partners from around the state, leading to greater support and stronger ties across the state.

**Budget:** \$35,000

**Project Activities:** The National Safe Routes To School Conference provided training to a total of 420 practitioners from Florida and around the country to help them learn skills and techniques to strengthen the reach and effectiveness of Safe Routes to School programs, which are a way to address pedestrian fatality rates. Post survey results of conference attendees, rated the conference an average 4.5 out of 5 and provided positive feedback on the breakout sessions, workshops, and plenaries, indicating that the conference helped improve knowledge about safety and effective Safe Routes to School programming.

**Expenditures:** \$34,833



**Project Name:** Enhanced Pedestrian/Bicycle Safety Enforcement

**Implementing Agency:** Okeechobee County Sheriff's Office

**Project Number:** PS-20-08-06

**Funding Source:** 402

**Project Description:** Okeechobee County Sheriff's Office will receive funding to conduct Pedestrian and Bicycle enforcement and education initiatives consisting of overtime salaries **and benefits**. The goal of the project is to reduce fatalities and injuries of pedestrians and bicyclists by at least 5% based on data driven approaches.

**Budget:** \$13,000

**Project Activities:** The Okeechobee County Sheriff's Office (OCSO) conducted a total of 31 enforcement details as part of the OCSO Enhanced Pedestrian/Bicycle Safety Enforcement Campaign. In total, the Okeechobee County Sheriff's Office conducted 31 enforcement details and made 211 contacts. On all contacts made, the deputies educated the people by handing out educational brochures. Each month the agency also posted pedestrian/bicycle safety awareness information using social media.

Okeechobee County saw a decrease of 11% in crashes during the subgrant period from same time period last year.

**Expenditures:** \$5,705



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<b>Project Name:</b>	Florida’s Pedestrian and Bicycle Safety High Visibility Enforcement Campaign
<b>Implementing Agency:</b>	Institute of Police Technology and Management
<b>Project Number:</b>	FHX-20-07-01
<b>Funding Source:</b>	405(h)
<b>Project Description:</b>	The Institute of Police Technology and Management (IPTM) will develop and implement a High Visibility Enforcement campaign to reduce traffic crashes resulting in serious injuries and fatalities to pedestrians and bicyclists. IPTM will contract with local enforcement agencies that have jurisdiction over communities that have high numbers of fatalities and serious injuries and are in specified priority areas of the state. The agencies will receive funding to conduct combined enforcement and education campaigns during two enforcement waves designed to enforce state traffic laws on pedestrian and bicycle safety.
<b>Budget:</b>	\$500,000
<b>Project Activities:</b>	The University of North Florida Institute of Police Technology and Management (IPTM) was awarded a subgrant to develop and implement a High Visibility Enforcement model to reduce traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. This model was developed to 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. A timeline of January – April 2020 was determined for implementation of this pilot project. This pilot engaged 15 law enforcement agencies in the Central Florida area. A total of 103 HVE Operations were conducted by 189 participating officers. These efforts resulted in 511 educational encounters, 256 warnings issued, 607 traffic citations issued, and the distribution of 27 bicycle lights to cyclists who could not otherwise obtain them. In addition, the pilot earned 158 media placements resulting in 6.8 million impressions. Unfortunately, all efforts were stopped mid cycle due to the onset of COVID-19. Overall, survey results reflect a 14% increase in awareness and 32% campaign brand recognition.
<b>Expenditures:</b>	<b>\$274,669</b>

# Planning and Administration

<b>Project Name:</b>	Operation of the Highway Traffic Safety Grant Section
<b>Implementing Agency:</b>	FDOT State Safety Office
<b>Project Number:</b>	PA-20-01-01
<b>Funding Source:</b>	402
<b>Project Description:</b>	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.
<b>Budget:</b>	<del>\$250,000</del> \$350,000
<b>Project Activities:</b>	The FDOT State Safety Office received a subgrant for 50% of the salary and benefit costs for up to eight full-time employees. The FDOT State Safety Office was fully staffed throughout the FY2020 subgrant cycle. The Highway Safety Plan for FY2020 was fully implemented and amended twice, and the FY2019 Annual Report was completed as required.
<b>Expenditures:</b>	<b>\$316,766</b>

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<b>Project Name:</b>	Highway Safety Travel and Training
<b>Implementing Agency:</b>	FDOT State Safety Office
<b>Project Number:</b>	PA-20-01-02
<b>Funding Source:</b>	402
<b>Project Description:</b>	FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct required on-site monitoring of 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 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:** \$70,000

**Project Activities:** The FDOT State Safety Office was awarded a subgrant for the travel expenses of the FDOT State Safety Office staff to conduct required on-site monitoring and attend professional development programs, workshops, training, and highway safety-related meetings. During the FY2020 subgrant cycle, State of Florida employees were restricted from traveling due to COVID-19 precautions. Coalition meetings, workshops, and highway safety-related meetings were conducted virtually for the greater part of 2020.

**Expenditures:** \$11,582

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**Project Name:** Traffic Safety Fiscal Assistant

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

**Project Number:** PA-20-01-03

**Funding Source:** 402

**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 Safety Office.

**Budget:** ~~\$50,000~~ \$55,000

**Project Activities:** Tallahassee Community College supported the Traffic Safety Fiscal Assistant (TSFA) for the FY2020 subgrant cycle. The TSFA logged and monitored subrecipient reimbursement requests received throughout the subgrant cycle. Upon receipt of claims, the reimbursement requests were stamped, a checklist for program managers was filled out, and the pertinent information logged into the claims log tracking spreadsheet. This log was then used as a basis for inputting data provided on the Florida Accounting

Information Resource (FLAIR) website, the data that is for the creation of vouchers. These vouchers were submitted to the State Safety Office monthly, and the TSFA then reconciled them with claims log. Once verified, the Office of General Accounting was told to post the voucher into the NHTSA Grants Tracking System website. The TSFA then ensured the data entered was correct and input the state and local (if applicable) matches for each reimbursement claim.

Special tasks assigned to and completed by the Traffic Safety Financial Assistant included: Collection of information from Program Managers and Performance Reports to compile quarterly reports sent to NHTSA. Compilation and upkeep of monitoring needs for the State Safety Office and monthly email reminders of the status of those monitoring's. Creation of maps depicting the locations of subrecipients throughout the state by program area. Inputting subaward information into the NHTSA Grant Tracking System, the Federal Funding Accountability and Transparency Act (FFATA) Subaward Reporting System (FSRS), and the State Safety Office Intelligrants System.

The TSFA also prepared and organized file folders in which to place the subgrants and all documentation related to that project, collecting such paperwork throughout the subgrant cycle. All the correspondence, whether received via mail, email, or hand delivery was scanned, named, and placed into electronic folders for convenient access by program managers, as well as copied so that there would be a version in both the project and financial folder.

**Expenditures:                    \$52,431**



# Police Traffic Services - LEL

The Florida Law Enforcement Liaison (LEL) program is funded by the FDOT State Safety Office 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.

## 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)

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<b>Project Name:</b>	Florida Law Enforcement Liaison Program
<b>Implementing Agency:</b>	Institute of Police Technology and Management
<b>Project Number:</b>	PT-20-12-01
<b>Funding Source:</b>	402
<b>Project Description:</b>	<p>The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to support the Law Enforcement Liaison (LEL) Program, which promotes statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, will partner with law enforcement agencies to promote and increase participation in the 3 NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts. Funding will reimburse salaries and benefits of personnel assigned to the LEL program, their travel, vehicles and maintenance, storage, and office supplies. The program has set a goal of maintaining a minimum of 85 percent participation by Florida law enforcement agencies reporting on highway traffic safety initiatives. The LEL initiative will support the goal of encouraging statewide enforcement of traffic safety laws to reduce traffic fatalities.</p>
<b>Budget:</b>	\$950,000
<b>Project Activities:</b>	<p>Florida’s Law Enforcement Liaison (LEL) program assisted the Florida Department of Transportation (FDOT) State Safety Office with increasing law enforcement participation in statewide traffic safety efforts. It also worked to increase public awareness of traffic safety issues as well. The LEL Program improves the connection and cooperation between law enforcement agencies, FDOT, and the National Highway Traffic Safety Administration (NHTSA). The LELs function as both a line of connection between these groups as well as marketers of FDOT’s and NHTSA’s campaigns and initiatives.</p> <p>The Law Enforcement Liaison (LEL) Program promoted statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, partnered with law enforcement agencies to promote and increase participation in the three NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Traffic Safety</p>

Challenge to increase awareness and participation in traffic safety-related efforts.

The LELs provided coordination, cooperation, and education to law enforcement agencies within their respective geographical regions. Within each LEL region, local area networks (LANs) were established and maintained in an effort to ensure that information was disseminated effectively and efficiently. Region-specific information on the number and severity of traffic crashes and other highway safety related issues were provided to law enforcement. Additionally, the LELs provided information regarding FDOT's programs and initiatives such as *Drive Sober or Get Pulled Over*, *Click It or Ticket*, *Hands Across the Border*, *Operation Southern Shield*, and subgrant funded law enforcement training opportunities available through the Florida Public Safety Institute (FPSI) and the Institute of Police Technology Management (IPTM). The LELs conducted a total of 28 LAN meetings during the year and provided 68 traffic safety related trainings. The LEL team also participated in an additional 114 Community Traffic Safety Team meetings around the state and a total of 74 Traffic Safety Coalition meetings. In addition, the team had over 4,000 individual communications with law enforcement agencies around Florida and conducted many onsite agency visits with law enforcement agencies.

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

**Expenditures: \$806,739**





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<b>Project Name:</b>	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event
<b>Implementing Agency:</b>	Institute of Police Technology and Management
<b>Project Number:</b>	PT-20-12-02
<b>Funding Source:</b>	402
<b>Project Description:</b>	<p>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 and 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 awards 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.</p>
<b>Budget:</b>	\$150,000
<b>Project Activities:</b>	<p>The LEL team used the Florida Law Enforcement Liaison Traffic Safety Challenge to facilitate law enforcement participation in the national traffic safety waves and maintain consistent high visibility enforcement of Florida's traffic laws. A total of 233 law enforcement agencies participated in this year's challenge out of the approximately 325 agencies in the state that could perform traffic enforcement, for a 72% statewide participation rate.</p> <p>The Florida Law Enforcement Traffic Safety Challenge and Training event was scheduled to be held on July 8th and 9th, 2020 in Orlando FL. Due to COVID-19, the event was not able to be conducted in-person and the LEL team identified alternatives to meet the subgrant objectives and expectations, and successfully produced an exceptional alternative (live-streaming virtual event) to replace the traditional recognition event, and the video was viewed over 400 times.</p>

Expenditures: \$8,951



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**Project Name:** Florida Law Enforcement Liaison Occupant Protection Awareness Program

**Implementing Agency:** Institute of Police Technology and Management (IPTM)

**Project Number:** ~~M2X-20-20-03~~ M1X-20-20-03

**Funding Source:** 405(b)

**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 and yard signs, 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:** \$100,000

**Project Activities:** The LEL team used the Florida Law Enforcement Liaison Occupant Protection Awareness Program to facilitate law enforcement participation and awareness toward safety belt and child restraint use. Funding was used to purchase CPS reference guides, yard signs, and banners to distribute to Florida law enforcement agencies. The annual *Click It or Ticket* Enforcement Campaign was canceled this subgrant year due to COVID-19.

**Expenditures:** \$87,935

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<b>Project Name:</b>	Florida Law Enforcement Liaison Impaired Driving Awareness Program
<b>Implementing Agency:</b>	Institute of Police Technology and Management
<b>Project Number:</b>	M5X-20-06-05
<b>Funding Source:</b>	405(d)
<b>Project Description:</b>	This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from impaired driving. Combining the <i>Drive Sober or Get Pulled Over</i> message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners and yard signs, to be provided to law enforcement agencies that take a multi-faceted approach to addressing impaired driving in their respective communities and participate in the two NHTSA national enforcement waves.
<b>Budget:</b>	\$100,000
<b>Project Activities:</b>	<p>The Florida LEL Impaired Driving Awareness Program enabled the LELs to support law enforcement agencies with educational and enforcement efforts in relation to impaired driving. This subgrant award was designed to assist the LELs in promoting NHTSA's national campaign "Drive Sober or Get Pulled Over". Funding was used to purchase DUI reference guides, yard signs, and banners to distribute to Florida law enforcement agencies.</p> <p>During the 2019 holiday campaign, a total of 236 agencies reported participating in the national <i>Drive Sober or Get Pulled Over</i> campaign, out of the 325 agencies in the state that could perform traffic enforcement.</p>
<b>Expenditures:</b>	<b>\$78,389</b>

# Public Traffic Safety Professionals Training

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, and proactively enforce traffic laws to reduce crashes. This program area provides selected traffic safety training opportunities to traffic safety professionals based upon needs identified throughout the state.

To address these training needs, FDOT provides funding for the instruction of traffic safety professionals in traffic crash investigation and traffic enforcement 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.

## 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)

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**Project Name:** (see below)

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** (see below)

**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, and expert witnesses employed by law enforcement agencies, Alcohol Testing Program staff with the Florida Department of Law Enforcement, investigators from the Florida State Attorney's offices, Medical Examiner's Office employees, and prosecutors across the state.

**Budget:** \$1,842,650



Project Number	Funding Source	Implementing Agency	Project Name	Budget				
PT-20-12-03	402	The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	\$26,250				
<b>Project Activities:</b>	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Crash Scene Mapping with Speed Lasers Training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of three Crime Scene Mapping with Speed Lasers Training classes conducted throughout the State of Florida; Tarpon Springs, Doral, and Clermont. With an overall average course rating of 99%. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Crash Scene Mapping with Speed Lasers Training</td> <td>28</td> </tr> </tbody> </table>				Training	Students Trained	Crash Scene Mapping with Speed Lasers Training	28
Training	Students Trained							
Crash Scene Mapping with Speed Lasers Training	28							
<b>Expenditures:</b>	\$8,820							
PT-20-12-04	402	The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	\$40,000				
<b>Project Activities:</b>	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Traffic Crash Reconstruction Training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of one Traffic Crash Reconstruction Training class conducted throughout the State of Florida; Tampa. With an overall average course rating of 99%. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Traffic Crash Reconstruction Training</td> <td>7</td> </tr> </tbody> </table>				Training	Students Trained	Traffic Crash Reconstruction Training	7
Training	Students Trained							
Traffic Crash Reconstruction Training	7							
<b>Expenditures:</b>	\$3,675							


PT-20-12-05	402	The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	\$68,250
Project Activities:	The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Basic Traffic Homicide Investigation Training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of two Basic Traffic Homicide Investigation Training classes conducted throughout the State of Florida; Kissimmee and Daytona. With an overall average course rating of 93%. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.			
	Training			Students Trained
	Basic Traffic Homicide Investigation Training			30
Expenditures:	\$35,778			
PT-20-12-06	402	The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	\$30,000
Project Activities:	The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Advanced Traffic Homicide Investigation Training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of one Advanced Traffic Homicide Investigation Training class conducted throughout the State of Florida: Orlando. With an overall average course rating of 97%. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.			
	Training			Students Trained
	Advanced Traffic Homicide Investigation Training			15
Expenditures:	\$18,506			

PT-20-12-07	402	The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	\$30,000
Project Activities:	The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Speed Measurement Training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of three Speed Measurement Training classes conducted throughout the State of Florida: two in Havana and one in Milton. With an overall average course rating of 97%. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.			
	Training			Students Trained
	Speed Measurement Training			15
Expenditures:	\$5,764			
PT-20-12-08	402	The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	\$28,350
Project Activities:	The District Board of Trustees of Tallahassee Community College was awarded a subgrant to continue to facilitate the Speed Measurement Instructor Training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of one Speed Measurement Instructor Training class conducted throughout the State of Florida; Milton. With an overall average course rating of 99%. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.			
	Training			Students Trained
	Speed Measurement Instructor Training			5
Expenditures:	\$2,362			






PT-20-12-09	402	Institute of Police Technology and Management	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	\$44,625				
<b>Project Activities:</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of courses. There was a total of two Data-Driven Approaches to Crime and Traffic Safety (DDACTS) classes scheduled, but both classes were canceled and could not be rescheduled. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Data-Driven Approaches to Crime and Traffic Safety (DDACTS)</td> <td>0</td> </tr> </tbody> </table>				Training	Students Trained	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	0
Training	Students Trained							
Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	0							
<b>Expenditures:</b>	\$0							
PT-20-12-10	402	Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level 1	\$39,750				
<b>Project Activities:</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Event Data Recorder Use in Traffic Crash Reconstruction – Level 1 training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of two Event Data Recorder Use in Traffic Crash Reconstruction – Level 1 classes conducted throughout the State of Florida: Jacksonville and Havana. With an overall average course rating of 4.90 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Event Data Recorder Use in Traffic Crash Reconstruction – Level 1</td> <td>24</td> </tr> </tbody> </table>				Training	Students Trained	Event Data Recorder Use in Traffic Crash Reconstruction – Level 1	24
Training	Students Trained							
Event Data Recorder Use in Traffic Crash Reconstruction – Level 1	24							
<b>Expenditures:</b>	\$19,080							

