

# Florida Department of Transportation



## 2018 Highway Safety Plan

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# Introduction

## FLORIDA DEPARTMENT OF TRANSPORTATION

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

The State of Florida ranks 3<sup>rd</sup> in the Nation for most populous states and 4<sup>th</sup> in largest economy. FDOT predicts that Florida will continue its historic trends in population growth which will result in an increase of almost 6 million people by 2040. 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 the back bone to supporting the successful completion of these goals.

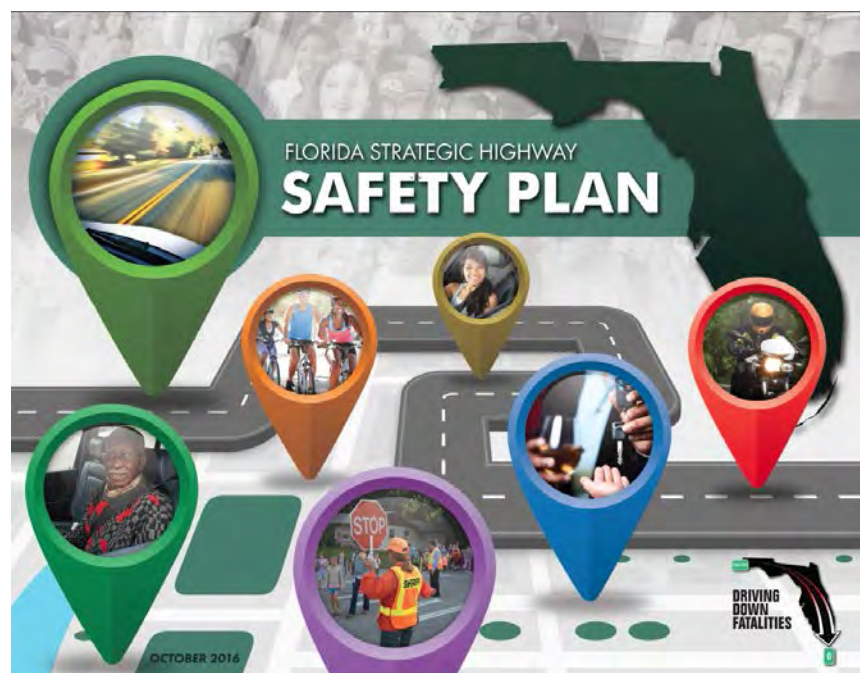


FDOT's State Safety Office contributes to this mission by seeking to improve the safety of Florida's roadways through the work of the following sections: federal highway safety grants, engineering and crash data, bicycle and pedestrian safety program, Safe Routes to Schools program, crossing guard train-the-trainer,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

There has been an overall increase in traffic fatalities in all program areas for reporting year 2015. The FDOT State Safety Office has constructed the following highway safety plan to implement projects and programs that will seek to flatten or lower the increasing 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

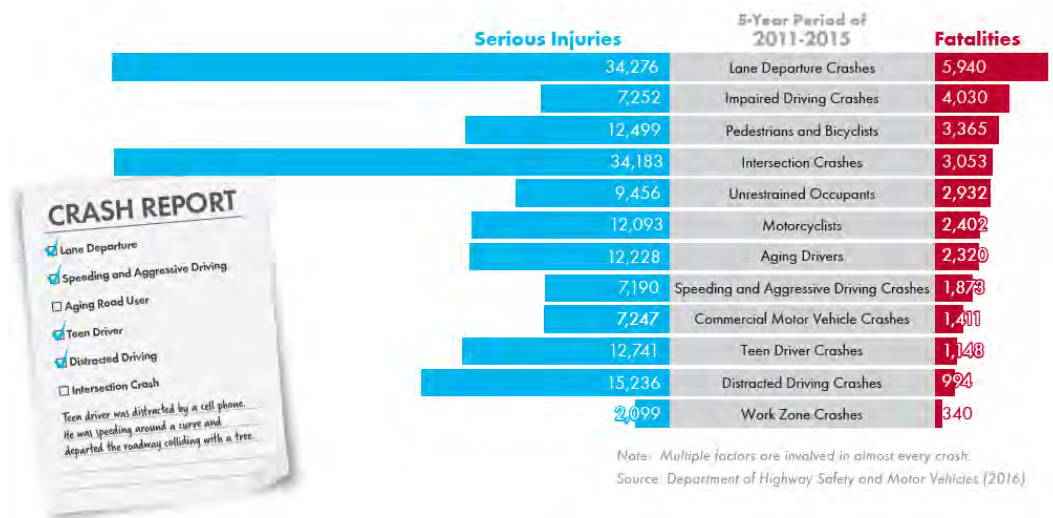
Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. Between 2011 and 2015, 12,665 people died on Florida's roadways and an additional 102,759 were seriously injured. The Florida Department 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” – 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 strategic 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 has the benefit of the expertise and experience of several additional partners throughout the HSP 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 agencies, 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.

## 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 initiatives 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) has also launched the Arrive Alive initiative with its many police and sheriff partners across the state to increase law enforcement presence 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 2018 HSP has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs as amended by the FAST Act. States must annually submit an HSP to NHTSA for approval describing its highway safety program and planned activities that will drive down serious injuries and fatalities on our highways.

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



## FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2017-18 Highway Safety Plan (hereafter referred to as Florida's 2018 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The Plan 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 2018 HSP and are separated into the following categories:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection
- 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.).

## 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.

## RISK ASSESSMENT

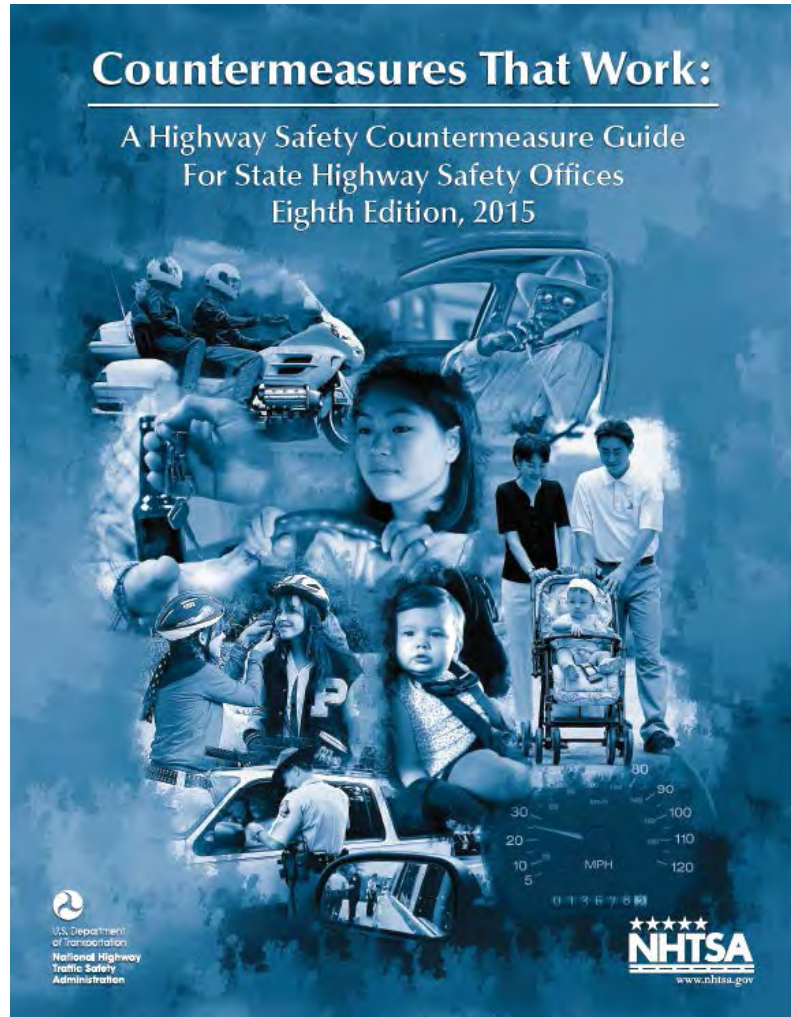
FDOT's State Safety Office is required by NHTSA to evaluate and document the risk for each entity applying for Federal subgrant funds prior to making an award. The FDOT State Safety Office assesses the applicant's risk of noncompliance with Federal and State statutes, Federal and State regulations, terms and conditions of the subgrant, as well as the applicant's financial stability, quality of management systems, history of performance, single audit compliance, and prior audit findings, 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 (2011-2015), 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:

- **Serious Injuries and Fatalities** – overall serious injuries plus fatalities
- **Distracted Driving** – serious injuries plus fatalities among drivers who were distracted
- **Drivers 65+** – serious injuries plus fatalities among older drivers, excluding bicyclists and motorcyclists
- **Impaired Driving** – includes serious injuries plus fatalities for both Driving Under the Influence (DUI) and crashes where drugs were a contributing circumstance
- **Motorcycle Related** – motorcycle-related serious injuries plus fatalities
- **Occupant Protection** – serious injuries plus fatalities among drivers and passengers who were both not using safety equipment and were subject to the seat belt law
- **Pedestrian or Bicyclist Related** – pedestrian-related or bicyclist-related serious injuries plus fatalities
- **Speed or Aggressive Driving Related** – speed-related serious injuries plus fatalities in crashes where two or more of certain moving violations (includes careless driving, improper passing, and several others) were cited
- **Teen Drivers** – serious injuries plus fatalities among drivers aged 15-19, excluding bicyclists and motorcyclists

Distracted, Impaired Driving, Occupant Protection, and Speed or Aggressive Driving are treated as causal factors, so that all individual serious injuries and fatalities involved in a single crash where these factors are cited are counted, regardless of who is driving. On the other hand, Drivers 65+, Motorcycle Related, Pedestrian or Bicycle Related, and Teen Drivers are only counted once per crash in the appropriate area, based on the driver.