PT-20-12-11	402	Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	\$49,225
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Human Factors in Traffic Crash Reconstruction training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of two Human Factors in Traffic Crash Reconstruction classes conducted throughout the State of Florida: Jacksonville and Sarasota. With an overall average course rating of 4.93 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p>			
	Training			Students Trained
	Human Factors in Traffic Crash Reconstruction			19
Expenditures:	\$17,005			
PT-20-12-12	402	Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level 1	\$39,750
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Investigation of Motorcycle Crashes – Level 1 training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of two Human Factors in Traffic Crash Reconstruction classes conducted throughout the State of Florida: Jacksonville and Miami Beach. With an overall average course rating of 4.71 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p>			
	Training			Students Trained
	Investigation of Motorcycle Crashes – Level 1			21

								
<b>Expenditures:</b>	<b>\$16,695</b>							
PT-20-12-13	402	Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level 1	<b>\$39,750</b>				
<b>Project Activities:</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Pedestrian/Bicycle Crash Investigation – Level 1 training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of one Pedestrian/Bicycle Crash Investigation – Level 1 training class conducted throughout the State of Florida: Jacksonville. With an overall average course rating of 4.90 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="467 1205 1515 1314"> <thead> <tr> <th data-bbox="467 1205 1235 1276">Training</th> <th data-bbox="1235 1205 1515 1276">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="467 1276 1235 1314">Pedestrian/Bicycle Crash Investigation – Level 1</td> <td data-bbox="1235 1276 1515 1314">3</td> </tr> </tbody> </table>				Training	Students Trained	Pedestrian/Bicycle Crash Investigation – Level 1	3
Training	Students Trained							
Pedestrian/Bicycle Crash Investigation – Level 1	3							
<b>Expenditures:</b>	<b>\$2,385</b>							



PT-20-12-14	402	Institute of Police Technology and Management	Police Motorcycle Instructor	\$60,000				
<b>Project Activities:</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Police Motorcycle Instructor training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of one Police Motorcycle Instructor class conducted throughout the State of Florida: Deland. With an overall average course rating of 4.90 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="467 659 1513 772"> <thead> <tr> <th data-bbox="467 659 1235 730">Training</th> <th data-bbox="1235 659 1513 730">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="467 730 1235 772">Police Motorcycle Instructor</td> <td data-bbox="1235 730 1513 772">12</td> </tr> </tbody> </table> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>				Training	Students Trained	Police Motorcycle Instructor	12
Training	Students Trained							
Police Motorcycle Instructor	12							
<b>Expenditures:</b>	<b>\$18,000</b>							
M5TR-20-12-01	405(d)	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing	<del>\$178,500</del> \$225,000				
<b>Project Activities:</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the DWI Detection and Standardized Field Sobriety Testing training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of fifteen DWI Detection and Standardized Field Sobriety Testing training classes conducted throughout the State of Florida; Fernandina Beach, Apopka, Lakeland, Kissimmee, Dunedin, Ocala, Ft. Walton Beach, Ft. Pierce, North Palm Beach, Ft. Myers, Tampa, Green Cove Springs, Cocoa, and Daytona Beach. With an overall average course rating of 4.97 out of 5.</p>							

	Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.							
	<table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>DWI Detection and Standardized Field Sobriety Testing</td> <td>301</td> </tr> </tbody> </table>			Training	Students Trained	DWI Detection and Standardized Field Sobriety Testing	301	
Training	Students Trained							
DWI Detection and Standardized Field Sobriety Testing	301							
<b>Expenditures:</b>	<b>\$179,095</b>							
<b>M5TR-20-12-02</b>	<b>405(d)</b>	<b>Institute of Police Technology and Management</b>	<b>DWI Detection and Standardized Field Sobriety Testing Instructor Development</b>	<b>\$19,875</b>				
<b>Project Activities:</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the DWI Detection and Standardized Field Sobriety Testing Instructor Development training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of one DWI Detection and Standardized Field Sobriety Testing Instructor Development training class conducted throughout the State of Florida: Tampa. With an overall average course rating of 4.90 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>DWI Detection and Standardized Field Sobriety Testing Instructor Development</td> <td>18</td> </tr> </tbody> </table> 				Training	Students Trained	DWI Detection and Standardized Field Sobriety Testing Instructor Development	18
Training	Students Trained							
DWI Detection and Standardized Field Sobriety Testing Instructor Development	18							
<b>Expenditures:</b>	<b>\$14,310</b>							

M5TR-20-12-03	405(d)	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Update	\$5,625				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the DWI Detection and Standardized Field Sobriety Testing Instructor Update training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of all courses. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>DWI Detection and Standardized Field Sobriety Testing Instructor Update</td> <td>0</td> </tr> </tbody> </table>				Training	Students Trained	DWI Detection and Standardized Field Sobriety Testing Instructor Update	0
Training	Students Trained							
DWI Detection and Standardized Field Sobriety Testing Instructor Update	0							
Expenditures:	\$0							
M5TR-20-12-04	405(d)	Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$79,000 \$150,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Advanced Roadside Impaired Driving Enforcement (ARIDE) training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of fourteen Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes conducted throughout the State of Florida; Stuart, Apopka, Lakeland, Kissimmee, Dunedin, Ocala, Ft. Walton Beach, Ft. Pierce, North Palm Beach, Ft. Myers, Green Cove Springs, CoCo, Daytona Beach, and Tampa. With an overall average course rating of 4.98 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Advanced Roadside Impaired Driving Enforcement (ARIDE)</td> <td>237</td> </tr> </tbody> </table>				Training	Students Trained	Advanced Roadside Impaired Driving Enforcement (ARIDE)	237
Training	Students Trained							
Advanced Roadside Impaired Driving Enforcement (ARIDE)	237							
Expenditures:	\$114,155							

M5TR-20-12-05	405(d)	Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	\$35,700				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Medical Foundations of Visual Systems Testing training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of one Medical Foundations of Visual Systems Testing training class conducted throughout the State of Florida: Daytona Beach. With an overall average course rating of 4.89 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Medical Foundations of Visual Systems Testing</td> <td>18</td> </tr> </tbody> </table>				Training	Students Trained	Medical Foundations of Visual Systems Testing	18
Training	Students Trained							
Medical Foundations of Visual Systems Testing	18							
Expenditures:	\$7,110							
M5TR-20-12-06	405(d)	Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$58,500 \$100,000				
Project Activities:	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE) training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of eight Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE) training classes conducted throughout the State of Florida; Largo, two in Daytona Beach, Ocala, Ft. Walton Beach, Titusville, and Green Cove Springs. With an overall average course rating of 4.91 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)</td> <td>79</td> </tr> </tbody> </table>				Training	Students Trained	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	79
Training	Students Trained							
Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	79							
Expenditures:	\$15,405							

M5TR-20-12-07	405(d)	Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$19,500						
<b>Project Activities:</b>	<p>The Institute of Police Technology and Management was awarded a subgrant to continue to facilitate the Advanced Marijuana Impaired Driving Detection for Law Enforcement training to Law Enforcement Personnel employed by the State of Florida. Due to COVID-19 and safety guidelines, class sizes were limited and resulted in the cancellation of some courses. There was a total of six Advanced Marijuana Impaired Driving Detection for Law Enforcement training classes conducted throughout the State of Florida: two in Daytona Beach, Ocala, Ft. Walton Beach, Titusville, and Green Cove Springs. With an overall average course rating of 4.94 out of 5. Participants were provided certifications after the completion of the course. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="462 856 1477 997"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Advanced Marijuana Impaired Driving Detection for Law Enforcement</td> <td>67</td> </tr> </tbody> </table>				Training	Students Trained	Advanced Marijuana Impaired Driving Detection for Law Enforcement	67		
Training	Students Trained									
Advanced Marijuana Impaired Driving Detection for Law Enforcement	67									
<b>Expenditures:</b>	\$13,065									
M5TR-20-12-08	405(d)	Institute of Police Technology and Management	Drug Evaluation and Classification Program	\$400,000						
<b>Project Activities:</b>	<p>The University of Florida – Institute of Police Technology and Management (IPTM) was awarded a subgrant to facilitate the Drug Recognition Expert (DRE) Program. The subgrant included DRE new certification training and required bi-annual re-certifications. The number of certified DREs on September 30, 2020 was 289 as compared to 337 on September 30, 2019. This decrease in numbers can be attributed to retirement and attrition, as well as the inability to complete the necessary requirements because of the COVID-19 shutdown. Fifty students were trained during the subgrant year. The number of students in each class had to be reduced to accommodate social distancing, and one class was cancelled due to COVID-19. Eighty-seven students attended recertification training.</p> <table border="1" data-bbox="462 1596 1477 1743"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Drug Evaluation and Classification Program</td> <td>289</td> </tr> <tr> <td>DRE Recertification</td> <td>87</td> </tr> </tbody> </table>				Training	Students Trained	Drug Evaluation and Classification Program	289	DRE Recertification	87
Training	Students Trained									
Drug Evaluation and Classification Program	289									
DRE Recertification	87									
<b>Expenditures:</b>	\$317,296									



M5TR-20-12-09	405(d)	Florida Department of Law Enforcement: Alcohol Testing Program	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	\$50,000
<b>Project Activities:</b>	<p>During the FY2020 subgrant year, the Alcohol Testing Program (ATP) was able to accomplish several key items to strengthen breath testing in Florida.</p> <p>Two ATP members attended the Indiana University Robert F. Borkenstein Course on Alcohol and Highway Safety. This course provided invaluable training with regards to the pharmacology and toxicology of alcohol and its impact on traffic safety.</p> <p>Two new ATP members attended in depth training on the Intoxilyzer 8000 at CMI, Inc., in Owensboro, KY. These courses provide the new members with key foundational information needed to achieve expert status in breath alcohol testing and related subject matter. These training courses also fulfill requirements for certification as Department Inspectors with the Alcohol Testing Program.</p> <p>Seven members of ATP successfully completed training with the American National Standards Institute National Accreditation Board (ANAB) as ISO/IEC 17025 internal auditors. This provided ATP members with a certification in Internal Auditing and provided invaluable information regarding ISO/IEC accreditation requirements, conducting internal audits, and developing the knowledge and skills needed to assist in an ISO/IEC 17025 assessment.</p> <p>Five members of ATP successfully completed online training in Fundamentals of Measurement Uncertainty. Measurement of uncertainty is a required component of ISO/IEC 17025 accreditation that all technical members of ATP need to understand.</p> <p>One new member participated in an on-line training course on "Uncertainty in Forensic Chemistry and Toxicology" through RTI International/ForensicED. This training included education and techniques currently employed in the scientific community to perform uncertainty calculations for test and calibration results.</p> <p>Lastly, due to the COVID-19, members of ATP were unable to attend the CMI User's Group and International Association of Chemical Testing Conferences.</p>			
<b>Expenditures:</b>	<b>\$27,438</b>			

M5TR-20-12-10	405(d)	Florida Department of Highway Safety and Motor Vehicles	Legal Training for <b>Hearing Officers</b> -the Bureau of Administrative Reviews and Law Enforcement	\$110,000						
<b>Project Activities:</b>	<p>The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a subgrant to enhance the knowledge and improve the effectiveness of Legal Hearing Officers. Hearing Officers are charged with conducting hearings and issuing final orders for persons whose licenses have been suspended, revoked, or disqualified, usually due to driving under the influence (DUI) or refusing to submit to DUI testing. Hearing Officers are tasked with interpreting and applying laws and case law with frequently limited training. Additionally, each year new laws are enacted that affect the way Hearing Officers conduct their business. FLHSMV, with funding from the subgrant, has implemented and facilitated trainings specific to the needs of Hearing Officers. The training was also provided to law enforcement participating in the hearings to offer assistance and expert knowledge of the administrative process and DUI processes related to administrative suspension. A total of 4 Hearing Officer and 1 Law Enforcement Trainings were facilitated during the subgrant cycle. The total number of students trained during the subgrant period is provided below.</p> <table border="1" data-bbox="467 940 1481 1062"> <thead> <tr> <th>Training</th> <th>Students Trained</th> </tr> </thead> <tbody> <tr> <td>Legal Training for Hearing Officers</td> <td>80</td> </tr> <tr> <td>Law Enforcement Training</td> <td>47</td> </tr> </tbody> </table>				Training	Students Trained	Legal Training for Hearing Officers	80	Law Enforcement Training	47
Training	Students Trained									
Legal Training for Hearing Officers	80									
Law Enforcement Training	47									
<b>Expenditures:</b>	\$21,148									



FHTXR-20-07-01	405(h)	Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	\$500,000						
Project Activities:	<p>The University of North Florida Institute of Police Technology and Management (IPTM) was awarded a subgrant to develop, update, and deliver training to law enforcement officers and instructors to support Florida's Pedestrian and Bicycle High Visibility Enforcement Program.</p> <p>The 4-hour classroom-based training curriculum was distributed to 470 officers through a series of 34 in person training classes. Based on pre and post test evaluations, officer's knowledge levels improved by an average of 43.1%. A 2-hour online refresher course was developed to bridge the training accessibility challenge due to COVID-19. Two hundred and seventy-seven officers were trained through the online class and based on pre and post evaluations, officer's knowledge levels improved by an average of 42.2%.</p> <table border="1" data-bbox="467 877 1482 1066"> <thead> <tr> <th data-bbox="467 877 1187 926">Training</th> <th data-bbox="1187 877 1482 926">Students Trained</th> </tr> </thead> <tbody> <tr> <td data-bbox="467 926 1187 995">Pedestrian Bicycle Law Enforcement Training 4-hour classroom</td> <td data-bbox="1187 926 1482 995">470</td> </tr> <tr> <td data-bbox="467 995 1187 1066">Pedestrian Bicycle Law Enforcement Training 2-hour on-line</td> <td data-bbox="1187 995 1482 1066">277</td> </tr> </tbody> </table>				Training	Students Trained	Pedestrian Bicycle Law Enforcement Training 4-hour classroom	470	Pedestrian Bicycle Law Enforcement Training 2-hour on-line	277
Training	Students Trained									
Pedestrian Bicycle Law Enforcement Training 4-hour classroom	470									
Pedestrian Bicycle Law Enforcement Training 2-hour on-line	277									
Expenditures:	\$101,152									

# Speed/Aggressive Driving

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 and aggressive driving projects provide agencies with resources for overtime enforcement. Enforcement may include the use of Radar, VASCAR, LiDAR, and other speed enforcement methods. The FY2020 projects include local agencies addressing these problems in geographic areas throughout Florida.



## 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)

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**Project Name:** (see below)

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Project Description:** The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to speed/aggressive driving and currently rank in the top 25% of the FY2020 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:** \$1,331,000

SC-20-13-01	Bay County Sheriff's Office	Speed and Aggressive Driving Grant	\$50,000
<b>Project Activities:</b>	<p>The Bay County Sheriff's Office (BCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. BCSO strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 14.76% in fatalities and 55% in injuries relating to speed and aggressive driving. Message boards were utilized to educate the public on enforcement waves, while social media was utilized to spread awareness during campaigns. The agency participated in local Community Traffic Safety Team meetings, Law Enforcement Liaison meetings, and in many traffic safety campaigns. Deputies facilitated presentations at local high schools and at community events, relaying the importance of driving safely and the dangers of speeding. The total number of speeding citations during the subgrant period was 74.</p>		
<b>Expenditures:</b>	<b>\$34,199</b>		
SC-20-13-02	Coral Springs Police Department	Speed/Aggressive Driving	\$30,000
<b>Project Activities:</b>	<p>The Coral Springs Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Coral Springs Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 5.6% in crashes and 0% change in injuries relating to speed and aggressive driving. A total number of 14 high visibility enforcement activities were conducted during the project period. Agency webpage, social media platforms, and commercials were utilized to educate the public on enforcement waves. The total number of speeding citations during the subgrant period was 516.</p>		
<b>Expenditures:</b>	<b>\$22,434</b>		

<b>SC-20-13-03</b>	<b>Broward Sheriff's Office</b>	<b>Broward Aggressive-Speed Enforcement (BASE)</b>	<b>\$100,000</b>
<b>Project Activities:</b>	<p>The Broward Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Broward Sheriff's Office strived to reduce crashes and fatalities by 2% during the subgrant period and ended with a reduction of 5% in crashes relating to speed and aggressive driving. Over the project period a total of 1,095 overtime hours were used to conduct 59 enforcement operations. With 152 Aggressive Drivers cited, 27 Move Over violations issued, 545 Moving citations issued, 1,153 Speeding citations issued, 15 Open Container citations, 23 Child Safety Restraint citations, and 101 Adult Safety Belt citations issued. There was a total of 3,173 citations issued and 39 arrests made during the project period. A total of six posts were created and published on all social media platforms to educate the public on enforcement. The total number of speeding citations during the subgrant period was 1,153.</p>		
<b>Expenditures:</b>	<b>\$99,126</b>		
<b>SC-20-13-04</b>	<b>Citrus County Sheriff's Office</b>	<b>Just Drive Citrus – Speed and Aggressive Driving</b>	<b>\$46,000</b>
<b>Project Activities:</b>	<p>The Citrus County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to reach some of its project goals. Citrus County Sheriff's Office strived to reduce crashes and fatalities by 5% during the subgrant period and ended with an increase of 20% in fatalities and reduction of 7.78% in injuries relating to speed and aggressive driving. Over the project period a total of 640.5 overtime hours were used to conduct 23 enforcement operations. Which resulted in 1,419 traffic stops made, 222 moving/non-moving citations, and 12 Notice to Appear Criminal Citations issued. Message boards were utilized to educate the public on enforcement. Community outreach events were conducted when possible. The total number of speeding citations during the subgrant period was 500.</p>		
<b>Expenditures:</b>	<b>\$43,922</b>		

<b>SC-20-13-05</b>	<b>Apopka Police Department</b>	<b>Heavy Enforcement of Aggressive Traffic</b>	<b>\$15,000</b>
<b>Project Activities:</b>	<p>The Apopka Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Apopka Police Department strived to reduce crashes and fatalities by 5% during the subgrant period, but due to system restraints, did not have accurate data to provide these results. Over the project period a total of 259.75 overtime hours were used to conduct 70 enforcement operations. Which resulted in 544 traffic stops made. Social media platforms were utilized to educate the public on enforcement reaching over 500 citizens. Two community outreach events were conducted. The total number of speeding citations during the subgrant period was 159.</p>		
<b>Expenditures:</b>	<b>\$14,972</b>		
<b>SC-20-13-06</b>	<b>Boynton Beach Police Department</b>	<b>Boynton Beach Speed and Aggressive Driving Program</b>	<b>\$50,000</b>
<b>Project Activities:</b>	<p>The Boynton Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Boynton Beach Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 13.83% crashes, increase of 20% fatalities, and reduction of 21.56% in injuries relating to speed and aggressive driving. Over the project period a total of 635 overtime hours were used to conduct 49 enforcement operations. Which resulted in 2,384 traffic stops made. Social media platforms were utilized to educate the public on enforcement. No community outreach events were conducted. The total number of speeding citations during the subgrant period was 1,113.</p>		
<b>Expenditures:</b>	<b>\$49,835</b>		



<b>SC-20-13-07</b>	<b>Bradenton Police Department</b>	<b>No Need for Speed</b>	<b>\$30,000</b>
<b>Project Activities:</b>	<p>The Bradenton Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Bradenton Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 66% in crashes and fatalities relating to speed and aggressive driving. Over the project period a total of 128.05 overtime hours were used to conduct 24 enforcement operations. Which resulted in 242 traffic stops made. Social media platforms were utilized to educate the public on enforcement. One community outreach event was conducted. The agency participated in local Community Traffic Safety Team meetings and Law Enforcement Liaison meetings. The total number of speeding citations during the subgrant period was 119.</p>		
<b>Expenditures:</b>	<b>\$11,314</b>		
<b>SC-20-13-08</b>	<b>Daytona Beach Police Department</b>	<b>Obey the Sign or Pay the Fine Program</b>	<b>\$47,000</b>
<b>Project Activities:</b>	<p>The Daytona Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Daytona Beach Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 55.56% in fatalities and injuries relating to speed and aggressive driving. Over the project period a total of 277 overtime hours were used to conduct enforcement operations. Which resulted in 330 traffic stops made, 265 moving/non-moving violations issued, and 4 arrests made. Social media platforms and commercials were utilized to educate the public on enforcement. No community outreach events were conducted. The total number of speeding citations during the subgrant period was 77.</p>		
<b>Expenditures:</b>	<b>\$10,980</b>		

<b>SC-20-13-09</b>	<b>Delray Beach Police Department</b>	<b>Speed/Aggressive Driving Enforcement Program</b>	<b>\$50,000</b>
<b>Project Activities:</b>	<p>The Delray Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Delray Beach Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 11.11% in fatalities and 17.88% in injuries relating to speed and aggressive driving. Over the project period a total of 690.5 overtime hours were used to conduct 18 enforcement operations. Which resulted in 2,847 traffic stops made. Message boards and Social media platforms were utilized to educate the public on enforcement. Four community outreach events were conducted. The total number of speeding citations during the subgrant period was 299.</p>		
<b>Expenditures:</b>	<b>\$50,000</b>		
<b>SC-20-13-10</b>	<b>Fort Myers Police Department</b>	<b>Aggressive Driving Initiative</b>	<b>\$40,000</b>
<b>Project Activities:</b>	<p>The Fort Myers Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Fort Myers Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 17% in fatalities and injuries relating to speed and aggressive driving. Over the project period a total of 248 overtime hours were used to conduct enforcement operations. Which resulted in 215 traffic stops made, 25 moving violations, 21 non-moving violations issued, 15 criminal and 1 arrest made. Message boards and Social media platforms were utilized to educate the public on enforcement. Community outreach events were conducted. The total number of speeding citations during the subgrant period was 93.</p>		
<b>Expenditures:</b>	<b>\$18,258</b>		

<b>SC-20-13-11</b>	<b>Hollywood Police Department</b>	<b>2020 Speed and Aggressive Driving Grant</b>	<b>\$40,000</b>
<b>Project Activities:</b>	<p>The Hollywood Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through. Hollywood Police Department strived to reduce fatalities by 5% during the subgrant period and ended with an increase of 18.42% in fatalities and 43.18% increase in injuries relating to speed and aggressive driving. Over the project period a total of 610.5 overtime hours were used to conduct enforcement operations. Which resulted in 980 traffic stops made, 452 warning, 801 citations, and 1 additional arrest made. Message boards were utilized to educate the public on enforcement. No community outreach events were conducted. The total number of speeding citations during the subgrant period was 547.</p>		
<b>Expenditures:</b>	<b>\$40,000</b>		
<b>SC-20-13-12</b>	<b>Lake City Police Department</b>	<b>Strategic Traffic Enforcement Program</b>	<b>\$40,000</b>
<b>Project Activities:</b>	<p>The Lake City Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through. Lake City Police Department strived to reduce fatalities by 3% during the subgrant period and ended with a decrease of 17.8% in crashes, decrease of 50% in fatalities, and decrease of 14.5% in injuries relating to speed and aggressive driving. Over the project period a total of 1,006.5 overtime hours were used to conduct 180 enforcement operations, which resulted in 1,498 traffic stops being made. Message boards, press releases, and social media were utilized to educate the public on enforcement. No community outreach events were conducted. The total number of speeding citations during the subgrant period was 168.</p>		
<b>Expenditures:</b>	<b>\$39,999</b>		

<b>SC-20-13-13</b>	<b>Live Oak Police Department</b>	<b>Speeding &amp; Aggressive Driving 2020</b>	<b>\$20,000</b>
<b>Project Activities:</b>	<p>The Live Oak Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Live Oak Police Department strived to reduce crashes by 3% during the subgrant period and ended with a decrease of 42% in crashes relating to speed and aggressive driving. Over the project period a total of 108 overtime hours were used to conduct 31 enforcement operations, which resulted in 229 traffic stops being made. Speed measurement trailers were utilized to educate the public on enforcement. No community outreach events were conducted. The total number of speeding citations during the subgrant period was 54.</p>		
<b>Expenditures:</b>	<b>\$3,490</b>		
<b>SC-20-13-14</b>	<b>City of Miami Police Department</b>	<b>2020 Speed/Aggressive Driving Program</b>	<b>\$185,000</b>
<b>Project Activities:</b>	<p>The City of Miami Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. City of Miami Police Department strived to reduce crashes, fatalities, and injuries by 5% during the subgrant period and ended with a decrease of less than 5% in fatalities, increase of 63% in injuries, and increase 48% in crashes relating to speed and aggressive driving. Over the project period a total of 2,840.9 overtime hours were used to conduct 59 enforcement operations. Social media platforms were utilized to educate the public on enforcement. No community outreach events were conducted. The total number of speeding citations during the subgrant period was 1,746.</p>		
<b>Expenditures:</b>	<b>\$177,740</b>		

<b>SC-20-13-15</b>	<b>Panama City Beach Police Department</b>	<b>Outreach Program to Fight Against Speed and Aggressive Driving</b>	<b>\$50,000</b>
<b>Project Activities:</b>	<p>The Panama City Beach Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Panama City Beach Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a decrease of 57% in fatalities and 36% decrease in crashes relating to speed and aggressive driving. Over the project period a total of 468.25 overtime hours were used to conduct 85 enforcement operations. Message boards and social media platforms were utilized to educate the public on enforcement. No community outreach events were conducted. The total number of speeding citations during the subgrant period was 803.</p>		
<b>Expenditures:</b>	<b>\$15,664</b>		
<b>SC-20-13-16</b>	<b>Hillsborough County Sheriff's Office</b>	<b>Speed: Know Your Limits</b>	<b>\$110,000</b>
<b>Project Activities:</b>	<p>The Hillsborough County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Hillsborough County Sheriff's Office strived to reduce crashes and fatalities by 3% during the subgrant period and ended with an increase of 100% in fatalities and 116.8% increase in crashes relating to speed and aggressive driving. Over the project period a total of 90 high visibility enforcement operations were conducted, which resulted in 2,629 traffic stops being made, 1,897 warning, 846 citations, and 12 arrests made. Social media platforms were utilized to educate the public on enforcement. Twelve presentations were conducted at high school to educate the students on the dangers of speeding and aggressive driving. The total number of speeding citations during the subgrant period was 561.</p>		
<b>Expenditures:</b>	<b>\$106,607</b>		

<b>SC-20-13-17</b>	<b>Taylor County Sheriff's Office</b>	<b>Speed and Aggressive Driving 2020</b>	<b>\$26,000</b>
<b>Project Activities:</b>	<p>The Taylor County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Taylor County maintained an "omnipresence" with flashing lights at speeders for a period during the pandemic. Although this period brought challenges, the agency pushed through to meet the project goals. Taylor County Sheriff's Office strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a decrease of 40% in fatalities, and 29% in crashes relating to speed and aggressive driving. Over the project period a total of 497.5 overtime hours were used to conduct 81 enforcement operations. Which resulted in 155 traffic stops, 202 warnings, and 6 arrests made. Social media platforms were utilized to educate the public on enforcement. No community outreach events were conducted. The total number of speeding citations during the subgrant period was 28.</p>		
<b>Expenditures:</b>	<b>\$25,999</b>		
<b>SC-20-13-18</b>	<b>Lee County Sheriff's Office</b>	<b>Speed and Aggressive Driving Enforcement and Education Program</b>	<b>\$70,000</b>
<b>Project Activities:</b>	<p>The Lee County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Lee County Sheriff's Office strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 11% in crashes and fatalities relating to speed and aggressive driving crashes. Enforcement activities was conducted, which resulted in a total of 294 traffic stops, 228 citations issued, 70 warning given, and 2 arrests made. Social media platforms were utilized to educate the public on enforcement. The agency participated in two local traffic safety meetings. Officers facilitated presentations at local high schools and at community events, relaying the importance of driving safely and the dangers of speeding. The total number of speeding citations during the subgrant period was 180.</p>		
<b>Expenditures:</b>	<b>\$31,544</b>		

SC-20-13-19	Miami-Dade Police Department	Speeding and Aggressive Driving Grant	\$40,000
<b>Project Activities:</b>	The Miami-Dade Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Twenty-five enforcement activities were conducted, which resulted in a total of 1,048 traffic stops, 1 arrest, 15 criminal citations, 266 moving citation, 84 non-moving citations issued, and 1,048 educational pamphlets handed out. Press releases and social media platforms were utilized to educate the public on enforcement. The total number of speeding citations during the subgrant period was 263.		
<b>Expenditures:</b>	\$39,631		
SC-20-13-20	Okaloosa County Sheriff's Office	Stop Speed and Aggressive Driving	\$30,000
<b>Project Activities:</b>	The Okaloosa County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Okaloosa County Sheriff's Office strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 17% in crashes and fatalities relating to speed and aggressive driving. 93 enforcement activities were conducted, which resulted in a total of 565 traffic stops, 235 citations issued, and 439 warning given. Social media platforms, speed trailers, and face-to-face operations were utilized to educate the public on enforcement. The total number of speeding citations during the subgrant period was 194.		
<b>Expenditures:</b>	\$22,347		



<b>SC-20-13-21</b>	<b>Palm Beach County Sheriff's Office</b>	<b>Speed and Aggressive Driving Initiative</b>	<b>\$100,000</b>
<b>Project Activities:</b>	<p>The Palm Beach County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Palm Beach County Sheriff's Office strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 48% in crashes and 22% in fatalities relating to speed and aggressive driving. Fourteen enforcement activities were conducted. Social media platforms, speed trailers, and YouTube videos were utilized to educate the public on enforcement. Informal community outreach was conducted to help educate the public on the danger of speeding and aggressive driving. The total number of speeding citations during the subgrant period was 698.</p>		
<b>Expenditures:</b>	<b>\$48,297</b>		
<b>SC-20-13-22</b>	<b>Pinellas County Sheriff's Office</b>	<b>Strategic Policing through Education and Enforcement for Drivers</b>	<b>\$100,000</b>
<b>Project Activities:</b>	<p>The Pinellas County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Pinellas County Sheriff's Office strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 7% in crashes and 100% in fatalities relating to speed and aggressive driving. Over the project period a total of 980.5 overtime hours were used to conduct 29 enforcement activities, which resulted in a total of 1,605 traffic stops, 107 other citations issued, and 489 warning given. Social media platforms, speed trailers, and YouTube videos were utilized to educate the public on enforcement. No community outreach was conducted, but 154 educational materials were issued to help educate contacts on the dangers of speeding and aggressive driving. The total number of speeding citations during the subgrant period was 726.</p>		
<b>Expenditures:</b>	<b>\$56,851</b>		



SC-20-13-23	St. Johns County Sheriff's Office	Traffic Safety Services Initiative	\$20,000
<b>Project Activities:</b>	<p>The St. Johns County Sheriff's Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. St. Johns County Sheriff's Office strived to reduce crashes, fatalities, and injuries by 5% during the subgrant period and ended with a reduction of 30% in crashes, 26% in fatalities, and 35% in injuries relating to speed and aggressive driving. Over the project period a total of 393.25 overtime hours were used to conduct enforcement activities which resulted in a total of 511 traffic stops. Social media platforms and message boards were utilized to educate the public on enforcement. No community outreach were conducted, but 241 educational materials were issued to help educate contacts on the dangers of speeding and aggressive driving. The total number of speeding citations during the subgrant period was 113.</p>		
<b>Expenditures:</b>	\$19,985		
SC-20-13-24	Holly Hill Police Department	2020 Aggressive Driving and Speed Enforcement Program	\$42,000
<b>Project Activities:</b>	<p>The Holly Hill Police Department Office was awarded a subgrant to conduct high visibility enforcement (HVE) overtime speed and aggressive driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet majority of the project goals. Holly Hill Police Department strived to reduce crashes and fatalities by 10% during the subgrant period and ended with a reduction of 8% in crashes and 100% in fatalities relating to speed and aggressive driving. Over the project period, enforcement activities were conducted which resulted in a total of 919 traffic stops, 81 citations, and 906 warnings. Message boards were utilized to educate the public on enforcement. Community outreach was conducted at Neighborhood watch meetings to help educate citizens on the dangers of speeding and aggressive driving. The total number of speeding citations during the subgrant period was 22.</p>		
<b>Expenditures:</b>	\$24,587		

# Teen Driver Safety

As any parent knows, handing the car keys to a new driver is a proud yet terrifying experience. Florida has over 400,000 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 deaths and serious injuries involving teen drivers, safety belts were not worn. Teens are more likely to underestimate dangerous situations, speed, and allow shorter distances between vehicles.

Florida's statewide Teen Driver Safety program targets these teen drivers age 15 to 19, by coaching and empowering them to educate their peers, parents, and communities about teen safe driving. Topics include using safety belts, driving within the speed limit and based on road conditions, not driving impaired or distracted, and the crash risk associated with driving with multiple teen passengers. The FY2020 projects address teen driving issues from several angles and include both statewide projects and local efforts to address problems in specific geographic areas.