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. Some of the measures cited above are inherently more subjective than others. Serious Injuries and Fatalities, Drivers 65+, Motorcycle Related, Pedestrian or Bicycle Related, and Teen Drivers are relatively objective, as they are only based upon the number of crash victims. The other areas are all dependent upon how thoroughly crash circumstances are documented. It is quite likely there are 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. Crashes are also subject to errors involving location. In some instances, crash investigators either don't use available technology to pinpoint their exact location or use an incorrect Department of Highway Safety and Motor Vehicles (DHSMV) city code. The FDOT State Safety Office's Crash Records Section identifies many of the location errors made on state roads. While these corrections are reflected in the CAR database, some errors may still occur.



## 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 (2011-2015) reveals a total of 6 fatalities and 71 serious injuries were sustained by Florida motorists due to unsecure loads, or an average of slightly more than one fatality and 14 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 and that the number of these crashes has been trending downward over the past five years. The FDOT State Safety Office and its traffic safety partners will monitor this data annually to determine the need for future countermeasures.

The FDOT State Safety Office plans on participating in the newly created national Secure Your Load day. Safety messages will run on websites, social media, and highway message boards throughout the state.





# Highway Safety Matrix

FY2018 Highway Safety Matrix - Ranking of Florida Counties																													
[Based on total actual serious injuries and fatalities during 2011 - 2015]																													
Group I - Population of 200,001 and above - 25 Counties				Group II - Population of 50,001 to 200,000 - 16 Counties				Group III - Population of up to 50,000 - 26 Counties																					
Florida County (Group I)				Florida County (Group II)				Florida County (Group III)																					
Serious Injuries or Fatalities	Distraction Driving	Drivers 65+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers	Serious Injuries or Fatalities	Distraction Driving	Drivers 65+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers												
Alachua	18	15	20	17	21	17	20	21	18	Bay	1	2	5	1	3	1	2	1	3	8	9	11	4	15	5	7	15	7	
Brevard	10	9	8	13	10	13	10	10	9	Charlotte	8	7	3	11	7	11	5	11	14	Bradford	18	24	13	13	12	20	8	19	22
Broward	2	5	1	8	3	3	2	1	1	Citrus	6	4	2	10	2	4	6	2	5	Calhoun	19	7	25	19	24	16	25	17	13
Clay	25	25	25	23	25	25	25	25	25	Columbia	7	5	13	3	15	2	12	10	7	De Soto	6	12	3	8	3	11	1	20	8
Collier	22	19	19	19	23	18	19	18	24	Flagler	9	11	11	9	6	14	9	9	10	Duval	15	15	12	9	18	10	11	23	18
Duval	7	9	9	7	8	5	7	8	8	Hernando	2	6	1	5	4	7	4	6	3	Franklin	25	26	23	22	22	26	21	26	23
Escambia	17	17	18	15	17	14	15	13	16	Highlands	14	16	10	15	13	12	11	15	13	Gadsden	5	4	8	2	10	4	9	9	4
Hillsborough	3	2	3	1	2	2	4	2	2	Indian River	12	14	6	13	11	15	7	14	15	Glochster	17	16	18	21	17	23	23	16	16
Lake	19	21	16	18	16	16	22	20	19	Martin	13	13	12	7	9	8	7	14	15	Gnades	21	18	20	23	7	19	18	18	26
Lee	13	13	12	10	11	12	11	9	14	Monroe	5	1	9	12	1	13	1	5	6	Gulf	22	20	16	15	21	21	17	5	19
Leon	23	24	24	20	24	19	21	17	21	Nassau	16	15	16	14	16	16	16	16	16	Hamilton	14	23	10	14	16	13	20	13	12
Marasate	11	12	11	14	13	15	12	24	10	Okaloosa	4	3	8	6	5	5	3	4	Hardee	1	6	2	7	2	6	10	6	9	
Marion	15	20	15	12	15	10	18	16	15	Putnam	15	9	14	8	10	10	15	12	11	Hendry	11	8	21	12	16	12	2	8	11
Miami-Dade	1	3	2	6	1	1	1	3	3	Santa Rosa	3	8	7	2	8	3	10	4	2	Holmes	13	10	17	17	13	15	19	12	21
Orange	4	1	7	4	5	7	3	7	4	Sumter	10	10	4	16	14	9	14	13	9	Jackson	2	1	4	6	5	2	6	1	1
Ozola	14	4	17	24	19	23	16	22	13	Walton	11	12	15	4	12	6	13	8	8	Jefferson	16	17	14	16	19	17	13	7	17
Palm Beach	6	7	5	7	9	4	6	4	6											Lafayette	26	25	26	25	25	24	22	24	25
Polk	8	11	6	5	7	11	8	11	7											Levy	3	3	1	3	1	3	3	2	3
Shades	5	8	4	3	4	6	5	5	5											Liberty	23	21	22	16	26	25	26	22	20
St. Johns	20	18	21	21	18	21	23	23	22											Madison	7	2	6	11	14	9	12	4	6
St. Lucie	24	23	22	25	22	20	24	15	23											Okechobee	12	19	7	20	11	14	5	14	15
Volusia	9	10	10	9	6	9	9	6	11											Suwannee	1	5	5	1	4	1	4	3	2
																				Taylor	9	11	9	5	20	7	15	10	5
																				Union	24	22	24	24	23	22	24	25	24
																				Washington	10	13	15	10	8	8	16	11	10

Legend  
Highest 25% in a category.

Florida Department of Transportation  
State Safety Office  
Published: 12/21/2016



 <b>FY2018 Highway Safety Matrix - Ranking of Florida Cities</b> 									
(Based on total actual serious injuries and fatalities during 2011 - 2015)									
Group I - Population of 75,000 and above - 31 Cities									
Florida City (Group)	Serious Injuries or Fatalities	Distracted Driving	Driver's 65+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers
Boca Raton	21	17	15	20	24	17	24	20	17
Cape Coral	15	13	10	8	13	16	18	13	18
Clearwater	10	19	11	13	7	22	10	28	13
Coral Springs	4	4	3	11	11	10	7	5	3
Davie	14	22	18	12	8	14	23	8	15
Deerfield Beach	29	29	27	29	28	28	22	23	31
Deltona	30	20	29	17	22	30	31	26	26
Fort Lauderdale	7	10	13	9	6	8	6	7	9
Gainesville	8	6	16	6	9	6	11	19	7
Hialeah	9	25	8	16	10	7	9	30	11
Hollywood	19	16	24	14	20	13	13	12	30
Jacksonville	1	2	1	1	1	1	2	1	3
Lakeland	17	21	22	18	14	12	26	29	23
Largo	22	12	12	24	21	31	16	31	21
Melbourne	13	14	7	15	12	21	17	16	12
Miami	5	5	6	5	4	3	3	4	5
Miami Beach	23	28	30	25	17	26	8	25	28
Miami Gardens	24	11	28	23	25	15	19	9	27
Miramar	31	30	31	30	31	27	30	21	29
Orlando	2	1	2	2	2	4	1	3	1
Palm Bay	16	7	9	26	16	29	21	14	8
Palm Coast	25	18	20	10	23	23	29	27	19
Pembroke Pines	28	31	26	28	29	20	27	22	16
Plantation	18	26	14	21	26	25	20	24	24
Pompano Beach	20	24	19	27	19	18	14	10	25
Port St Lucie	26	23	21	22	27	19	28	18	14
St Petersburg	6	8	5	3	5	5	5	6	6
Sunrise	27	27	25	31	30	24	25	17	20
Tallahassee	12	9	23	7	18	9	12	11	10
Tampa	3	3	4	4	3	2	4	2	4
West Palm Beach	11	15	17	19	15	11	15	15	22

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



# FY2018 Highway Safety Matrix - Ranking of Florida Cities



(Based on total actual serious injuries and fatalities during 2011 - 2015)