## STRATEGIES

- 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
- 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)

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<b>Project Name:</b>	Florida Teen Traffic Safety
<b>Implementing Agency:</b>	The District Board of Trustees of Tallahassee Community College
<b>Project Number:</b>	TSP-20-04-01
<b>Funding Source:</b>	402
<b>Project Description:</b>	<p>The 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 50 high schools across Florida. Speaker topics and stories can range from distracted driving, impaired driving, occupant protection, peer pressure in a vehicle, speeding/aggressive driving, and how to speak up when you feel unsafe in a car as a passenger.</p>
<b>Budget:</b>	\$282,852
<b>Project Activities:</b>	<p>The District Board of Trustees of Tallahassee Community College was awarded a subgrant for the statewide teen traffic safety activities of The Florida Teen Safe Driving Coalition (FTSDC). FTSDC is made up of public and private groups working together on teen traffic safety, including Graduation Driver Licensing (GDL) awareness education. The coalition focuses on increasing traffic safety awareness amongst teens and adults through the creation and dissemination of peer-focused educational materials.</p> <p>Due to the impact of COVID-19, the meeting style changed to virtual, some Weeks of Awareness Presentations at schools and other scheduled in-person meetings were cancelled. During the FY2020 subgrant year, FTSDC held quarterly coalition meetings; 1 being in-person and the remainder via virtual conferencing using the Zoom meeting software with membership growing from 24 to 27 agencies. During these meetings strategic plan objectives, performance, and</p>

evaluations was discussed and updated. The total number of Coalition members increased from 28 to 44 official members. The coalition created 14 unique pieces of teen traffic safety educational materials on 11 different traffic-related topics. A total of 15 subcommittees were created and 98 individual contacts attended/participated in the quarterly meeting. The Program Coordinator participated in 2 tabling events to bring awareness to teen safe driving. These events allowed for the use of Fatal Vision Drunk Driving Goggles and Fatal Vision Distracted/Drowsy Goggles. Social media was utilized to conduct outreach with results of a gain of 203 followers, reach of 46,836 people, 293 posts, and 2381 likes and/or shares across all platforms. Materials purchased throughout the subgrant period helped to expand on the impact of the Coalition throughout the State.

Although COVID-19 impacted the remaining scheduled Weeks of Awareness, the program was able to present at 8 counties reaching 15,800 students, 45 law enforcement agencies, and totaling 34 schools.

**Expenditures:            \$171,755**



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<b>Project Name:</b>	Teen Driver Safety Drive With CARE
<b>Implementing Agency:</b>	Florida Department of Highway Safety and Motor Vehicles
<b>Project Number:</b>	TSP-20-04-02
<b>Funding Source:</b>	402
<b>Project Description:</b>	<p>The Florida Department of Highway Safety and Motor Vehicles will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, Graduated Driver Licensing (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. The agency will be employing the use of an “electronic student response and audience engagement system” for use in assessing students’ driving knowledge within each presentation. By using this anonymous survey tool, the presenter could determine the students’ awareness of GDL laws prior to, during, and at the conclusion of the presentation. The presenter would also use this tool to identify specific areas of driver concern that need more emphasis during the presentations.</p>
<b>Budget:</b>	\$40,000
<b>Project Activities:</b>	<p>The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a subgrant to continue the facilitation of the Teen Drive with Courtesy, Attention, Responsibility, Experience (CARE) program. This multicultural, interactive teen outreach program was designed to explain teen driving laws and Graduated Driver License (GDL) requirements and restrictions, which addresses the importance of developing positive driving skills and behaviors. The program also educates parents about their responsibility to coach and monitor their novice drivers and emphasizes the importance of remaining actively involved during and after the completion of Florida's GDL requirements.</p> <p>Due to the impact of COVID-19, most of the presentations at schools and outreach events were cancelled. Although this period brought challenges, the agency pushed through to meet majority of the project goals. During the FY2020 subgrant year, 140 outreach events were held during which time 2,534 older teens participated in various hands-on activities. Surveys were conducted using</p>

materials purchased through the subgrant to assess the effectiveness of the presentations, so that modifications can be made if necessary, to ensure a rating of 3.5 or higher on a scale of 1-4. The survey results showed an overall average of 3.88, thus exceeding this goal.

**Expenditures:** \$12,636

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**Project Name:** Life Changing Experience Community Education Project

**Implementing Agency:** Children and Parent Resource Group, Inc.

**Project Number:** TSP-20-04-03

**Funding Source:** 402

**Project Description:** The Children and Parent Resource Group, Inc. will continue its pilot project in four new Northwest Florida counties; Bay, Escambia, Walton and Washington. 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

**Project Activities:** The Children and Parent Resource Group, Inc. (CPRG) received a subgrant to continue to facilitate a pilot project to bring a 3-D interactive cinema experience about safe driving to Bay, Santa Rosa and Okaloosa County high schools. The program conducted Cinema Drive, a 3-D safe-driving experience for teens utilizing a multi-sensory educational application in a total of 11 high schools, reaching 2,600 students in Santa Rosa and Okaloosa Counties. Due to the impact of the COVID-19, Bay County schools chose not to hold presentations.

The facilitators conducted a risk assessment prior to and after the presentation to determine the risk level change, which is the percentage of change in a student's response that did not answer the pre-survey questions correctly but were able to change their answers on the post-survey, after experiencing the program. Santa

Rosa County experienced a risk level percentage change of 52.9%, while Okaloosa had a change of 54.9% showing that students learned traffic safety knowledge during the program. A student survey was conducted to determine the effectiveness of the program and the results show that 76% of students in Santa Rosa thought that the program was Excellent/Good, while 77% in Okaloosa had the same experience.

**Expenditures:           \$44,000**



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<b>Project Name:</b>	Apopka Reinforces Teen Safety
<b>Implementing Agency:</b>	Apopka Police Department
<b>Project Number:</b>	TSP-20-04-04
<b>Funding Source:</b>	402
<b>Project Description:</b>	The City of Apopka, in collaboration with the Apopka Police Department, will 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. According to the countermeasures regarding traffic law enforcement and GDL, teenagers express little concern of GDL enforcement, and officers were not familiar with GDL details. Conducting these enforcement efforts will not only enhance concern and awareness of GDL for teens, but also increase GDL knowledge for officers to continue to implement beyond the subgrant cycle.
<b>Budget:</b>	\$5,000
<b>Project Activities:</b>	The Apopka Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to meet the project goals. Apopka Police Department strived to reduce crashes and fatalities by 5% during the subgrant period and ended with a reduction of 12% in fatalities and crashes relating to teen driving. Thirty-five enforcement activities were conducted which resulted in 18 educational materials being distributed. Message boards and social media posts focused on program presentations and new laws were utilized to educate and inform teen drivers about safety. Officers facilitated 2 presentations at local high schools relaying the importance of driving safely.
<b>Expenditures:</b>	\$5,000



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<b>Project Name:</b>	Teen Driver Safety
<b>Implementing Agency:</b>	Coral Springs Police Department
<b>Project Number:</b>	TSP-20-04-05
<b>Funding Source:</b>	402
<b>Project Description:</b>	<p>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. According to the countermeasures regarding traffic law enforcement and GDL, teenagers express little concern of GDL enforcement, and officers were not familiar with GDL details. Conducting these enforcement efforts will not only enhance concern and awareness of GDL for teens, but also increase GDL knowledge for officers to continue to implement beyond the subgrant cycle.</p>
<b>Budget:</b>	\$25,000
<b>Project Activities:</b>	<p>The Coral Springs Police Department was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to successfully complete their project. Coral Springs Police Department strived to reduce crashes and fatalities by 5% during the subgrant period, but due to system restraints were unable to run the data to evaluate this measure. Over the project period a total of 67 overtime hours were used to conduct 14 enforcement operations. Informational commercial and social media posts focused on the danger of fines relating to distracted driving. The agency participated in the City’s Drive Thru Graduation and handed out educational materials promoting teen safe driving.</p>
<b>Expenditures:</b>	\$4,682

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<b>Project Name:</b>	Teen Driver Education and Enforcement Operation
<b>Implementing Agency:</b>	Hillsborough County Sheriff's Office
<b>Project Number:</b>	TSP-20-04-06
<b>Funding Source:</b>	402
<b>Project Description:</b>	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 analyzes available crash data to identify areas and times for bi-monthly HVE operations using both overt and covert speed operations and speed measurement devices. Awareness and education will be disseminated to Hillsborough County residents through the use of 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.
<b>Budget:</b>	\$50,000
<b>Project Activities:</b>	The Hillsborough County Sheriff's Office (HCSO) was awarded a subgrant to conduct high visibility enforcement (HVE) overtime for teen-related driving details. Due to COVID-19 enforcement details and outreach activities were limited this subgrant year. Although this period brought challenges, the agency pushed through to successfully complete their project. The Hillsborough County Sheriff's Office (HCSO) strived to reduce crashes and fatalities by 3% during the subgrant period, but due to system restraints were unable to run the data to evaluate this measure. Over the project period high visibility enforcement operations were conducted in high risk areas where data deemed teen driver crashes, injuries, and fatalities occurred. Officers were interviewed by local media outlets regarding statutory changes with distracted driving that affected teen drivers and social media platforms were utilized to provide teen driver-related information. Deputies continued providing education to contacts made during traffic stops.
<b>Expenditures:</b>	<b>\$47,882</b>

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**Project Name:** ~~Street Racing Made Safe Teen Implementation~~  
Street Racing Prevention: Teen Driving Program

**Implementing Agency:** Street Racing Made Safe

**Project Number:** TSP-20-04-07

**Funding Source:** 402

**Project Description:** According to the National Highway Traffic Safety Administration, younger drivers, particularly young males, continued to be the most likely to be identified as speeding in fatal crashes in 2015. To assist in combatting this issue, Street Racing Made Safe will implement a pilot project “Street Racing Made Safe for Teens” curriculum that educates teens on illegal street racing using statistics, facts and hazards, and the penal implications such as citations, fines, and speed-related crash facts of performing illegal street racing. The program explains how this issue affects the teen, their peers, and their local community. The program discusses mortality rates and brings in a guest speaker who discusses the losses experienced due to illegal street racing. There is training on peer pressure and solutions, as well as a proactive approach to racing. Awareness and education will be monitored through pre-and post-testing. Students will have the opportunity to attend sanctioned events during which time the teens will see first-hand the impacts and dangers of racing, as well as learning that there are legal racing platforms that provide a safer environment as opposed to using public roadways which causes danger to themselves and the public. This pilot program will be implemented in several areas in which speed and aggressive driving high visibility enforcement subgrants will also be awarded, therefore enhancing the efficacy of the program through enforcement.

**Budget:** \$20,000

**Project Activities:** This subgrant was ended after one successful driving program due to continuous venue issues and COVID-19, which hindered in-person meetings.

**Expenditures:** \$1,750

# Traffic Records

Data is the foundation of any effort to improve traffic safety. Using data to identify safety problems 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.

Florida's Traffic Records Program supports statewide data initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the data used by the FDOT State Safety Office and its partners to influence roadway safety decisions that will save lives and prevent injuries. Florida's Traffic Records Coordinating Committee (TRCC) provides a statewide forum to discuss data issues that impact the planning, coordination, and implementation of projects to improve the State's traffic records system.



## 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.



**Project Name:** Traffic Records Coordinating Committee Support

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

**Project Number:** TR-20-09-01

**Funding Source:** 402

**Project Description:** Tallahassee Community College will contract with a consultant to provide technical advice and support to the TRCC Executive Board and its committees. 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

**Project Activities:** Tallahassee Community College was awarded a subgrant to contract with Cambridge Systematics to obtain administrative support for the Traffic Records Coordinating Committee (TRCC). Cambridge Systematics provided general and logistical support for four TRCC meetings, compiled meeting minutes, maintained and hosted the TRCC website, and assisted with the updating of the TRCC Strategic Plan and Traffic Records Action Plan.

**Expenditures:** \$27,500

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<b>Project Name:</b>	Electronic License and Vehicle Information System (ELVIS)
<b>Implementing Agency:</b>	Florida State University
<b>Project Number:</b>	TR-20-09-02
<b>Funding Source:</b>	402
<b>Project Description:</b>	<p>The Florida State University will maintain and upgrade a data tool to provide access to the <b>Florida Crime Information Center (FCIC)</b> and <b>the National Crime Information Center (NCIC)</b> data that will be provided without charge to local law enforcement agencies. This web-based solution will improve the accuracy and quality of crash data submitted by these agencies, while reducing the redundancy and labor costs associated with manual entry. Many agencies currently pay separate licensing costs to query FCIC/NCIC data from providers whose software does not easily partner with the Traffic and Criminal Software (TraCS) and other private vendors. The proposed Electronic License and Vehicle Information System will provide all Florida law enforcement agencies the ability to run queries and to import contact information into traffic data forms. Resources will be allocated to a full-time Systems Architect, Systems Administrator, IT Support Specialist, part-time Program Coordinator, and part-time Business Office Clerical staff, along with maintenance of the tool, operational costs and travel to conduct trainings and provide support.</p>
<b>Budget:</b>	\$518,833
<b>Project Activities:</b>	<p>The Florida State University College of Engineering was awarded a subgrant to continue the Electronic License and Vehicle Information System (ELVIS) Project. ELVIS provides Florida Law Enforcement Agencies (LEA) a no-cost solution to query Criminal Justice Information Services (CJIS), which includes the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data.</p> <p>In FY2020, the ELVIS staff provided support activities, added new agencies, developed new analytical tools to aid LEAs in identifying security threats, and added advanced authentication sign-in methods to remain in compliance with Federal Bureau of Investigation CJIS policies. They performed 45 LEA trainings and 9 demonstrations of the free</p>

web-based solution remotely across the state. FY2020 closed with a total of 205 agencies and 20,758 users, an increase when compared to FY2019's total of 178 agencies and 17,390 users. ELVIS users submitted a total of 7,123,420 queries and were able to successfully export 7,950,818 driver and vehicle records. The ELVIS project continued to maintain parsing algorithms for the Department of Motor Vehicles data for all 50 states, the District of Columbia, Puerto Rico, and six Canadian provinces. In addition, parsed data was made available to five different vendors throughout the state of Florida.

The ELVIS project maintained a yearly availability of 99.59% for the 12-month period at their primary hosting site at the Tallahassee Police Department. During this year, the ELVIS was granted permission by the Florida Department of Law Enforcement to acquire a secondary hosting facility to stand as the disaster recovery site. Should services fail at the primary site, the secondary site will reduce any down time of accessibility to the software. Due to travel restrictions associated with the COVID-19, plans to install the hardware were postponed. Once travel restrictions have been lifted, the project will resume establishing the secondary site.

**Expenditures:** **\$420,490**

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<b>Project Name:</b>	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality - Phase I
<b>Implementing Agency:</b>	University of Florida
<b>Project Number:</b>	TR-20-09-03
<b>Funding Source:</b>	402
<b>Project Description:</b>	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 (LEAs), 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 LEAs 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.

**Budget:**

**\$410,000**

**Project Activities:**

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



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<b>Project Name:</b>	Central Crash Data Repository and Improved Crash Data Quality – Phase I
<b>Implementing Agency:</b>	University of Florida
<b>Project Number:</b>	TR-20-09-04
<b>Funding Source:</b>	402
<b>Project Description:</b>	<p>The Florida Department of Highway Safety and Motor Vehicles' (FLHSMV) crash database annually receives approximately 750,000 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 (UF) Signal Four Analytics (S4) 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 (LEAs) to submit crash diagrams. To reduce the time for an officer to prepare these diagrams, LEAs have been using aerial photography through S4 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.</p> <p>This project with the University of Florida will develop 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 UF team will review the current ingestion process to implement revisions needed to support crash diagrams with their original photo resolution. This will contribute to data quality improvement at present and prepare the necessary requirements to support the web-based diagramming tool planned to be developed this year.</p>
<b>Budget:</b>	<b>\$200,000</b>

**Project Activities:**

The University of Florida's (UF) Signal Four (S4) Analytics team was awarded a subgrant midcycle to improve the accessibility of the crash data and to implement revisions needed to the current ingestion process of the crash diagrams to obtain their original aerial photo resolution when submitted by Law Enforcement. As stated above, these revisions will improve the crash data quality and prepare the necessary requirements to support the web-based diagramming tool being developed by the S4 team.

Due to staffing shortages with the crash data custodian agency, FLHSMV, efforts towards the development of the web service to improve accessibility of the crash data could not be addressed. However, the S4 team reviewed existing methods in practice for the data synchronization between the FLHSMV and Signal Four Analytics crash databases. It was determined that a "light" version synchronization for the crash data between 2011-2019 would be conducted. Comparison of the FLHSMV and Signal Four definitions for the most frequently used data elements were used during the synchronization process. At the end of the fiscal year, the synchronization of the 2011-2013 crash data was completed as well as the 2020 crash data with a daily synchronization in place for the current year. A full synchronization will be tackled next fiscal year.

Revisions to the submission and acceptance of aerial photo-based crash diagrams began by reviewing specific sample diagrams to identify possible issues. The problem was identified during the conversion process of the data. The S4 team will continue to investigate this issue further next year as well as conduct a full synchronization of the crash data and developing the web service.

**Expenditures:**

**\$39,685**

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

**Implementing Agency:** Florida State University

**Project Number:** M3DA-20-18-01

**Funding Source:** 405(c)

**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 (LEA) must endure costs associated with hardware, software, virtual private network costs and staff to manage, maintain, and support the infrastructure. The Traffic and Criminal Software (TraCS) offers a cost-effective, field-based collection solution, proving an alternative for agencies that would otherwise each purchase separate software solutions or 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 the development and enhancement of 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 and training. This project will maintain a centralized hosting facility at the primary data hosting site, a disaster recovery hosting facility at the secondary data hosting site and maintain interfaces for FCIC/NCIC imports through various vendors and Signal Four Analytics' Geo-Location tool. Resources will be allocated to full-time positions such as a Systems Architect, two Developers, a Systems Administrator, an IT Support Specialist, and the following part-time staff: Program Coordinator, Principal Investigator and Business Office Clerical position. Funds will also be used for data

hosting fees, network infrastructure needs, maintenance and operational expenses.

**Budget:**

~~\$871,000~~ ~~\$886,000~~ ~~\$885,999~~

**Project Activities:**

The Florida State University College of Engineering was awarded a subgrant for Florida's TraCS (Traffic and Criminal Software) project which provides a free electronic solution to Florida law enforcement agencies that submit electronic crash and citation forms. At the end of FY2020, TraCS had 188 affiliated agencies with approximately 20,282 users expanding by 10 agencies and 1,000 users from FY2019. There was a total of 197,350 TraCS generated crash reports submitted to the FLHSMV's state database which related to approximately 32% of all electronic crashes being submitted statewide. TraCS crash reports were loaded into the database in a combined average of about 7.40 days with a 99.99% error free rate. This is below the 10-day requirement mandated by state statute and an improvement from last fiscal year's 7.97-day average.

This fiscal year the TraCS team met their accessibility objective by maintaining two data hosting sites. A primary site at Panama City Police Department and a secondary disaster recovery site at the Clermont Police Department were monitored and tested daily to ensure no greater than a 5-hour outage in accessibility was met in the event of an emergency. Integration objectives were also met by maintaining interfaces for 23 Florida Crime Information Center (FCIC) programs used by 100% of TraCS agencies. About 71% of TraCS agencies are using the Electronic License and Vehicle Information Systems (ELVIS) tool to import both FCIC and the National Crime Information Center data which enables out of state and in state license and vehicle data to import onto TraCS forms. The integration with Signal Four Analytics' Geo-Location tool has also continued. This tool was used by 72% of TraCS user base for a total of 14,585 users at 160 agencies which has slightly increased from last fiscal year's 70% usage across 13,451 users and 159 agencies.

The TraCS team conducted remote software sessions to help troubleshoot and resolve issues for over 4,600 work orders pertaining to agency software and hardware issues. Training materials were updated and created on how to use their electronic crash reports, citations, other forms, and Signal

Four's Geo-Location Tool. In-person statewide trainings were originally planned but cancelled due to the COVID-19 travel restrictions. New analysis statistical reports were created to provide agencies with the data needed to formulate decisions on how to best spend their resources to keep our communities safe. Lastly, the TraCS team worked with agencies, vendors, and state departments to ensure the TraCS software package continued to meet federal and state security measures and requirements to ultimately support state initiatives.

**Expenditures:** **\$807,876**

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**Project Name:** Crash and Uniform Traffic Citation (UTC) Data Improvement

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

**Project Number:** M3DA-20-18-02

**Funding Source:** 405(c)

**Problem ID:** Improving the data quality attributes of the crash and UTC datasets support the Florida Department of Highway Safety and Motor Vehicles (DHSMV) 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 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 DHSMV will be tasked with improving Florida crash and UTC data to allow the Department and stakeholders to make more informed and accurate decisions. The crash program staff will coordinate four meetings with critical stakeholders to obtain an agreement on what to include in the revised Florida crash report to ensure quality data is captured to meet the needs of DHSMV's stakeholders. In addition, the UTC program staff will continue its ongoing improvement efforts and conduct four train-the-trainer workshops with the Clerk of Courts (COC) and conduct a review of four case management

systems utilized by the COC for the submission of UTC and disposition data. Lastly, they will continue to expand a best practices guide for clerks and vendors to reduce citation and disposition errors. Project funding will be provided for personnel, training materials and travel expenses to conduct trainings throughout the state.

**Budget:** \$124,594

**Project Activities:** The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) was awarded a subgrant for the Crash and UTC Data Improvement Project. Crash data objectives were to conduct four stakeholder meetings to educate, present options and obtain feedback from critical stakeholders on a revised Florida Uniform Crash Report and to develop a crash report control document based on the most recent MMUCC version to serve as a reference resource for the new crash report and the associated database changes. UTC data objectives were to increase accuracy and completeness by 3%, conduct four train-the-trainer UTC workshops with the Clerks of Court (COC) and to review at least four COC Case Management Systems (CMS).

The FLHSMV team began the subgrant year by analyzing and establishing all data quality baselines for increasing accuracy and completeness of UTC data by 3%. A UTC training curriculum was then created to focus on identifying and correcting errors that impact data quality. Workshop locations were scheduled and based upon which agencies registered to attend, specific performance data was pulled to provide guidance to those agencies on improving their data quality. Due to the COVID-19, these workshops were converted to four virtual sessions to ensure the objective could be met. The workshops were attended with 116 participants representing 33 agencies with a post-survey result indicating an overall approval rating of 93.09%. In regard to the UTC data improvement objectives, the subgrant team surpassed the UTC 3% accuracy goal by +0.23% and fell short for the UTC completeness goal but did see an improvement of 0.4%. Data improvement is expected following the four COC CMS reviews conducted during this fiscal year. The selected CMS reviewed, are used by 14 of the 67 counties which accumulates 21% of all COCs in Florida. Recommendations for the CMS were to initiate best practice validations to be used as edits checks, increase



automation to reduce dependency on users manually entering violations, and to allow law enforcement agencies to electronically transmit UTC data.

Similar to the UTC workshops being held virtually due to COVID-19, a virtual stakeholder meeting was conducted on September 2, 2020 to comply with the Crash data objective, The development of the crash report control document, based on the most recent MMUCC version, served as a reference resource to acquire the stakeholder feedback. Various crash report topics/sections were discussed and tabled for follow-up upon the publication of the upcoming MMUCC version with all stakeholder feedback collected to be considered for the next Crash report revision expected in 2022.

**Expenditures:** **\$106,721**

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<b>Project Name:</b>	Field Data Collection for National EMS Information System (NEMSIS)
<b>Implementing Agency:</b>	Florida Department of Health, DEPCS, Bureau of Emergency Medical Oversight
<b>Project Number:</b>	M3DA-20-18-03
<b>Funding Source:</b>	405(c)
<b>Problem ID:</b>	The Health Information and Policy Analysis Section operates the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Currently that program and data repository is administered through the use of 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 (V3). 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 Florida Department of Health will work on increasing the number of agencies submitting data to the state repository in compliance with the current NEMSIS standards. It will also work on transitioning agencies into compliance with the new NEMSIS Version 3 (V3) standards by September 2019. The implementation of the NEMSIS V3 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. This project will fund a Project Manager, Technical Business Analyst and Data Modeler, 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:**

\$439,955

**Project Activities:**

The Florida Department of Health (FDOH) was awarded a subgrant for the continuation of the field data collection for National EMS Information System (NEMSIS) Compliance. The NEMSIS is an expanding accessibility program that maintains the Emergency Medical Service (EMS) Tracking and Reporting System (EMSTARS).

At the end of FY2020, 212 EMS agencies submitted EMS runs through EMSTARS of which 204 agencies (96%) transitioned to the new NEMSIS Version 3 (V3). Goals for this project were to increase the percentage of EMS runs into the state database, increase the percentage of EMS run reports received within 2 hours of the run, and to link additional data sources to the EMS state repository. By the end of this fiscal year, 97.32% of EMS runs were submitted into the state database which exceeded the 95% goal. Due to implementation transport lag processes, the measurement to receive EMS run reports within 2 hours of the run was adjusted to 10 hours. 67% of emergency run reports received and submitted within 10 hours of the run also exceeded the 55% goal. The NEMSIS Compliance team continued efforts on linking crash reports and trauma data via the BioSpatial platform which provides access to clinical and operational dashboards with near-real time information used to improve national bio-preparedness, operations, and



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<b>Project Name:</b>	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
<b>Implementing Agency:</b>	University of Florida
<b>Project Number:</b>	M3DA-20-18-04
<b>Funding Source:</b>	405(c)
<b>Problem ID:</b>	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 Analytics (S4 Analytics), a statewide crash and citation 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 data quality, integration, accessibility and utilization of traffic records data for Florida’s Crash, Citation/Adjudication, and Roadway data systems.
<b>Project Description:</b>	This project with the University of Florida (UF) S4 Analytics 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 with the University of Florida will address several S4 Analytics feature requests and overall system improvements. It will expand the integration of citations with crashes statewide, 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 to continue the migration of the system to a new HTML5 web platform. Project funding will be provided for personnel to maintain S4 Analytics, conduct improvements, travel and equipment expenses.
<b>Budget:</b>	\$377,418

**Project Activities:**

The University of Florida (UF) was awarded a subgrant for the continuation of the Expanding Accessibility, Utilization and Data Integration of Signal Four (S4) Analytics project. The S4 Analytics team continued to make enhancements to the system to improve the geospatial platform of crashes and citation data to assist traffic safety stakeholders and users in safety decision-making. This fiscal year continued with transitioning the system migration to a newer platform, optimizing queries, and the display of large query results, mapping, and data downloads.

S4 Analytics currently contains 33,730,238 historical and current citation records as well as 7,111,056 crash reports. Twenty-seven new agencies and 1,090 new users gained access to the S4 Analytics system during this subgrant cycle. At present, there are 3,945 active users representing 875 agencies in the system. Number of unique logins totaled 83,878 and number of queries issues totaled 285,653. The average crash data load error was 0.56% which is 5.58 errors per 1,000 reports.

A presentation of S4 Analytics was provided at the 9<sup>th</sup> International Visualization in Transportation Symposium in Washington D.C. on November 5, 2019 and a training was conducted with the FDOT in reference to the Intersection Database on June 19, 2020. Due to the COVID-19 and travel restrictions, trainings and presentations/demonstrations were limited.

**Expenditures:**

**\$354,491**

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

**Implementing Agency:** University of Florida

**Project Number:** M3DA-20-18-05

**Funding Source:** 405(c)

**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 Analytics (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.~~

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: 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. 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 timeliness, completeness, accuracy, uniformity, accessibility, and integration for Florida's Crash, Citation/Adjudication, EMS/Injury Surveillance and Roadway data systems.

**Project Description:** This project with the University of Florida (UF) will address the error rate in location data that reduces the ability of crashes to be automatically geo-located. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the state. The project will solve

the geo-location problem by providing a unified geo-location and validation service, like Florida's validation process used for driver and vehicle information. To accomplish this, a web service was developed using the Florida unified base map. It has become apparent that citations are subject to the same problem in relation to accurate crash location data. Therefore, the geo-location tool will continue to evolve in conjunction with TraCS agencies to incorporate the tool on their e-citations and e-crash system. Another critical problem that results from errors in location data is the lack of timeliness. Timely availability of geo-located data will enable earlier detection of problems and identification of solutions, ultimately saving lives and preventing loss of property. Project funding will be provided for personnel to perform technical support and trainings, travel and equipment expenses.

**Budget:** \$168,567

**Project Activities:** The University of Florida (UF) Signal Four (S4) Analytics team was awarded a subgrant for the continued development of a web-based geo-location tool that is currently being used by 171 law enforcement agencies (LEAs), of which includes 160 TraCS' LEAs consisting of 14,585 users mandated to use the tool for crash data reporting and 21 LEAs consisting of 1,678 users for citation reporting.

Use of this service by law enforcement officers decreased slightly in FY2020 due to the stay at home order for the COVID-19. A total of 163,549 crash reports were geo-located compared to 177,366 in FY2019. The geo-location of citations increased with 121,731 citations mapped compared to 119,394 in FY2019. The S4 team developed a new feature to the tool that allows officers to save frequent locations for citation reporting. The tool went into operation and is currently being used by Plantation Police Department. Future plans to provide LEAs training and support for this new feature is anticipated next fiscal year.

There were three presentations of the Geo-location Tool provided and three training sessions conducted on the new Saved Locations feature. The S4 team continues to improve this tool and provide service and support 24 hours a day, 7 days a week, 365 days a year.

**Expenditures:** \$142,329

# Work Zone Safety

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.

## 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 speeding and 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)

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<b>Project Name:</b>	Operation I-Spy
<b>Implementing Agency:</b>	Nassau County Sheriff's Office
<b>Project Number:</b>	RS-20-15-01
<b>Funding Source:</b>	402
<b>Project Description:</b>	The Nassau County Sheriff's Office will receive funding to conduct speed and aggressive driving countermeasures on State Road 200 in designated work zones. Funding will be used to cover overtime salaries and benefits for successful enforcement. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.
<b>Budget:</b>	\$30,000
<b>Project Activities:</b>	Nassau County Sheriff's Office conducted 10 enforcement operations that yielded 391 traffic stops. During the subgrant period, social media was also utilized to educate the public on safe driving habits in a work zone area. Between December 2019 thru March 2020, there were 35 crashes in the work zone area, 3 of which were work zone related. In that same time frame from 2018 thru 2019, there were a total of 48 crashes with 5 of those being work zone related. While still a small number, a 40% decrease from the same time period last year. Unfortunately, due to COVID-19 the subrecipient was not able to continue any more high visibility traffic enforcements after March 15, 2020.
<b>Expenditures:</b>	<b>\$16,080</b>

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<b>Project Name:</b>	Safer Drivers, Safer Work Zones
<b>Implementing Agency:</b>	Tampa Police Department
<b>Project Number:</b>	RS-20-15-02
<b>Funding Source:</b>	402
<b>Project Description:</b>	The Tampa Police Department will receive funding for overtime salaries and benefits along with one speed sign board advisory trailer to conduct high visibility enforcement in work zones. The police department will also use overtime funds to participate in community events and presentations to educate the public on the importance of driving responsibly in work zones. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.
<b>Budget:</b>	\$33,000
<b>Project Activities:</b>	The Tampa Police Department conducted 32 enforcement operations in Work Zone areas. Operations were conducted with the intent of reducing the number of crashes reported involving work zones and to increase driver awareness of the hazards that workers face in an occupied work zone. A total of 257 citations were issued and available FDOT Work Zone safety materials were distributed during traffic stops. Even though the stated goal was exceeded in the number of Work Zone operations conducted, HVE efforts were severely impacted between March and May 2020 due to COVID-19. The Tampa Police Department also conducted only 5 direct outreach events where work zone safety could be addressed. There was 31% decrease in the number of Work Zone crashes as compared to the 3-year average.
<b>Expenditures:</b>	\$24,021

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**Project Name:** Sheriff's Work Zone Safety Project

**Implementing Agency:** Highlands County Sheriff's Office

**Project Number:** RS-20-15-03

**Funding Source:** 402

**Project Description:** The Highlands County Sheriff's office will receive funding for overtime salaries and benefits to conduct high visibility enforcement in work zones in the city of Avon Park. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.

**Budget:** \$10,000

**Project Activities:** Highlands County Sheriff's Office conducted 25 separate work zone safety enforcement activities. These activities resulted in 43 speeding citations, and 1 seat belt citation during the operations. Due to COVID-19 project activity was suspended in March 2020, and the subrecipient was unable to resume before the end of the subgrant year.