Group II - Population of 15,000-74,999 - 99 Cities

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

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



## FY2018 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2011 - 2015)

Group III - Population of 3,000-14,999 - 116 Cities

Florida City (Group II)	Serious Injuries or Fatalities	Distraction Driving	Drivers EB+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers	Florida City (Group III)	Serious Injuries or Fatalities	Distraction Driving	Drivers EB+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers
Alachua	35	59	27	5	32	11	92	37	17	Loxahatchee Groves	90	109	91	102	87	106	95	36	90
Arcadia	3	12	5	7	7	3	7	30	7	Macdenny	47	75	75	11	64	70	34	68	37
Atlantic Beach	38	28	43	36	46	53	17	29	68	Madira Beach	81	105	50	78	83	105	42	71	100
Auburndale	39	36	22	32	15	45	36	34	16	Maddon	105	102	107	109	89	112	106	91	97
Avon Park	34	21	15	19	34	25	38	78	38	Marathon	15	3	12	20	10	44	12	6	28
Bay Harbor Islands	106	92	83	110	110	82	99	74	75	Marianna	31	27	38	55	62	26	46	38	32
Belle Isle	104	91	114	108	76	111	98	73	96	Mary Esther	57	49	84	72	78	58	72	93	21
Bellair	114	114	111	114	114	115	110	114	114	Mascotte	107	103	104	89	90	98	107	110	76
Bellevue	52	63	60	63	50	56	86	79	69	Melbourne Beach	109	74	95	91	112	113	83	112	109
Brooksville	6	17	2	13	4	10	11	26	8	Miami Shores	60	65	86	96	79	47	36	94	81
Callway	67	78	55	47	52	90	18	44	72	Miami Springs	59	64	85	96	45	59	35	52	39
Cape Canaveral	55	44	67	21	25	57	52	69	86	Midway	76	81	70	58	104	93	102	99	65
Chapley	51	55	53	38	96	29	71	59	47	Milton	2	9	4	12	8	7	6	5	3
Clewiston	40	40	74	37	55	22	47	47	33	Minneola	96	85	82	83	107	97	80	72	67
Cocoa Beach	33	37	32	35	32	41	9	39	30	Mount Dora	34	36	33	44	19	34	59	16	33
Crystal River	12	7	13	59	6	39	44	33	9	Mulberry	73	80	87	76	82	61	75	98	50
Dade City	10	14	7	29	14	32	29	25	5	Neptune Beach	56	19	35	94	67	71	62	81	48
Davenport	50	48	48	46	44	84	111	50	78	Newberry	58	45	62	22	92	31	87	60	57
Daytona Beach Shores	71	66	54	57	58	72	43	61	63	Niceville	41	61	36	45	30	54	26	48	45
DeFuniak Springs	14	34	20	14	37	9	101	26	32	North Bay Village	91	99	99	103	60	107	104	65	91
Destin	22	10	41	27	18	24	20	20	19	North Palm Beach	78	96	97	100	105	104	57	84	85
Dundee	106	110	79	90	111	99	113	111	98	Okeechobee	29	53	24	28	42	15	27	8	27
Fellsmere	112	93	115	112	102	114	109	113	112	Oldsmar	20	29	18	43	26	20	37	11	58
Fernandina Beach	62	50	76	39	56	86	53	95	49	Orange City	18	15	25	26	11	23	15	16	52
Flagler Beach (Flagler)	61	77	54	73	39	87	39	82	71	Orange Park	35	22	42	23	17	46	33	46	34
Florida City	30	32	57	60	71	67	30	67	28	Palmokee	84	69	98	80	73	75	94	54	86
Fort Meade	92	72	113	82	106	96	90	104	41	Palatka	26	31	29	8	33	18	32	12	13
Fort Myers Beach	48	94	47	10	48	70	23	42	77	Palm Beach	53	76	34	71	36	85	48	51	70
Frontproof	95	84	101	51	98	43	96	55	66	Palmetto	1	2	1	1	1	1	1	1	1
Fruitland Park	49	42	37	62	65	55	85	49	38	Panama City Beach	7	9	19	4	2	12	3	3	3
Green Cove Springs	64	24	49	64	57	51	54	96	59	Parker	100	89	106	107	108	79	91	56	106
Groveland	17	26	17	33	27	17	69	58	31	Pembroke Park	44	46	59	70	13	35	84	27	34
Gulf Breeze	74	67	68	98	54	92	76	83	63	Perry	88	107	89	101	86	76	66	87	51
Gulfport	77	68	85	77	70	74	49	95	99	Ponce Inlet	110	111	108	88	91	83	108	75	110
High Springs	75	35	69	99	59	62	56	63	64	Port St Joe	86	70	71	49	94	52	89	86	102
Hilliard	83	106	80	25	84	49	65	102	87	Quincy	103	58	103	88	109	66	112	90	108
Holly Hill	32	60	30	34	20	40	21	21	36	Saribel	111	112	109	111	113	100	100	76	111
Holmes Beach	101	90	102	86	100	80	105	66	95	Satellite Beach	79	82	88	66	71	63	77	100	73
Indian Harbour Beach	97	86	93	84	75	109	68	107	93	Sebring	5	20	3	6	5	5	5	17	5
Indian River Shores	115	115	112	115	115	102	115	115	115	South Bay	87	71	105	50	85	64	79	64	89
Indian Rocks Beach	72	57	79	75	49	73	53	62	84	South Daytona	43	41	58	92	35	27	26	23	56
Inverness	13	25	10	52	9	13	19	13	14	South Miami	54	43	61	93	51	86	51	80	79
Islamorada, Village of Islands	23	6	28	17	31	21	24	77	20	South Pasadena	70	33	40	85	81	38	74	24	83
Juno Beach	102	101	94	87	101	81	97	89	107	Springfield	63	95	63	74	68	60	63	43	58
Kenneth City	82	97	51	79	72	94	88	101	86	St Augustine	8	4	13	7	3	8	2	1	4
Key Biscayne	93	73	81	104	96	65	50	105	92	St Augustine Beach	69	79	78	41	53	91	40	97	61
Labelle	66	51	96	40	80	37	64	70	40	St Pete Beach	36	38	21	15	34	68	13	28	53
Lady Lake	16	30	8	54	41	14	45	57	43	Starke	37	39	31	24	38	42	60	22	44
Lake Alfred	85	98	56	67	74	95	103	103	101	Surfside	94	100	100	105	97	108	58	106	104
Lake City	4	3	6	3	13	1	14	7	12	Tiquesta	98	87	82	85	99	78	81	108	94
Lake Clark Shores	116	116	116	116	116	116	116	116	116	Treasure Island	88	56	77	48	69	103	73	45	82
Lake Park	45	54	45	56	77	30	70	31	35	Umatilla	80	83	66	42	93	48	78	85	74
Lantana	46	47	46	18	63	36	61	41	46	Valparaiso	113	113	110	113	109	101	114	92	113
Lauderdale-by-the-Sea	65	104	99	97	40	89	93	53	86	Wauchula	9	13	9	5	16	4	43	32	30
Lighthouse Point	39	23	44	61	47	50	22	30	54	West Miami	89	106	90	81	95	77	67	88	103
Live Oak	17	16	23	15	61	6	31	9	25	West Park	42	62	52	69	43	69	25	40	55
Longboat Key (Sanaranta)	99	88	72	106	88	110	82	109	105	Wildwood	16	11	14	31	30	16	30	14	15
Longwood	11	5	16	30	12	19	8	7	11	Wilton Manors	21	52	26	53	38	33	4	15	42



# Performance Measures

With the implementation of a new Interim Final Rule (IFR) at 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 by the IFR 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 (FARS)
- F2 - Number of CTST outreach events conducted (Subgrant activity reports)
- F3 - Number of distracted driving fatalities (FARS)
- F4 - Percentage of campaign awareness (State survey)
- F5 - Number of individuals who received traffic safety professional's training (Subgrant activity reports)
- F6 - Number of traffic safety subgrants executed (State data)
- F7 - Number of crashes submitted within 10 days to the state (State data)
- F8 - Number of agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge (Subgrant activity reports)
- F9 - Number of fatalities in work zones (FARS)

## 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 2018 year, Florida has developed data models to forecast the fatalities that are statistically expected to occur 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 of Travel (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 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