**Expenditures:** \$1,823



# Florida FY2020 HSP - Project List

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Award Amount	Expenditures	% Expended
402	Aging Road Users	CP-20-04-09	Pepper Institute on Aging and Public Policy	Safe Mobility for Life Coalition	\$350,000.00	\$268,889.70	77%
402	Aging Road Users	CP-20-04-10	University of Florida - Institute for Mobility, Activity, and Participation	Aging Road User Information Systems 2019-2020	\$182,469.00	\$165,754.12	91%
402	Aging Road Users	CP-20-04-11	Apopka Police Department	Assisting Aging Road Users	\$1,250.00	\$491.06	39%
402	Aging Road Users	CP-20-04-12	Broward Sheriff's Office	65+ Grand Drivers	\$14,000.00	\$13,832.28	99%
402	Aging Road Users	CP-20-04-13	Coral Springs Police Department	Coral Springs Aging Road User Program	\$4,500.00	\$0.00	0%
402	Aging Road Users	CP-20-04-14	Fruitland Park Police Department	Operation Fountain of Y.O.U.T.H.	\$3,000.00	\$2,512.11	84%
<del>402</del>	<del>Aging Road Users</del>	<del>CP-20-04-15</del>	<del>Lee County Sheriff's Office</del>	<del>Seniors Driving Safety Program</del>	<del>\$10,000.00</del>	\$0.00	0%
402	Community Traffic Safety Outreach	CP-20-04-01	Florida Department of Transportation - District 1	Public Information and Education Program - District 1	\$30,000.00	\$30,000.00	100%
402	Community Traffic Safety Outreach	CP-20-04-02	Florida Department of Transportation - District 2	Public Information and Education Program - District 2	\$30,000.00	\$28,995.81	97%
402	Community Traffic Safety Outreach	CP-20-04-03	Florida Department of Transportation District 3	Public Information and Education Program - District 3	\$30,000.00	\$29,030.20	97%
402	Community Traffic Safety Outreach	CP-20-04-04	Florida Department of Transportation - District 4	Public Information and Education Program - District 4	\$30,000.00	\$29,994.43	100%
402	Community Traffic Safety Outreach	CP-20-04-05	Florida Department of Transportation District 5	Public Information and Education Program - District 5	\$30,000.00	\$9,000.00	30%
402	Community Traffic Safety Outreach	CP-20-04-06	Florida Department of Transportation - District 6	Public Information and Education Program - District 6	<del>\$20,000.00</del> <del>\$50,000.00</del> \$30,000.00	\$25,046.10	83%
<del>402</del>	<del>Community Traffic Safety Outreach</del>	<del>CP-20-04-07</del>	<del>Florida Department of Transportation District 7</del>	<del>Public Information and Education Program - District 7</del>	<del>\$30,000.00</del>	\$0.00	0%
402	Community Traffic Safety Outreach	CP-20-04-08	Center for Urban Transportation Research	Community Traffic Safety Support	\$274,500.00	\$53,800.11	20%
402	Distracted Driving	DD-20-04-01	Center for Urban Transportation Research	Distracted Driving Outreach Program	\$26,000.00	\$21,344.05	82%
402	Distracted Driving	DD-20-04-02	Apopka Police Department	Apopka Distracted Driving Program	\$10,500.00	\$10,000.00	95%
402	Distracted Driving	DD-20-04-03	Broward Sheriff's Office	Broward Distracted Driving Program	\$11,000.00	\$9,786.65	89%
402	Distracted Driving	DD-20-04-04	Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	\$10,500.00	\$10,286.87	98%
402	Distracted Driving	DD-20-04-05	Coral Springs Police Department	Coral Springs Distracted Driving Program	\$10,500.00	\$7,618.14	73%

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Award Amount	Expenditures	% Expended
402	Distracted Driving	DD-20-04-06	Gainesville Police Department	Gainesville Distracted Driving Program	\$10,500.00	\$4,380.08	42%
402	Distracted Driving	DD-20-04-07	Jupiter Police Department	Jupiter Distracted Driving Program	\$10,500.00	\$9,851.70	94%
402	Impaired Driving	AL-20-05-01	Center for Urban Transportation Research	Florida Impaired Driving Coalition	\$153,932.00	\$127,910.30	83%
402	Impaired Driving	AL-20-05-02	Florida Department of Law Enforcement	Improving Highway Safety Through Data Analysis	<del>\$449,064.00</del>	\$0.00	0%
402	Impaired Driving	AL-20-05-03	Office of Executive Director	DUI Centralized Repository Database	\$200,000.00	\$200,000.00	100%
405(d)	Impaired Driving	M5CS-20-06-01	The District Board of Trustees of Tallahassee Community College	Traffic Safety Resource Prosecutor Program (TSRP)	\$451,882.00	\$157,709.96	35%
405(d)	Impaired Driving	M5HVE-20-06-01	Cape Coral Police Department	Cape Coral Impaired Driving Education and Enforcement	\$45,000.00	\$44,972.20	100%
405(d)	Impaired Driving	M5HVE-20-06-02	Apopka Police Department	Arresting Impaired Motorists	\$10,000.00	\$9,984.72	100%
405(d)	Impaired Driving	M5HVE-20-06-03	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement Overtime	\$30,000.00	\$8,292.39	28%
405(d)	Impaired Driving	M5HVE-20-06-04	Bradenton Police Department	Bradenton Police Department Operation "Don't Drive Drunk"	\$20,000.00	\$15,247.48	76%
405(d)	Impaired Driving	M5HVE-20-06-05	Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	\$50,000.00	\$42,592.39	85%
405(d)	Impaired Driving	M5HVE-20-06-06	Lee County Sheriff's Office	Impaired Driving Enforcement and Education Program	\$53,000.00	\$18,169.47	34%
405(d)	Impaired Driving	M5HVE-20-06-07	Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	\$35,000.00	\$9,927.06	28%
405(d)	Impaired Driving	M5HVE-20-06-08	Pensacola Police Department	Impaired Driving Enforcement Grant FY2020	\$46,000.00	\$31,420.80	68%
405(d)	Impaired Driving	M5HVE-20-06-09	Wauchula Police Department	Operation, Outreach, Education, and Enforcement Impaired Driving Safety Program	\$20,000.00	\$14,304.17	72%
405(d)	Impaired Driving	M5HVE-20-06-10	Putnam County Sheriff's Office	Impaired Driving Task Force 2019-2020	\$11,500.00	\$1,251.75	11%
405(d)	Impaired Driving	M5HVE-20-06-11	Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	\$130,000.00	\$116,423.55	90%
405(d)	Impaired Driving	M5HVE-20-06-12	Pinellas County Sheriff's Office	Impaired Driving Enhancement Project	\$40,000.00	\$15,391.17	38%
405(d)	Impaired Driving	M5HVE-20-06-13	Palm Beach County Sheriff's Office	City of Lake Worth Impaired Driving Strategy	\$30,000.00	\$14,810.53	49%
405(d)	Impaired Driving	M5HVE-20-06-14	Tampa Police Department	Last Call	\$196,250.00	\$173,141.93	88%
405(d)	Impaired Driving	M5HVE-20-06-15	Gainesville Police Department	City of Gainesville Safe Gator	\$30,000.00	\$4,353.76	15%
405(d)	Impaired Driving	M5HVE-20-06-16	Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	\$100,000.00	\$99,980.26	100%
405(d)	Impaired Driving	M5HVE-20-06-17	Santa Rosa County Sheriff's Office	Impaired Driving - A Problem That Affects Us All	\$50,000.00	\$34,208.91	68%
405(d)	Impaired Driving	M5HVE-20-06-18	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$225,000.00	\$215,856.11	96%
405(d)	Impaired Driving	M5HVE-20-06-19	Highlands County Sheriff's Office	Sheriff's Strategic Enforcement Project	\$20,000.00	\$1,426.41	7%

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Award Amount	Expenditures	% Expended
405(d)	Impaired Driving	M5HVE-20-06-20	Baker County Sheriff's Office	Baker County Sheriff's Office Impaired Driving Program	\$25,000.00	\$0.00	0%
405(d)	Impaired Driving	M5HVE-20-06-21	Columbia County Sheriff's Office	Enhanced Impaired Driving Enforcement	\$50,000.00	\$10,982.03	22%
405(d)	Impaired Driving	MSX-20-06-01	Mothers Against Drunk Driving (MADD) Florida	MADD Florida Safe and Aware	\$295,000.00	\$282,246.03	96%
405(d)	Impaired Driving	MSX-20-06-02	Institute of Police Technology and Management	Drug Recognition Expert (DRE) Call-Out	\$30,000.00	\$11,261.39	38%
405(d)	Impaired Driving	MSX-20-06-03	The Meagan Napier Foundation	Value-Life	\$16,500.00	\$0.00	0%
405(d)	Impaired Driving	MSX-20-06-04	Institute of Police Technology and Management	Impaired Driving Media Awareness Survey	\$60,000.00	\$60,000.00	100%
402	Motorcycle Safety	MC-20-10-01	Center for Urban Transportation Research	Florida's Comprehensive Motorcycle Safety Program	\$500,500.00	\$456,673.94	91%
402	Motorcycle Safety	MC-20-10-02	Center for Urban Transportation Research	Motorcycle Program Evaluation and Data Collection	\$110,000.00	\$92,953.54	85%
402	Motorcycle Safety	MC-20-10-03	University of Miami	Motorcycle Education and Injury Prevention Program in Trauma Centers	\$199,192.00	\$195,615.94	98%
402	Motorcycle Safety	MC-20-10-04	Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	\$60,000.00	\$42,303.70	71%
402	Motorcycle Safety	MC-20-10-05	Florida State University Police Department	Preventing Street Racing Through Legal Alternatives	\$82,500.00	\$46,776.39	57%
402	Motorcycle Safety	MC-20-10-06	Gainesville Police Department	CITY OF GAINESVILLE MOTORCYCLE/SCOOTER SAFETY AND EDUCATION PROGRAM	\$42,500.00	\$10,779.51	25%
402	Motorcycle Safety	MC-20-10-07	Institute of Police Technology and Management	Motorcycle Awareness Survey	\$60,000.00	\$60,000.00	100%
402	Motorcycle Safety	MC-20-10-08	Center for Urban Transportation Research	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	\$54,773.00	\$52,779.84	96%
402	Motorcycle Safety	MC-20-10-09	Tampa Police Department	Motorcycle Operator Street-Survival Skills	\$91,000.00	\$40,622.32	45%
402	Motorcycle Safety	MC-20-10-10	Jacksonville Sheriff's Office	Jacksonville Sheriff's Office SMART Motorcycle Program	\$22,500.00	\$21,488.00	96%
402	Motorcycle Safety	MC-20-10-11	Hillsborough County Sheriff's Office	HCSO Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$100,000.00	\$98,731.18	99%
402	Motorcycle Safety	MC-20-10-12	City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol Project	\$50,000.00	\$47,376.98	95%
402	Motorcycle Safety	MC-20-10-13	Broward Sheriff's Office	Broward Motorcycle Safety Enforcement Program	\$90,000.00	\$86,650.45	96%
402	Motorcycle Safety	MC-20-10-14	Delray Beach Police Department	Delray Beach Police Motorcycle Safety/Enforcement Program	\$20,000.00	\$20,000.00	100%
402	Motorcycle Safety	MC-20-10-15	Daytona Beach Police Department	Increasing the Safety of Motorcyclists Through Enforcement and Education	\$55,000.00	\$24,369.19	44%
402	Motorcycle Safety	MC-20-10-16	Ocala Police Department	Motorcycle Safety Program	\$23,905.00	\$15,737.37	66%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-01</del> M1HVE-20-20-01	Apopka Police Department	Buckle Up. Save Yourself.	\$3,750.00	\$3,750.00	100%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-02</del> M1HVE-20-20-02	Baker County Sheriff's Office	Baker County Sheriff's Office Occupant Protection Program	\$15,000.00	\$14,966.98	100%

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Award Amount	Expenditures	% Expended
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-03</del> <del>M1HVE-20-20-03</del>	Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	\$10,000.00	\$9,470.45	95%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-04</del> <del>M1HVE-20-20-04</del>	Broward Sheriff's Office	Operation Buckle Up	\$20,000.00	\$19,785.69	99%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-05</del> <del>M1HVE-20-20-05</del>	DeFuniak Springs Police Department	DeFuniak Springs Vehicle Occupant Safety Program	\$10,000.00	\$9,968.89	100%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-06</del> <del>M1HVE-20-20-06</del>	Delray Beach Police Department	Delray Beach Occupant Protection and Child Passenger Safety Program	\$25,000.00	\$25,000.00	100%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-07</del> <del>M1HVE-20-20-07</del>	Homestead Police Department	Homestead Occupant Protection Program	\$40,000.00	\$10,600.97	27%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-08</del> <del>M1HVE-20-20-08</del>	Lake City Police Department	Lake City Strategic Traffic Enforcement Program (STEP) - Occupant Protection	\$15,000.00	\$12,830.83	86%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-09</del> <del>M1HVE-20-20-09</del>	Live Oak Police Department	Occupant Protection 2020	\$10,000.00	\$1,600.57	16%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-10</del> <del>M1HVE-20-20-10</del>	Miami-Dade Police Department	Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program	\$100,000.00	\$100,000.00	100%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-11</del> <del>M1HVE-20-20-11</del>	Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Community Wide Strategy	\$80,000.00	\$31,281.47	39%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-12</del> <del>M1HVE-20-20-12</del>	Suwannee County Sheriff Office	Suwannee County Occupant Protection Program	\$15,000.00	\$14,546.34	97%
<del>405(b)</del>	<del>Occupant Protection and Child Passenger Safety</del>	<del>M2HVE-20-20-13</del>	<del>Orcala Police Department</del>	<del>Occupant Protection and Child Passenger Safety Program</del>	<del>\$3,000.00</del>	\$0.00	0%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-14</del> <del>M1HVE-20-20-14</del>	Tampa Police Department	Sit Tight and Belt Right	\$45,000.00	\$40,601.80	90%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2HVE-20-20-15</del> <del>M1HVE-20-20-15</del>	Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety Program	\$10,000.00	\$9,583.79	96%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2X-20-20-01</del> <del>M1X-20-20-01</del>	University of Florida Transportation Technology Transfer (T2) Center	Florida's Occupant Protection Resource Center	\$60,506.26 Low \$339,493.74 High	\$270,062.48	68%
405(b)	Occupant Protection and Child Passenger Safety	<del>M2X-20-20-02</del> <del>M1X-20-20-02</del>	Institute of Police Technology and Management	Statewide Safety Belt and Child Passenger Safety Surveys	\$321,000.00	\$141,159.75	44%
402	Occupant Protection and Child Passenger Safety	OP-20-02-01	University of Florida Transportation Technology Transfer (T2) Center	Florida's Occupant Protection Coalition	\$105,600.00	\$74,410.56	70%
405(e)	Paid Media - Distracted Driving	<del>PM-20-07-01</del> FESPE-20-07-01	FDOT State Safety Office	Distracted Driving Media Campaign	\$623,584.21	\$623,352.09	100%
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-01	Center for Urban Transportation Research	Impaired Driving Campaign Development	\$40,000.00	\$32,491.75	81%
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-03	FDOT State Safety Office	Impaired Driving Statewide Media Campaign	\$650,000.00	\$647,374.07	100%
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-04	The District Board of Trustees of Tallahassee Community College	Impaired Driving Professional Sports Marketing	\$2,000,000.00	\$1,857,352.68	93%
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-05	The District Board of Trustees of Tallahassee Community College	Impaired Driving Major College Sports Marketing	\$459,000.00	\$438,704.64	96%
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-06	The District Board of Trustees of Tallahassee Community College	Impaired Driving Sports Media Campaign	\$216,000.00	\$215,999.98	100%
405(d)	Paid Media - Motorcycle Safety	M5PEM-20-16-02	Center for Urban Transportation Research	Impaired Motorcyclist PSA Campaign	\$300,000.00	\$237,555.18	79%
405(f)	Paid Media - Motorcycle Safety	M9MA-20-11-01	Center for Urban Transportation Research	Share the Road PSA Campaign	\$225,500.00	\$187,098.35	83%
402	Paid Media - Motorcycle Safety	PM-20-07-03	Center for Urban Transportation Research	Motorcycle Safety Paid Media Campaign	\$175,000.00	\$170,683.36	98%