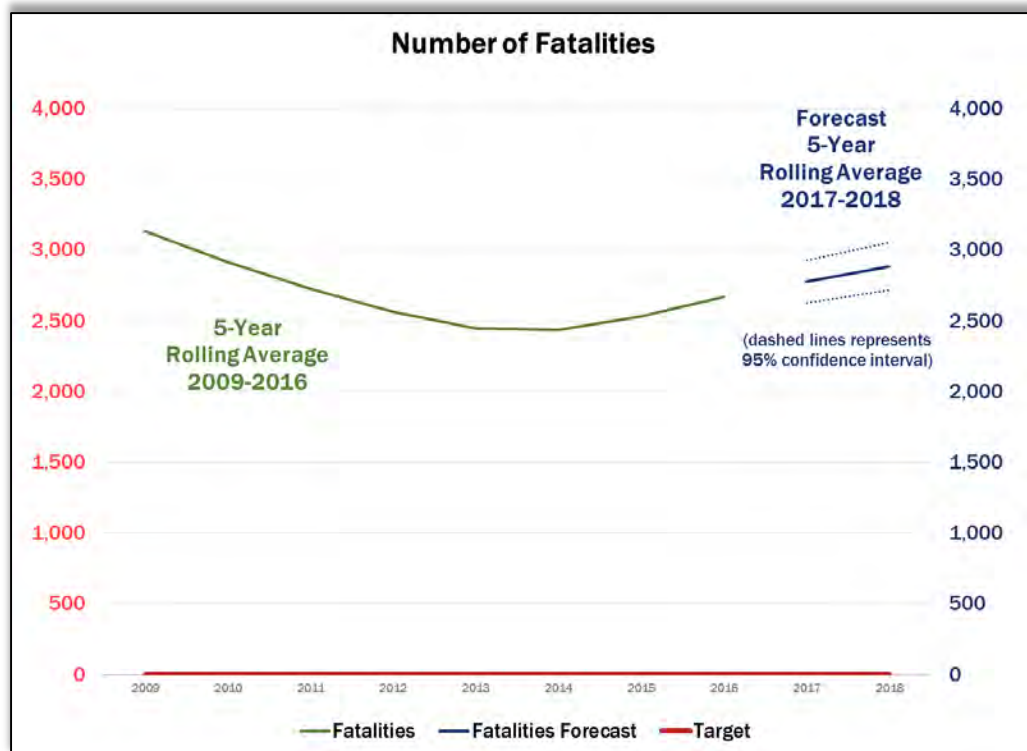


## C1 - NUMBER OF FATALITIES:

The table below reflects the five year rolling average of traffic fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, the five year rolling average for total fatalities on Florida's roads is forecasted to be between 2,716 and 3,052 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for fatalities is zero in 2018.

While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

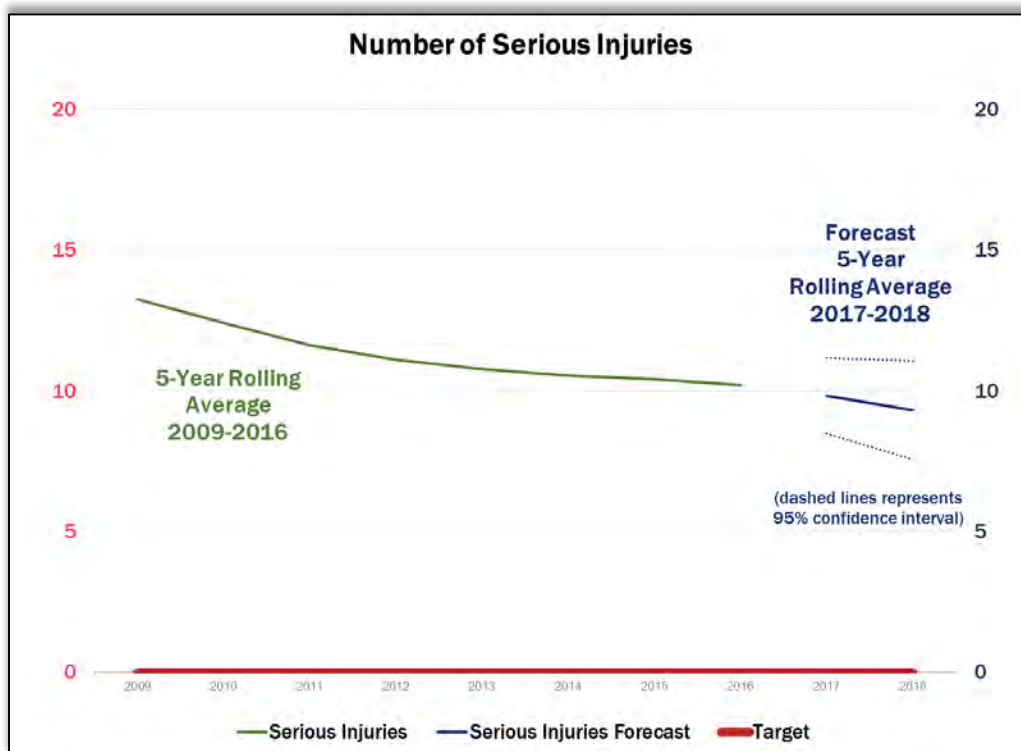


## C2 - NUMBER OF SERIOUS INJURIES:

The table below reflects the five year rolling average of serious injuries for each year and data forecast for 2017 and 2018. Based on statistical forecasting, the five year rolling average for serious injuries on Florida's roads is forecasted to be between 18,831 and 20,861 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for serious injuries is zero in 2018.

The data forecast indicates Florida's five year rolling average of serious injuries will continue to trend downward in 2017 and 2018. 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.



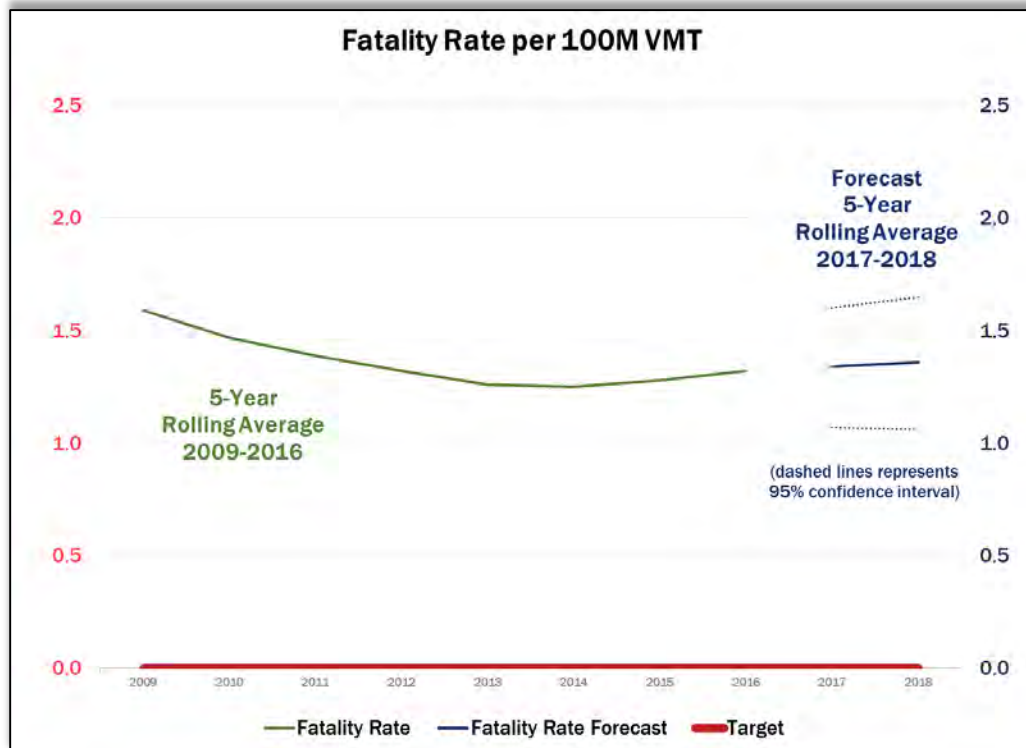


## C3 - FATALITY RATE PER 100M VMT

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 2017 and 2018. 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 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for fatality rate per 100 million VMT is zero in 2018.

While data forecast indicates Florida's fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the fatality rate per 100 million VMT.

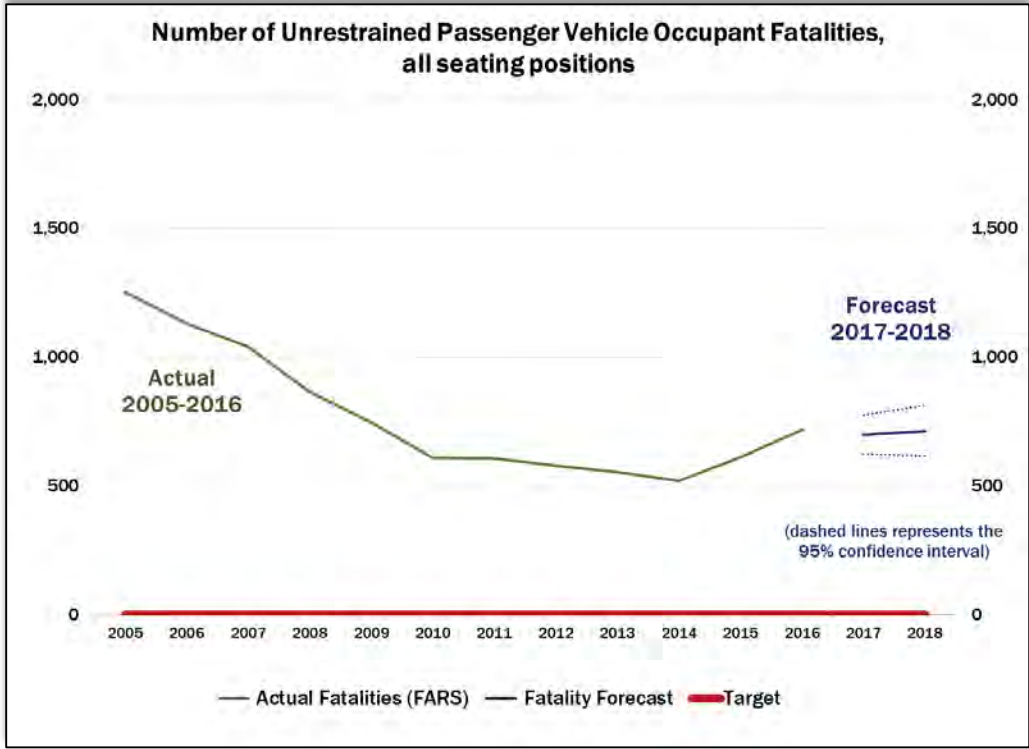


# C4 - NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEATING POSITIONS:

The table below reflects the number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecasts for 2017 and 2018. Based on statistical forecasting, the number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida’s roads is forecasted to be between 615 and 813 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida’s target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2018.

While the data forecast indicates Florida’s number of unrestrained passenger vehicle occupant fatalities, all seating positions could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecasts and ultimately reduce the number of unrestrained passenger vehicle occupant fatalities, all seating positions.

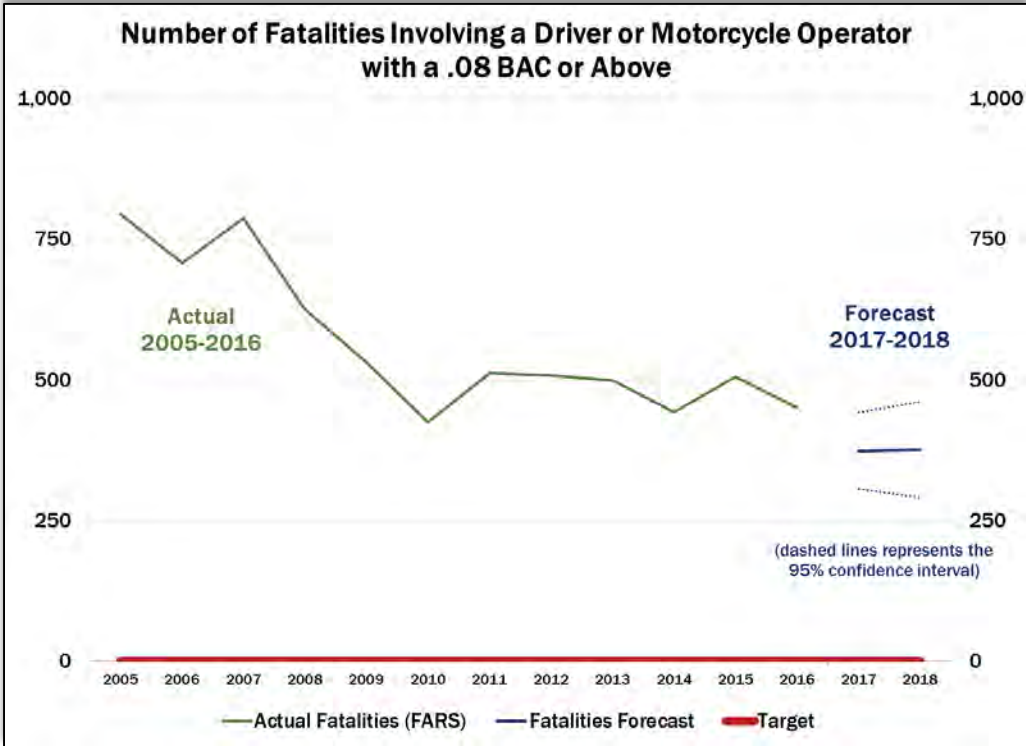


# C5 - NUMBER OF FATALITIES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A .08 BAC OR ABOVE

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 2017 and 2018. 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 291 and 461 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida’s target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2018.

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 2017 and 2018, 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.

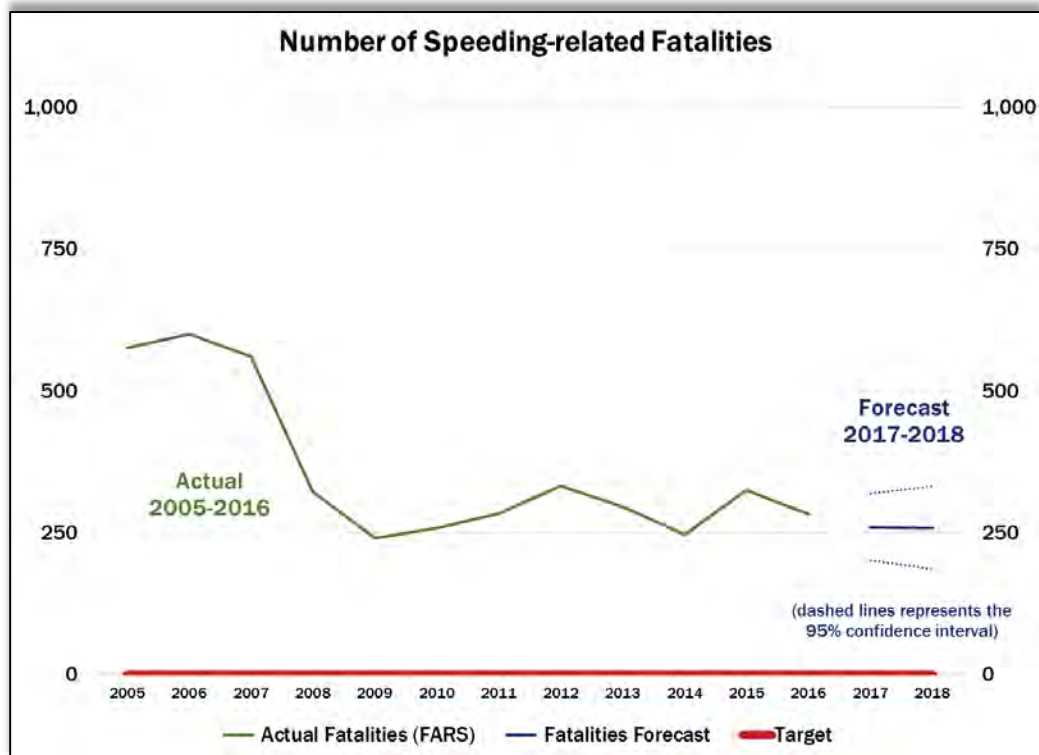


## C6 - NUMBER OF SPEEDING-RELATED FATALITIES

The table below reflects the number of number of speeding-related fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, number of speeding-related fatalities on Florida’s roads is forecasted to be between 186 and 332 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida’s target for number of speeding-related fatalities is zero in 2018.

While the data forecast indicates Florida’s number of speeding-related fatalities will continue to trend downward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of speeding-related fatalities.

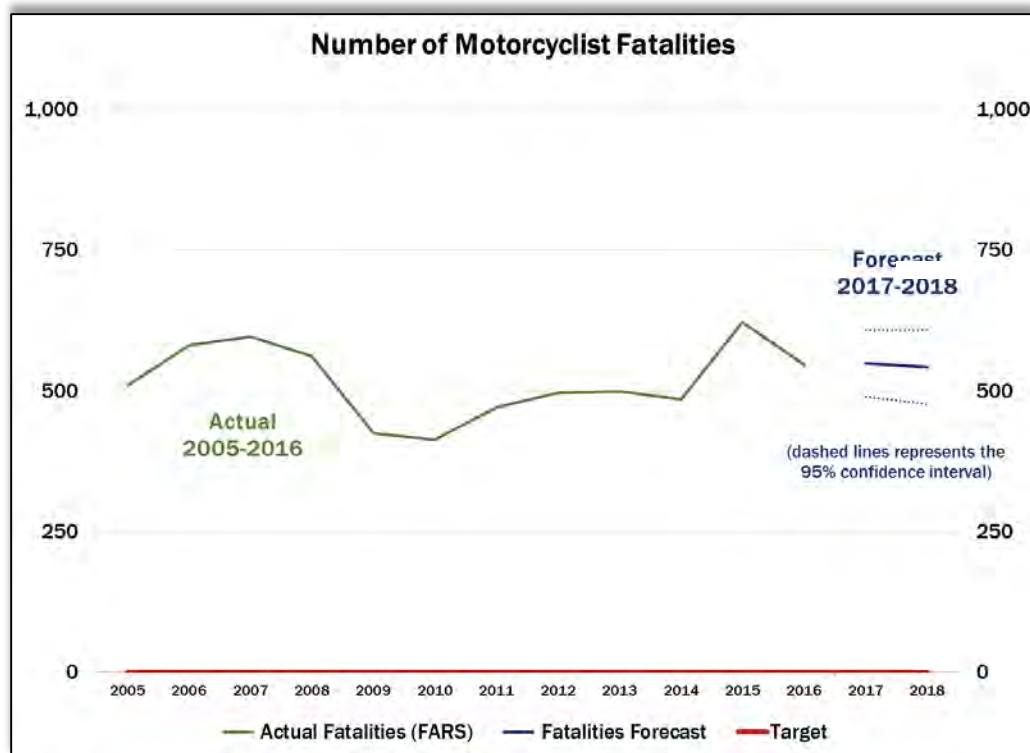


## C7 - NUMBER OF MOTORCYCLIST FATALITIES

The table below reflects the number of motorcyclist fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, the number of motorcyclist fatalities on Florida's roads is forecasted to be between 476 and 608 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for number of motorcyclist fatalities is zero in 2018.