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Award Amount	Expenditures	% Expended
405(b)	Paid Media - Occupant Protection	M2PEM-20-20-01	FDOT State Safety Office	Florida Click it or Ticket Media Campaign	\$900,000.00	\$891,610.32	99%
405(b)	Paid Media - Occupant Protection	M2PEM-20-20-02	Center for Urban Transportation Research	Occupant Protection and Child Passenger Safety Campaign Development	\$25,000.00	\$17,703.69	71%
405(h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-20-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program - Transit Advertising	\$200,000.00	\$182,970.00	91%
405(h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-20-07-02	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program - Billboard Advertising	\$200,000.00	\$197,999.99	99%
402	Paid Media - Rail Crossing	PM-20-07-01	FDOT State Safety Office	Railroad Crossing Safety Media Campaign	<del>\$200,000.00</del>	\$199,725.30	100%
402	Paid Media - Work Zone Safety	PM-20-07-02	Center for Urban Transportation Research	Work Zone Safety Campaign	\$100,000.00	\$99,999.90	100%
405(h)	Pedestrian and Bicycle Safety	FHTR-20-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	\$500,000.00	\$101,152.45	20%
405(h)	Pedestrian and Bicycle Safety	FHX-20-07-01	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle Safety High Visibility Enforcement Campaign	\$500,000.00	\$274,669.10	55%
402	Pedestrian and Bicycle Safety	PS-20-08-01	Institute of Police Technology and Management	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$650,000.00	\$462,356.42	71%
402	Pedestrian and Bicycle Safety	PS-20-08-02	Institute of Police Technology and Management	Pedestrian and Bicycle Program Evaluation and Data Collection	\$250,000.00	\$240,792.59	96%
402	Pedestrian and Bicycle Safety	PS-20-08-03	University of Florida Transportation Technology Transfer (T2) Center	Florida's Pedestrian and Bicycle Safety Resource Center	\$602,560.00	\$391,952.09	65%
402	Pedestrian and Bicycle Safety	PS-20-08-04	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	\$150,000.00	\$60,947.66	41%
402	Pedestrian and Bicycle Safety	PS-20-08-05	Safe Routes to School National Partnership	National Safe Routes to School Conference	\$35,000.00	\$34,833.98	100%
402	Pedestrian and Bicycle Safety	PS-20-08-06	Okeechobee County Sheriff's Office	Enhanced Pedestrian/Bicycle Safety Enforcement	\$13,000.00	\$5,705.68	44%
402	Planning and Administration	PA-20-01-01	FDOT State Safety Office	Operation of the Highway Traffic Safety Grant Section	<del>\$350,000</del> \$350,000	\$316,766.71	91%
402	Planning and Administration	PA-20-01-02	FDOT State Safety Office	Highway Safety Travel and Training	\$70,000.00	\$11,582.20	17%
402	Planning and Administration	PA-20-01-03	The District Board of Trustees of Tallahassee Community College	Traffic Safety Fiscal Assistant	<del>\$50,000.00</del> \$55,000.00	\$52,431.28	95%
405(b)	Police Traffic Services - LEL	<del>M2X-20-20-03</del> M1X-20-20-03	Institute of Police Technology and Management	Florida Law Enforcement Liaison Occupant Protection Awareness Program	\$100,000.00	\$87,935.26	88%
405(d)	Police Traffic Services - LEL	M5X-20-06-05	Institute of Police Technology and Management	Florida Law Enforcement Liaison Impaired Driving Awareness Program	\$100,000.00	\$78,389.12	78%
402	Police Traffic Services - LEL	PT-20-12-01	Institute of Police Technology and Management	Florida Law Enforcement Liaison Program	\$950,000.00	\$806,739.91	85%
402	Police Traffic Services - LEL	PT-20-12-02	Institute of Police Technology and Management	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	\$150,000.00	\$8,951.00	6%
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-01	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing	<del>\$170,500.00</del> \$225,000.00	\$179,095.00	80%
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-02	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Development	\$19,875.00	\$14,310.00	72%
405(d)	Public Traffic Safety Professionals Training	M5TR-20-12-03	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Update	\$5,625.00	\$0.00	0%



Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Award Amount	Expenditures	% Expended
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-04	Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	<del>\$79,000.00</del> \$150,000.00	\$114,155.00	76%
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-05	Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	\$35,700.00	\$7,110.00	20%
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-06	Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	<del>\$58,900.00</del> \$100,000.00	\$15,405.00	15%
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-07	Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$19,500.00	\$13,065.00	67%
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-08	Institute of Police Technology and Management	Drug Evaluation and Classification Program	\$400,000.00	\$317,296.38	79%
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-09	Florida Department of Law Enforcement: Alcohol Testing Program	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	\$50,000.00	\$27,438.20	55%
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-10	Florida Department of Highway Safety and Motor Vehicles	Legal Training for the Bureau of Administrative Reviews and Law Enforcement	\$110,000.00	\$21,148.03	19%
402	Public Traffic Safety Professionals Training	PT-20-12-03	The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	\$26,250.00	\$8,820.00	34%
402	Public Traffic Safety Professionals Training	PT-20-12-04	The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	\$40,000.00	\$3,675.00	9%
402	Public Traffic Safety Professionals Training	PT-20-12-05	The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	\$68,250.00	\$35,778.75	52%
402	Public Traffic Safety Professionals Training	PT-20-12-06	The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	\$30,000.00	\$18,506.25	62%
402	Public Traffic Safety Professionals Training	PT-20-12-07	The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	\$30,000.00	\$5,764.50	19%
402	Public Traffic Safety Professionals Training	PT-20-12-08	The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	\$28,350.00	\$2,362.50	8%
402	Public Traffic Safety Professionals Training	PT-20-12-09	Institute of Police Technology and Management	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	\$44,625.00	\$0.00	0%
402	Public Traffic Safety Professionals Training	PT-20-12-10	Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	\$39,750.00	\$19,080.00	48%
402	Public Traffic Safety Professionals Training	PT-20-12-11	Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	\$49,225.00	\$17,005.00	35%
402	Public Traffic Safety Professionals Training	PT-20-12-12	Institute of Police Technology and Management	Investigation of Motorcycle Crashes - Level I	\$39,750.00	\$16,695.00	42%
402	Public Traffic Safety Professionals Training	PT-20-12-13	Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation - Level I	\$39,750.00	\$2,385.00	6%
402	Public Traffic Safety Professionals Training	PT-20-12-14	Institute of Police Technology and Management	Police Motorcycle Instructor	\$60,000.00	\$18,000.00	30%
402	Speed/Aggressive Driving	SC-20-13-01	Bay County Sheriff's Office	Speed and Aggressive Driving Grant	\$50,000.00	\$34,199.48	68%
402	Speed/Aggressive Driving	SC-20-13-02	Coral Springs Police Department	Speed/Aggressive Driving	\$30,000.00	\$22,434.24	75%
402	Speed/Aggressive Driving	SC-20-13-03	Broward Sheriff's Office	Broward Aggressive-Speed Enforcement (BASE)	\$100,000.00	\$99,126.06	99%
402	Speed/Aggressive Driving	SC-20-13-04	Citrus County Sheriff's Office	Just Drive Citrus - Speed and Aggressive Driving	\$46,000.00	\$43,922.08	95%
402	Speed/Aggressive Driving	SC-20-13-05	Apopka Police Department	Heavy Enforcement of Aggressive Traffic	\$15,000.00	\$14,972.50	100%

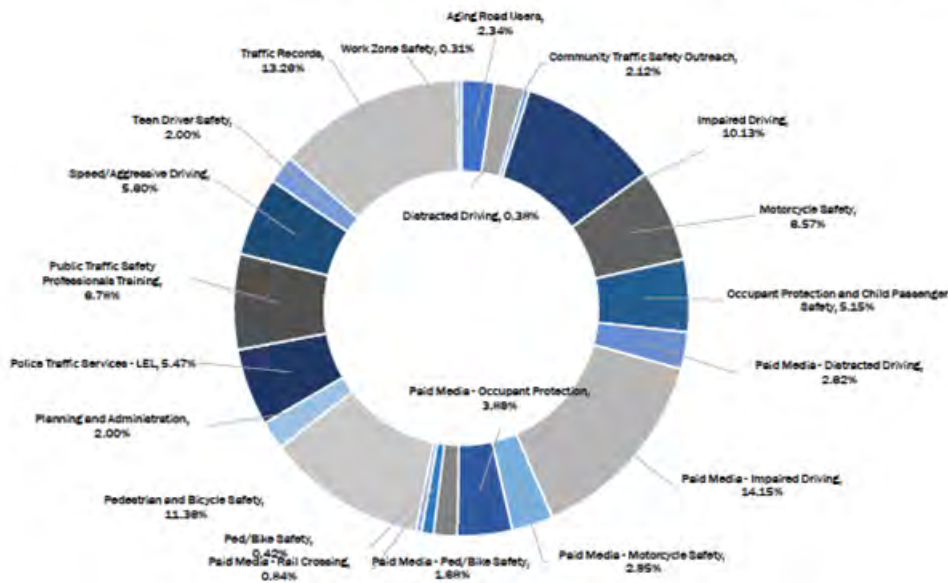
Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Award Amount	Expenditures	% Expended
402	Speed/Aggressive Driving	SC-20-13-06	Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving Program	\$50,000.00	\$49,835.27	100%
402	Speed/Aggressive Driving	SC-20-13-07	Bradenton Police Department	No Need For Speed	\$30,000.00	\$11,314.89	38%
402	Speed/Aggressive Driving	SC-20-13-08	Daytona Beach Police Department	Obey the Sign or Pay the Fine Program	\$47,000.00	\$10,980.75	23%
402	Speed/Aggressive Driving	SC-20-13-09	Delray Beach Police Department	Speed/Aggressive Driving Enforcement Program	\$50,000.00	\$50,000.00	100%
402	Speed/Aggressive Driving	SC-20-13-10	Fort Myers Police Department	Aggressive Driving Initiative	\$40,000.00	\$18,258.58	46%
402	Speed/Aggressive Driving	SC-20-13-11	Hollywood Police Department	2020 Speed and Aggressive Driving Grant	\$40,000.00	\$40,000.00	100%
402	Speed/Aggressive Driving	SC-20-13-12	Lake City Police Department	Strategic Traffic Enforcement Program	\$40,000.00	\$39,999.00	100%
402	Speed/Aggressive Driving	SC-20-13-13	Live Oak Police Department	Speed & Aggressive Driving 2020	\$20,000.00	\$3,490.67	17%
402	Speed/Aggressive Driving	SC-20-13-14	City of Miami Police Department	2020 Speed/Aggressive Driving Program	\$185,000.00	\$177,740.91	96%
402	Speed/Aggressive Driving	SC-20-13-15	Panama City Beach Police Department	Outreach Program to Fight Against Speed and Aggressive Driving	\$50,000.00	\$15,664.36	31%
402	Speed/Aggressive Driving	SC-20-13-16	Hillsborough County Sheriff's Office	Speed: Know Your Limits	\$110,000.00	\$106,607.21	97%
402	Speed/Aggressive Driving	SC-20-13-17	Taylor County Sheriff's Office	Speed and Aggressive Driving 2020	\$26,000.00	\$25,999.88	100%
402	Speed/Aggressive Driving	SC-20-13-18	Lee County Sheriff's Office	Speed and Aggressive Driving Enforcement and Education Program	\$70,000.00	\$31,544.49	45%
402	Speed/Aggressive Driving	SC-20-13-19	Miami-Dade Police Department	Speeding and Aggressive Driving Grant	\$40,000.00	\$39,631.45	99%
402	Speed/Aggressive Driving	SC-20-13-20	Okaloosa County Sheriff's Office	Stop Speed and Aggressive Driving	\$30,000.00	\$22,347.85	74%
402	Speed/Aggressive Driving	SC-20-13-21	Palm Beach County Sheriff's Office	Speed and Aggressive Driving Initiative	\$100,000.00	\$48,297.11	48%
402	Speed/Aggressive Driving	SC-20-13-22	Pinellas County Sheriff's Office	Strategic Policing Through Education and Enforcement for Drivers	\$100,000.00	\$56,851.88	57%
402	Speed/Aggressive Driving	SC-20-13-23	St. Johns County Sheriff's Office	Traffic Safety Services Initiative	\$20,000.00	\$19,985.79	100%
402	Speed/Aggressive Driving	SC-20-13-24	Holly Hill Police Department	2020 Aggressive Driving and Speed Enforcement Program	\$42,000.00	\$24,587.52	59%
402	Teen Driver Safety	TSP-20-04-01	The District Board of Trustees of Tallahassee Community College	Florida Teen Traffic Safety	\$282,852.00	\$171,755.69	61%
402	Teen Driver Safety	TSP-20-04-02	Florida Department of Highway Safety and Motor Vehicles	Drive With CARE	\$40,000.00	\$12,636.98	32%
402	Teen Driver Safety	TSP-20-04-03	Children and Parent Resource Group, Inc.	Life Changing Experience Community Education Project	\$52,000.00	\$44,000.00	85%
402	Teen Driver Safety	TSP-20-04-04	Apopka Police Department	Apopka Reinforces Teen Safety	\$5,000.00	\$5,000.00	100%
402	Teen Driver Safety	TSP-20-04-05	Coral Springs Police Department	Teen Driver Safety	\$25,000.00	\$4,682.77	19%
402	Teen Driver Safety	TSP-20-04-06	Hillsborough County Sheriff's Office	Teen Driver Education and Enforcement Operation	\$50,000.00	\$47,882.22	96%

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Award Amount	Expenditures	% Expended
402	Teen Driver Safety	TSP-20-04-07	<del>Street Racing Made Safe</del> Street Racing Prevention: Teen Driving Program	Street Racing Made Safe - Teen Implementation	\$20,000.00	\$1,750.00	9%
405(c)	Traffic Records	M3DA-20-18-01	Florida State University	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	<del>\$273,000.00</del> <del>\$886,000.00</del> \$885,999.00	\$807,876.09	91%
405(c)	Traffic Records	M3DA-20-18-02	Florida Department of Highway Safety and Motor Vehicles	Crash and Uniform Traffic Citation (UTC) Data Improvement	\$124,594.00	\$106,721.86	86%
405(c)	Traffic Records	M3DA-20-18-03	Florida Department of Health, DEPCS, Bureau of Emergency Medical Oversight	Field Data Collection for National EMS Information System (NEMESIS)	\$439,955.00	\$371,835.40	85%
405(c)	Traffic Records	M3DA-20-18-04	University of Florida	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$377,418.00	\$354,491.31	94%
405(c)	Traffic Records	M3DA-20-18-05	University of Florida	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	\$168,567.00	\$142,329.42	84%
402	Traffic Records	TR-20-09-01	The District Board of Trustees of Tallahassee Community College	Traffic Records Coordinating Committee Support	\$27,500.00	\$27,500.00	100%
402	Traffic Records	TR-20-09-02	Florida State University (FSU)	Electronic License and Vehicle Information System (ELVIS)	\$518,833.00	\$420,490.05	81%
402	Traffic Records	TR-20-09-03	University of Florida	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality - Phase I	\$410,000.00	\$133,473.34	33%
402	Traffic Records	TR-20-09-04	University of Florida	Central Crash Data Repository and Improved Crash Data Quality - Phase I	\$200,000.00	\$39,695.61	20%
402	Work Zone Safety	RS-20-15-01	Nassau County Sheriff's Office	Operation I-SPY	\$30,000.00	\$16,080.36	54%
402	Work Zone Safety	RS-20-15-02	Tampa Police Department	Safer Drivers, Safer Work Zones	\$33,000.00	\$24,021.00	73%
402	Work Zone Safety	RS-20-15-03	Highlands County Sheriff's Office	Sheriff's Work Zone Safety Project	\$10,000.00	\$1,823.23	18%