While the data forecast indicates Florida's number of motorcyclist fatalities will remain flat in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of motorcyclist fatalities.

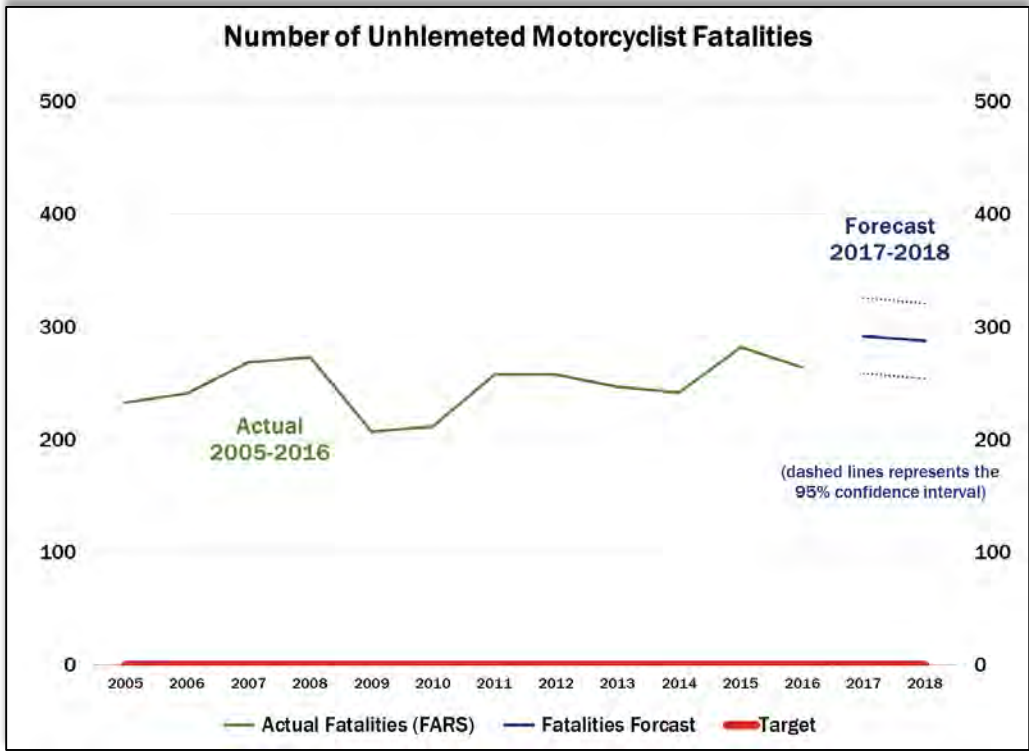


# C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

The table below reflects the number of number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, number of unhelmeted motorcyclist fatalities on Florida’s roads is forecasted to be between 254 and 321 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida’s target for number of unhelmeted motorcyclist fatalities is zero in 2018.

While the data forecast indicates Florida’s number of unhelmeted motorcyclist fatalities could continue to trend upward in 2017 and 2018, 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.

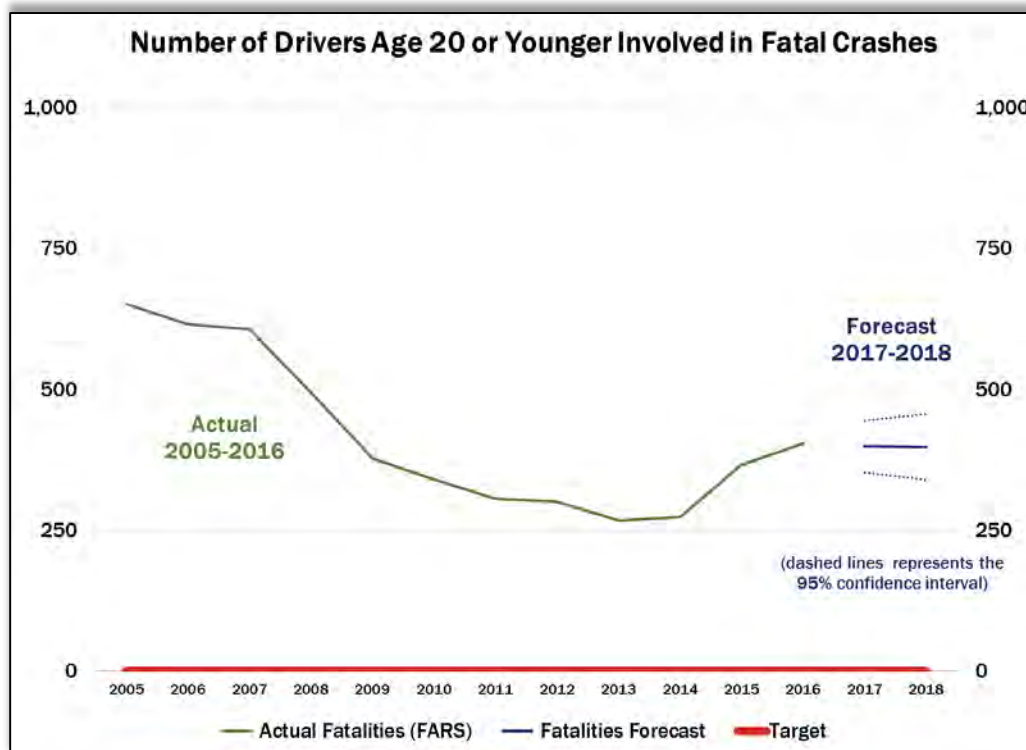


## C9 - NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

The table below reflects the number of number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, number of drivers age 20 or younger involved in fatal crashes on Florida's roads is forecasted to be between 340 and 456 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for number of drivers age 20 or younger involved in fatal crashes is zero in 2018.

While the data forecast indicates Florida's number of drivers age 20 or younger involved in fatal crashes will remain flat in 2017 and 2018, 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.

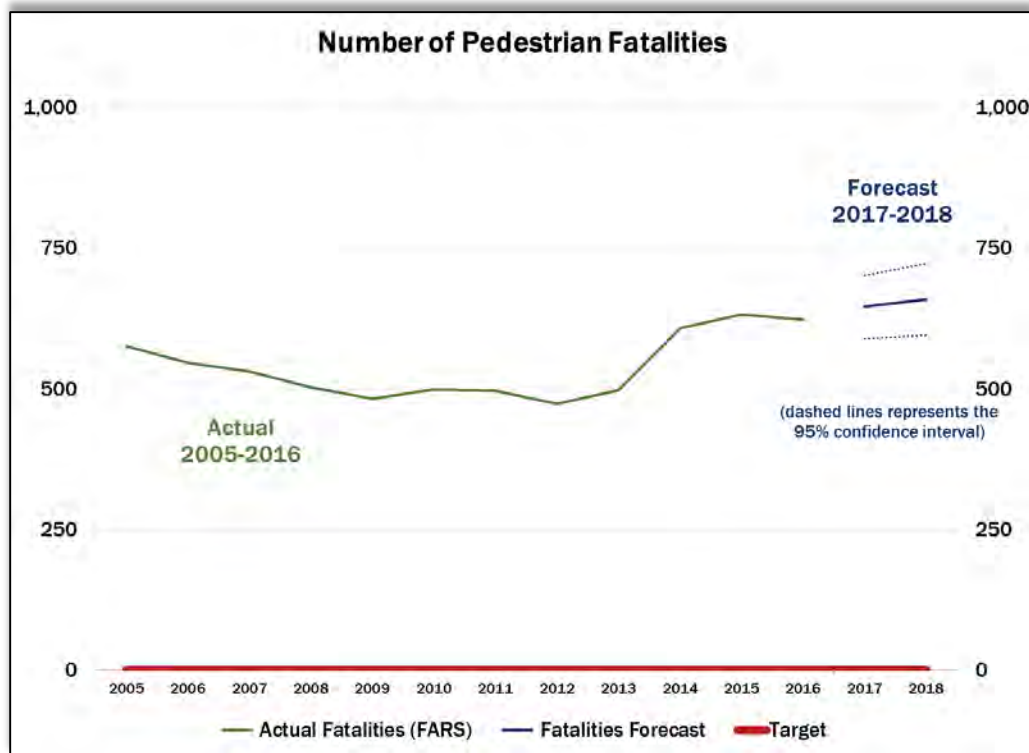


## C10 - NUMBER OF PEDESTRIAN FATALITIES

The table below reflects the number of number of pedestrian fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, number of pedestrian fatalities on Florida’s roads is forecasted to be between 596 and 722 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida’s target for number of pedestrian fatalities is zero in 2018.

While the data forecast indicates Florida’s number of pedestrian fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of pedestrian fatalities.





## C11 - NUMBER OF BICYCLIST FATALITIES

The table below reflects the number of number of bicyclist fatalities for each year and the data forecast for 2017 and 2018. Based on statistical forecasting, number of bicyclist fatalities on Florida's roads is forecasted to be between 110 and 163 in 2018. This forecast was made by combining FARS data with current state data from 2005 to 2016 to predict probable outcomes for 2017 and 2018.

Florida's target for number of bicyclist fatalities is zero in 2018.

While the data forecast indicates Florida's number of bicyclist fatalities will remain flat in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of bicyclist fatalities.

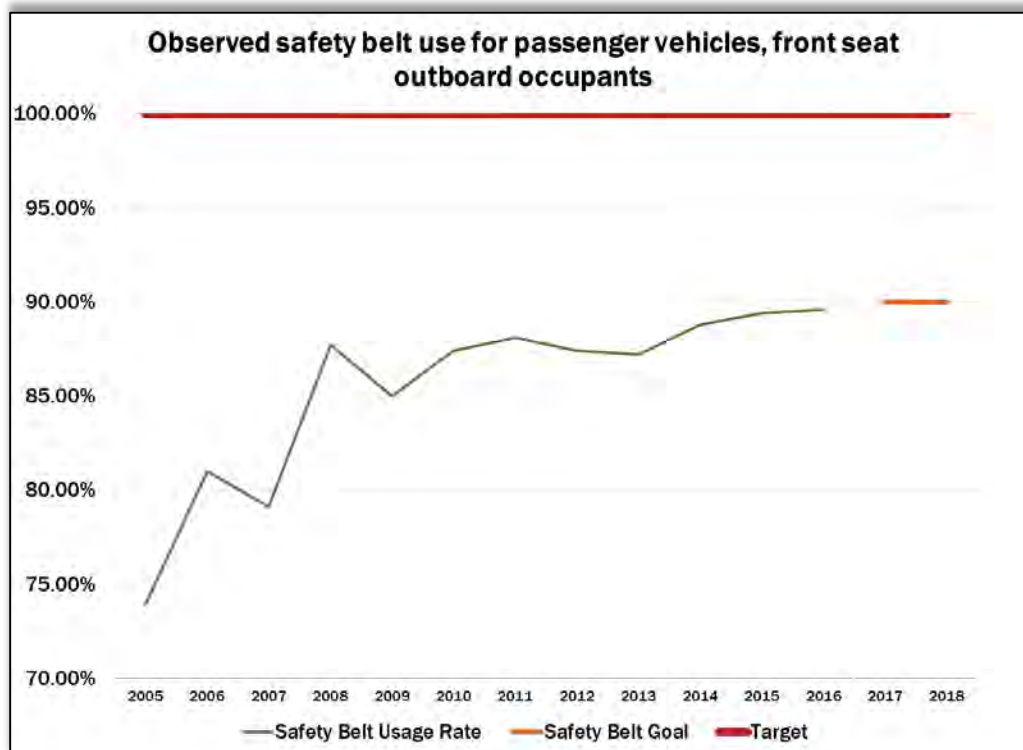


## B1 – OBSERVED SAFETY BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

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 increase in 2017 and 2018. This forecast was made by using state data from 2005 to 2016 to show the trend.

Florida’s target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2018.

While the trend indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants will continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will enhance this upward trend in the observed safety belt use for passenger vehicles, front seat outboard occupants.



## ACTIVITY MEASURES

NHTSA uses a number of 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		2011	2012	2013	2014	2015	2016
A-1	Number of Grant-Funded Safety Belt Citations	Final	2,897	3,057	9,019	9,016	1,105	553
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	3,015	3,132	4,003	2,133	1,060	1,848
A-3	Number of Grant-Funded Speeding Citations	Final	16,573	16,571	17,725	21,148	5,737	4,285

## FLORIDA-SPECIFIC MEASURES

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

	Program Area	Florida Specific Measures		2011	2012	2013	2014	2015	2016	2017	2018
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	400	363	344	327	311	295	280	0
			Actual	397	363	465	460	516			
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	N/A	N/A	N/A	N/A	N/A	N/A	N/A	168
			Actual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
F-3	Distracted Driving	Number of distracted driving fatalities	Target	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
			Actual	186	181	200	224	220			
F-4	Paid Media	Estimated number of impressions									
		Aging Road Users	Target	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30,000
			Actual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Impaired Driving	Target	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,000,000
			Actual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Motorcycle Safety	Target	N/A	N/A	N/A	N/A	N/A	N/A	N/A	500,000
			Actual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Occupant Protection	Target	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,000,000
			Actual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Pedestrian and Bicycle Safety	Target	N/A	N/A	N/A	N/A	N/A	N/A	N/A	400,000
			Actual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	N/A	N/A	N/A	N/A	N/A	143	108	168
			Actual	131	132	95	131	102	138	105	
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	N/A	N/A	100%
			Actual	N/A	N/A	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	N/A	N/A	500
			Actual	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	N/A	N/A	N/A	>60%	>65%	>70%	>75%	>80
			Actual	N/A	N/A	N/A	63.80%	69.93%	76.40%	74.30%	
F-9	Work Zone Safety	Number of fatalities in work zones	Target	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
			Actual	66	61	74	64	77			

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. Being consistent with Florida's other performance measures, the FY2015 data has been provided as baseline.

█ 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 and the 3 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 (2011-2015), 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 3 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. The challenge follows a format similar to the International Association of Chiefs of Police (IACP) National Challenge Program and recognizes 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
- ***You Hold the Keys to your Transportation Future*** - increases awareness of transitioning from driving for aging road users

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 high visibility enforcement reports with their invoices describing what occurred during each respective time period. As part of this monitoring, the FDOT State Safety Office asks each subrecipient to identify areas of highest risk and the enforcement efforts undertaken to address that risk. When activity reports are received, they are compared 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 FY2018 can be found on the following pages:

Impaired Driving.....	page 41
Motorcycle Safety.....	page 47
Occupant Protection .....	page 53
Pedestrian and Bicycle Safety.....	page 66
Speed / Aggressive Driving .....	page 79





# FDOT Program Areas

Florida's 2018 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
- 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. FY2018 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: Eighth Edition, 2015 guide*. See the following section(s):

- *Communications and Outreach* (CTW, Chapter 7: Pages 7-12)

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**Project Name:** Elder Road User Program - CarFit

**Project Number:** CP-18-04-09

**Project Description:** The Area Agency on Aging of Central Florida will contract with a consultant to conduct train-the-trainer classes and consumer CarFit 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:** \$75,500

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

**Project Number:** CP-18-04-10

**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.

**Budget:** \$194,000



**Project Name:** Aging Road User Information Systems 2017-2018

**Project Number:** CP-18-04-11

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

**Budget:** \$174,000

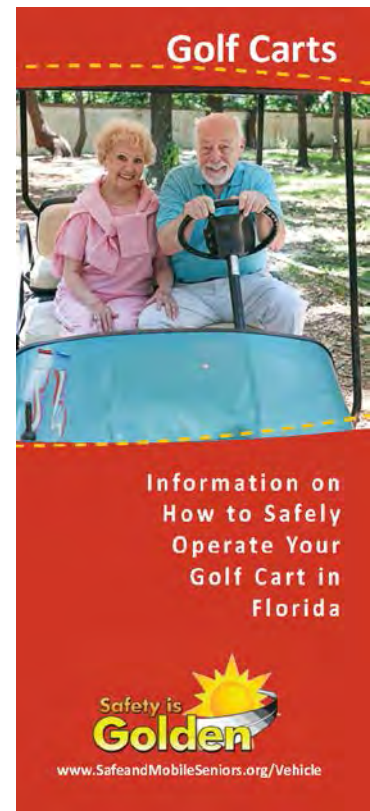
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**Project Name:** Broward Grand Drivers 65+

**Project Number:** CP-18-04-12

**Project Description:** The Broward County Sheriff’s Office will implement a driving safety education program to reduce fatalities and serious injuries of aging road users in Broward County. This program will 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.

**Budget:** \$32,000



**Project Name:** Ocala Police Department Aging Driver Program

**Project Number:** CP-18-04-13

**Project Description:** The Ocala Police Department will implement an aging driver education program, emphasizing the importance of keeping older drivers mobile and safe and on reducing crashes that result in injuries and fatalities. Educational presentations will include information on safety belt use, pedal application error and alternative transportation options. This program will help to encourage positive perceptions and attitudes of older drivers and produce positive social norms about driving.