# Florida FY2020 HSP - FDOT Financial Summary

## FY 2020 Highway Safety Plan FDOT Financial Summary

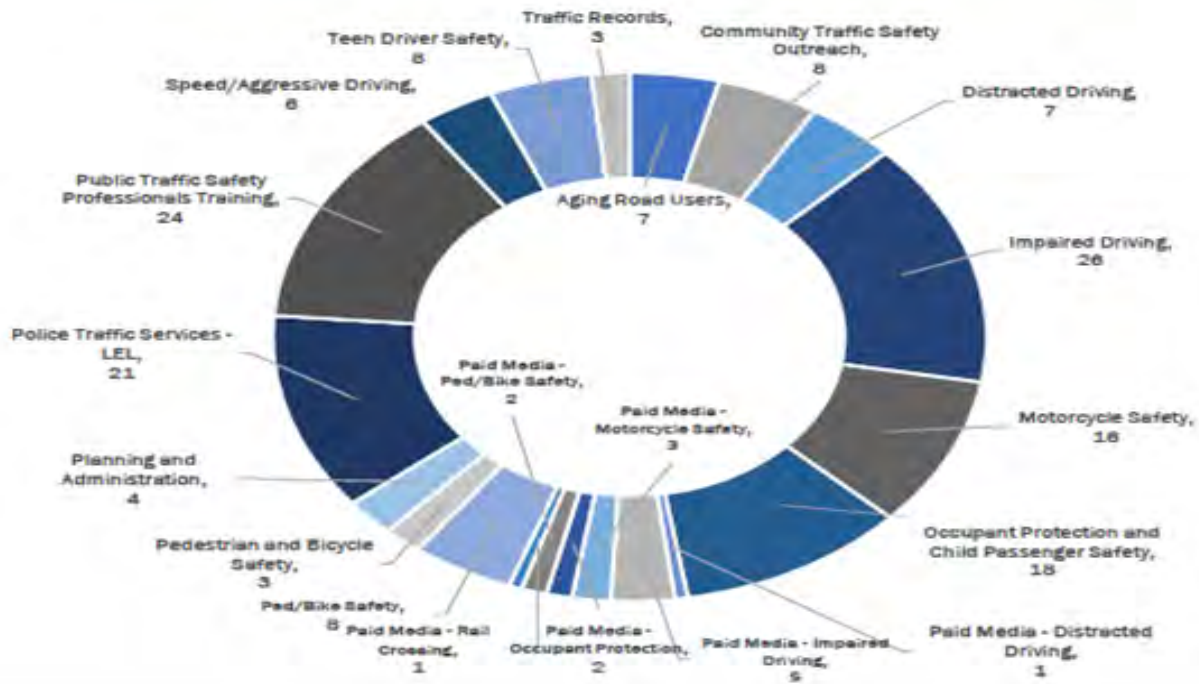
Sum of Final Funding Amount FDOT Program Area	Funding Source	402	405(b)	405(c)	405(d)	405(e)	405(f)	405(h)	Grand Total	Percentage
Aging Road Users	\$	355,219							\$ 355,219	2.34%
Community Traffic Safety Outreach	\$	504,500							\$ 504,500	2.12%
Distracted Driving	\$	89,500							\$ 89,500	0.38%
Impaired Driving	\$	353,932			\$ 2,053,632				\$ 2,407,564	10.13%
Motorcycle Safety	\$	1,561,870							\$ 1,561,870	6.57%
Occupant Protection and Child Passenger Safety	\$	105,600	\$ 1,119,750						\$ 1,225,350	5.15%
Paid Media - Distracted Driving						\$ 623,584			\$ 623,584	2.62%
Paid Media - Impaired Driving					\$ 3,365,000				\$ 3,365,000	14.15%
Paid Media - Motorcycle Safety	\$	173,000			\$ 300,000		\$ 225,500		\$ 700,500	2.95%
Paid Media - Occupant Protection			\$ 923,000						\$ 923,000	3.89%
Paid Media - Pedestrian and Bicycle Safety							\$ 400,000		\$ 400,000	1.68%
Paid Media - Rail Crossing	\$	200,000							\$ 200,000	0.84%
Paid Media - Work Zone Safety	\$	100,000							\$ 100,000	0.42%
Pedestrian and Bicycle Safety	\$	1,700,560						\$ 1,000,000	\$ 2,700,560	11.36%
Planning and Administration	\$	475,000							\$ 475,000	2.00%
Police Traffic Services - LEL	\$	1,100,000	\$ 100,000		\$ 100,000				\$ 1,300,000	5.47%
Public Traffic Safety Professionals Training	\$	495,950			\$ 1,113,700				\$ 1,611,650	6.78%
Speed/Aggressive Driving	\$	1,331,000							\$ 1,331,000	5.60%
Teen Driver Safety	\$	474,852							\$ 474,852	2.00%
Traffic Records	\$	1,156,333		\$ 1,996,734					\$ 3,153,067	13.26%
Work Zone Safety	\$	73,000							\$ 73,000	0.31%
<b>Grand Total</b>	<b>\$</b>	<b>10,452,316</b>	<b>\$ 2,144,750</b>	<b>\$ 1,996,534</b>	<b>\$ 6,934,332</b>	<b>\$ 623,584</b>	<b>\$ 225,500</b>	<b>\$ 1,400,000</b>	<b>\$ 23,777,016</b>	<b>100.00%</b>



# Florida FY2020 HSP - FDOT Project Count

## FY 2020 Highway Safety Plan Count of Projects

FDOT Program Area	Count of Projects	Funding
Aging Road Users	7	\$ 555,219
Community Traffic Safety Outreach	8	\$ 504,500
Distracted Driving	7	\$ 89,500
Impaired Driving	29	\$ 2,407,564
Motorcycle Safety	16	\$ 1,561,870
Occupant Protection and Child Passenger Safety	18	\$ 1,225,350
Paid Media - Distracted Driving	1	\$ 623,584
Paid Media - Impaired Driving	5	\$ 3,365,000
Paid Media - Motorcycle Safety	3	\$ 700,500
Paid Media - Occupant Protection	2	\$ 925,000
Paid Media - Pedestrian and Bicycle Safety	2	\$ 400,000
Paid Media - Rail Crossing	1	\$ 200,000
Paid Media - Work Zone Safety	1	\$ 100,000
Pedestrian and Bicycle Safety	8	\$ 2,700,560
Planning and Administration	3	\$ 475,000
Police Traffic Services - LEL	4	\$ 1,300,000
Public Traffic Safety Professionals Training	22	\$ 1,611,650
Speed/Aggressive Driving	24	\$ 1,331,000
Teen Driver Safety	7	\$ 474,852
Traffic Records	9	\$ 3,152,867
Work Zone Safety	3	\$ 73,000
<b>Grand Total</b>	<b>180</b>	<b>\$ 23,777,016</b>



# Florida FY2020 HSP - \$5,000 Equipment List

## Florida FY2020 HSP - \$5,000 Equipment List

FDOT Program Area					
Project Number	Funding Source	Implementing Agency / Project Name	Item	Maximum Units	Maximum Unit Cost
<b>Aging Road Users</b>					
N/A					
<b>Community Traffic Safety Outreach</b>					
N/A					
<b>Distracted Driving</b>					
N/A					
<b>Impaired Driving</b>					
AL-20-05-02	402	Florida Department of Law Enforcement / Improving Highway Safety Through Data Analysis	Agilent 6545 Q-TOF Mass Spectrometer Drug Testing Instrumentation	1	\$444,064
MSHVE-20-06-01	405 (d)	Cape Coral Police Department / Cape Coral Impaired Driving Education and Enforcement	Light Tower	1	<del>\$5,000</del> \$9,100
MSHVE-20-06-05	405 (d)	Boynton Beach Police Department / Boynton Beach Impaired Driving Enforcement	Message Board	1	\$20,000
MSHVE-20-06-06	405 (d)	Lee County Sheriff's Office / Impaired Driving Enforcement and Education Program	Message Board	1	\$16,500
MSHVE-20-06-07	405 (d)	Bradford County Sheriff's Office / Bradford County Impaired Driving Enforcement	Intoxilyzer and Printer	1	\$10,000
MSHVE-20-06-08	405 (d)	Pensacola Police Department / Impaired Driving Enforcement Grant FY2020	Intoxilyzer and Printer	1	\$10,000
MSHVE-20-06-14	405 (d)	Tampa Police Department / Last Call	<del>In-Car Video System</del> Message Display Trailer	<del>3</del> 1 1	<del>\$19,000</del> \$6,515 \$3,790
<b>Motorcycle Safety</b>					
N/A					
<b>Occupant Protection</b>					
N/A					
<b>Paid Media</b>					
N/A					

Last Updated: 05/11/20  
Page 1 of 2

## Florida FY2020 HSP - \$5,000 Equipment List

<b>Pedestrian and Bicycle Safety</b>					
N/A					
<b>Planning and Administration</b>					
N/A					
<b>Police Traffic Services – LEL</b>					
N/A					
<b>Public Traffic Safety Professionals Training</b>					
N/A					
<b>Speed/Aggressive Driving</b>					
N/A					
<b>Teen Driver Safety</b>					
N/A					
<b>Traffic Records</b>					
N/A					
<b>Work Zone Safety</b>					
RS-20-15-02	402	Tampa Police Department / Safer Drivers, Safer Work Zones	Speed Sign Advisory Trailer	1	\$13,000

Last Updated: 05/11/20  
Page 2 of 2

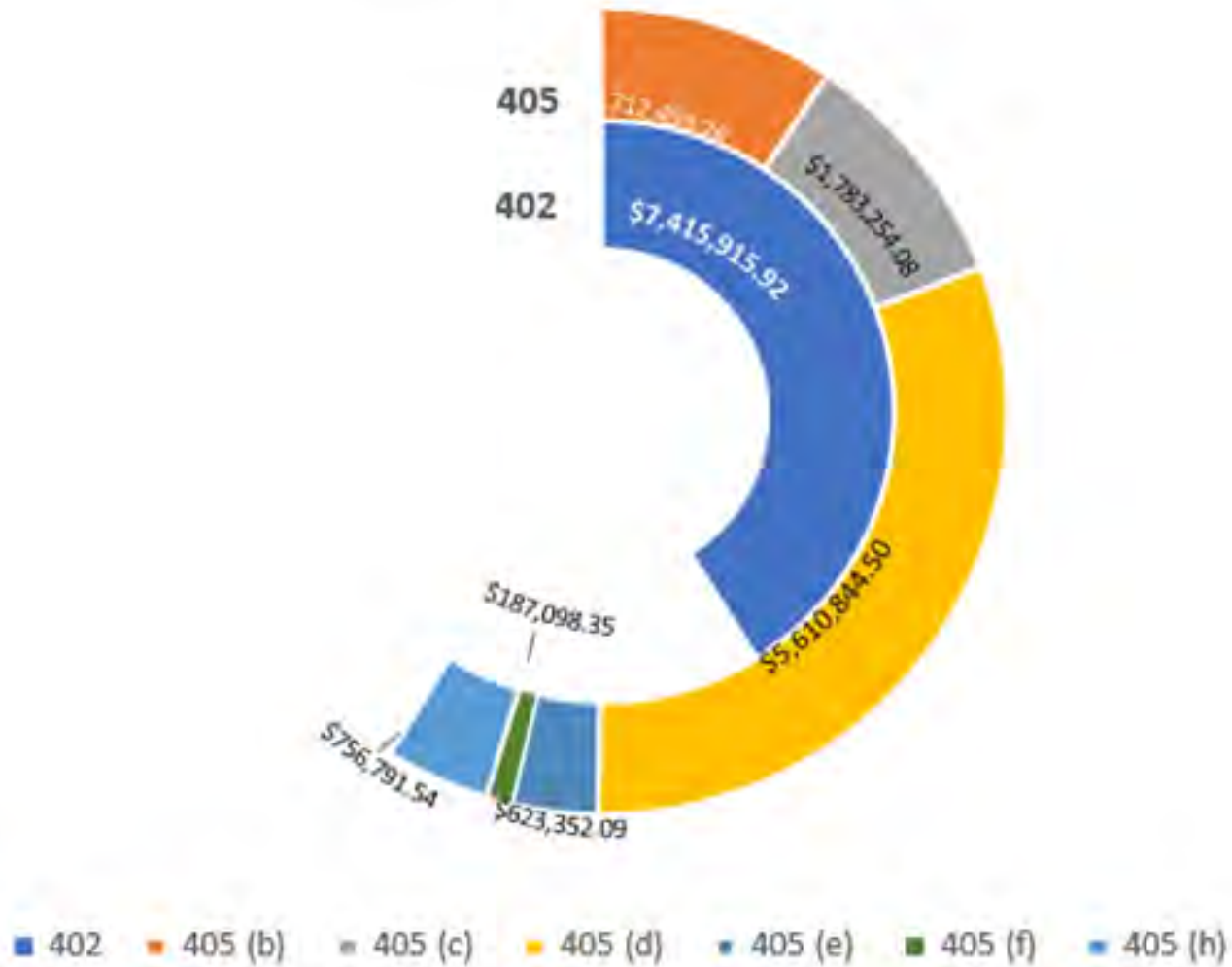
# Florida FY2020 HSP - FDOT Financial Expenditures

## FY2020 Annual Report Financial Summary

FDOT Program Areas	NHTSA Funding	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	405 (h)	Grand Total	Percentage Expended
Aging Road Users	Awarded	\$ 565,219.00							\$ 565,219.00	
	Expenditures	\$ 451,479.27							\$ 451,479.27	80%
Community Traffic Safety Outreach	Awarded	\$ 484,500.00							\$ 484,500.00	
	Expenditures	\$ 205,866.65							\$ 205,866.65	42%
Distracted Driving	Awarded	\$ 89,500.00							\$ 89,500.00	
	Expenditures	\$ 73,267.49							\$ 73,267.49	82%
Impaired Driving	Awarded	\$ 802,996.00			\$ 2,070,132.00				\$ 2,873,128.00	
	Expenditures	\$ 327,910.30			\$ 1,393,954.47				\$ 1,721,864.77	60%
Motorcycle Safety	Awarded	\$ 1,561,870.00							\$ 1,561,870.00	
	Expenditures	\$ 1,312,858.35							\$ 1,312,858.35	84%
Occupant Protection and Child Passenger Safety	Awarded	\$ 105,600.00	\$ 722,750.00						\$ 828,350.00	
	Expenditures	\$ 74,410.56	\$ 715,210.01						\$ 789,620.57	95%
Paid Media - Distracted Driving	Awarded					\$ 623,584.21			\$ 623,584.21	
	Expenditures					\$ 623,352.09			\$ 623,352.09	100%
Paid Media - Impaired Driving	Awarded				\$ 3,365,000.00				\$ 3,365,000.00	
	Expenditures				\$ 3,191,923.12				\$ 3,191,923.12	95%
Paid Media - Motorcycle Safety	Awarded	\$ 175,000.00			\$ 300,000.00		\$ 225,500.00		\$ 700,500.00	
	Expenditures	\$ 170,683.36			\$ 237,555.18		\$ 187,098.35		\$ 595,336.89	85%
Paid Media - Occupant Protection and Child Passenger Safety	Awarded		\$ 925,000.00						\$ 925,000.00	
	Expenditures		\$ 909,314.01						\$ 909,314.01	98%
Paid Media - Pedestrian and Bicycle Safety	Awarded						\$ 400,000.00		\$ 400,000.00	
	Expenditures						\$ 380,969.99		\$ 380,969.99	95%
Paid Media - Rail Crossing	Awarded	\$ 200,000.00							\$ 200,000.00	
	Expenditures	\$ 199,725.30							\$ 199,725.30	100%
Paid Media - Work Zone Safety	Awarded	\$ 100,000.00							\$ 100,000.00	
	Expenditures	\$ 99,999.90							\$ 99,999.90	100%
Pedestrian and Bicycle Safety	Awarded	\$ 1,700,560.00					\$ 1,000,000.00		\$ 2,700,560.00	
	Expenditures	\$ 1,196,588.42					\$ 375,821.55		\$ 1,572,409.97	58%
Planning & Administration	Awarded	\$ 475,000.00							\$ 475,000.00	
	Expenditures	\$ 380,780.19							\$ 380,780.19	80%
Police Traffic Services - LEL	Awarded	\$ 1,100,000.00	\$ 100,000.00		\$ 100,000.00				\$ 1,300,000.00	
	Expenditures	\$ 815,690.91	\$ 87,935.26		\$ 78,389.12				\$ 982,015.29	76%
Public Traffic Safety Professionals Training	Awarded	\$ 495,950.00			\$ 1,115,700.00				\$ 1,611,650.00	
	Expenditures	\$ 148,072.00			\$ 709,022.61				\$ 857,094.61	53%
Speed/Aggressive Driving	Awarded	\$ 1,331,000.00							\$ 1,331,000.00	
	Expenditures	\$ 1,007,791.97							\$ 1,007,791.97	76%
Teen Driver Safety	Awarded	\$ 474,852.00							\$ 474,852.00	
	Expenditures	\$ 287,707.66							\$ 287,707.66	61%
Traffic Records	Awarded	\$ 1,156,333.00		\$ 1,996,533.00					\$ 3,152,866.00	
	Expenditures	\$ 621,159.00		\$ 1,783,254.08					\$ 2,404,413.08	76%
Work Zone Safety	Awarded	\$ 73,000.00							\$ 73,000.00	
	Expenditures	\$ 41,924.59							\$ 41,924.59	57%
<b>Awarded Total</b>		<b>\$ 10,891,380.00</b>	<b>\$ 1,747,750.00</b>	<b>\$ 1,996,533.00</b>	<b>\$ 6,950,832.00</b>	<b>\$ 623,584.21</b>	<b>\$ 225,500.00</b>	<b>\$ 1,400,000.00</b>	<b>\$ 23,835,579.21</b>	
<b>Expenditures Total</b>		<b>\$ 7,415,915.92</b>	<b>\$ 1,712,459.28</b>	<b>\$ 1,783,254.08</b>	<b>\$ 5,610,844.50</b>	<b>\$ 623,352.09</b>	<b>\$ 187,098.35</b>	<b>\$ 756,791.54</b>	<b>\$ 18,089,715.76</b>	
<b>Difference</b>		<b>68%</b>	<b>98%</b>	<b>89%</b>	<b>81%</b>	<b>100%</b>	<b>83%</b>	<b>54%</b>	<b>76%</b>	



### FY2020 Expenditures by NHTSA Fund



### FY2020 Expenditures by FDOT Program Areas