**Budget:** \$5,000

March 2017



### Improving Safety, Access, & Mobility

#### For Aging Road Users

**Projected Percentage of Population Aged 65 and Older in 2030**



Florida leads the nation with over 19 percent of its population over age 65. By the year 2030, over 25 percent will be over age 65. To meet the transportation safety challenges of an aging population, Florida's Safe Mobility for Life Coalition has developed an Aging Road User Strategic Safety Plan. It is the goal of our plan to improve the safety, access, and mobility of Florida's aging population while reducing their crash, injury, and fatality rates.

**Safe Mobility for Life Coalition**  
Florida Department of Transportation partnered with FSU Pepper Institute on Aging and Public Policy to create a statewide coalition. Member organizations have responsibilities and interests in aging road user safety and mobility and currently include:



(Bureau of Economic and Business Research (BERB) at UF)

#### Aging Road User Strategic Safety Plan

To reach our goal to reduce crash rates for Florida's aging road users, the Coalition implements a very broad strategic safety plan. This plan uses a positive approach to strike a balance between safety and mobility to help Floridians maintain independence and remain active in their community even after they transition from driving. Our plan contains goals and objectives to address six focus areas:

- Program Management, Data, and Evaluation
- Aging in Place
- Licensing and Enforcement
- Outreach and Advocacy



# Community Traffic Safety

Florida's Community Traffic Safety 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 Program raise awareness and provide safety resources to their local areas.

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

- *Communications and Outreach* (CTW, Chapter 2: Pages 20-21; Chapter 4, Pages 19-22; Chapter 8: Pages 8-27)

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**Project Name:** Community Traffic Safety Teams

**Project Number:** (see below)

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

Project Number	Agency	Project Title	Amount
CP-18-04-01	Florida Department of Transportation – District 1	Public Information & Education Program – District 1	\$30,000
CP-18-04-02	Florida Department of Transportation – District 2	Public Information & Education Program – District 2	\$30,000
CP-18-04-03	Florida Department of Transportation – District 3	Public Information & Education Program – District 3	\$30,000
CP-18-04-04	Florida Department of Transportation – District 4	Public Information & Education Program – District 4	\$30,000
CP-18-04-05	Florida Department of Transportation – District 5	Public Information & Education Program – District 5	\$30,000
CP-18-04-06	Florida Department of Transportation – District 6	Public Information & Education Program – District 6	\$30,000
CP-18-04-07	Florida Department of Transportation – District 7	Public Information & Education Program – District 7	\$30,000
<b>Budget:</b>		<b>\$210,000</b>	

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**Project Name:** Community Traffic Safety Support

**Project Number:** CP-18-04-08

**Project Description:** The University of South Florida, Center for Urban Transportation Research 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 the annual Highway Safety Plan and report, focused studies, process reviews, and to conduct a manpower study of the Traffic Safety Office, per conditions of the most recent NHTSA management review. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement.

**Budget:** \$275,000

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# 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 parties about the need for better data collection and crash reporting.

## STRATEGIES

- Implement effective 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
- Change 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: Eighth Edition, 2015 guide*. See the following section(s):

- *Communications and Outreach* (CTW, Chapter 4: Pages 21-22)



**Project Name:** Teen Distracted Driving Education Program

**Project Number:** DD-18-04-01

**Project Description:** The University of Florida (UF), Florida Transportation Technology Transfer (T2) Center will create an educational curriculum that focuses on reducing distracted driving by young adults. The curriculum will be delivered through a computer-based training (CBT) and include sections that address the three types (manual, visual and cognitive) of distracted driving and the impact each has on an individual's ability to drive safely.

**Budget:** \$180,000

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**Project Name:** Suwannee County Sheriff's Office (SCSO) Distracted Driving Outreach Program

**Project Number:** DD-18-04-02

**Project Description:** Suwannee County Sheriff's Office (SCSO) will reach out to teen drivers and the local community to discourage distracted driving and provide distracted driving education. The SCSO will work with the local school board to provide funding for student drivers to take the National Safety Council's "Distracted Driving Online Course." This course provides education on the effects of distracted driving and how the brain works when engaged on a phone call while driving.

**Budget:** \$4,500



# Impaired Driving

Impaired driving is involved in about 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 midnight and 2 a.m., and on weekends. The use of safety belts is also lower among impaired drivers (66 percent of impaired drivers, compared with 89.4 percent for all drivers). Impaired driving crashes also disproportionately lead to fatalities, ranking second in total number of fatalities for 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 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: Eighth Edition, 2015 guide*. See the following section(s):

- *Deterrence: Enforcement* (CTW: Chapter 1, Pages 21-27)

- *Deterrence: Prosecution and Adjudication* (CTW: Chapter 1, Pages 29-34)
- *Prevention, Intervention, Communications and Outreach* (CTW: Chapter 1, Pages 46-54)
- *Underage Drinking and Drinking and Driving* (CTW: Chapter 1, Pages 56-65)
- *Drug-Impaired Driving* (CTW: Chapter 1, Pages 69-74)

**Project Name:** Florida Impaired Driving Coalition

**Project Number:** AL-18-05-01

**Project Description:** The goal of the Florida Impaired Driving Coalition is to reduce serious injuries and fatalities caused by impaired drivers. Tallahassee Community College, via the Florida Public Safety Institute, will receive funding to bring together technical stakeholders and subject matter experts from various disciplines to provide recommendations on critical impaired driving issues. The Coalition will address prevention, enforcement, prosecution, and community awareness of impaired driving in Florida, in addition to the treatment and rehabilitation of impaired drivers.



**Budget:** \$100,000

**Project Name:** Traffic Safety Resource Prosecutor Program

**Project Number:** M5CS-18-06-02

**Project Description:** Tallahassee Community College, via the Florida Public Safety Institute, 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 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:** \$350,000

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**Project Name:** Duval County 24/7 Sobriety Monitoring Program Expansion  
**Project Number:** M5CS-18-06-03  
**Project Description:** The City of Jacksonville will receive funding to assist with its 24/7 Sobriety Monitoring Program to reduce DUI recidivism and increase public safety on its roadways. The Jacksonville Sheriff's Office will hire a part-time program coordinator to oversee the program as well as respond to judicial inquiries, provide training and education to stakeholders, and track statistics related to the program.  
**Budget:** \$24,000

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**Project Name:** Mothers Against Drunk Driving (MADD) Florida Safe and Aware  
**Project Number:** M5X-18-06-01  
**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.  
**Budget:** \$300,000

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**Project Name:** Drug Recognition Expert (DRE) Call-Out  
**Project Number:** M5X-18-06-02  
**Project Description:** The University of North Florida/Institute for Police Technology and Management will receive funding for overtime call-outs to allow Drug Recognition Experts (DREs) to increase the availability of their expertise when they would otherwise not be on duty. This will mirror successful call-out programs conducted in other states. As the number of drugged driving cases increase, and with recent legislation increasing the availability of medical marijuana, it is imperative that Florida has DREs available to evaluate drivers and assist in the successful prosecution of drugged driving cases.  
**Budget:** \$30,000

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**Project Name:** Value Life  
**Project Number:** M5X-18-06-03  
**Project Description:** The Florida Sheriff's 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:** \$25,000



**Project Name:** DUI Media Awareness Survey  
**Project Number:** M5X-18-06-04  
**Project Description:** University of North Florida 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.  
**Budget:** \$60,000

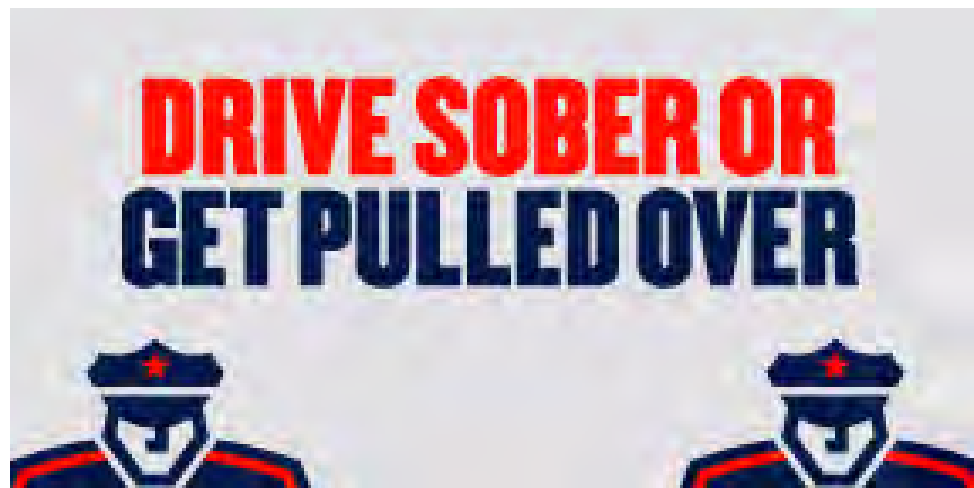
**Project Name:** (see below)  
**Project Number:** (see below)  
**Project Description:** The following enforcement agencies have jurisdiction over communities with high fatality and serious injuries due to impaired driving and will receive funding to conduct overtime impaired driving enforcement efforts. Agencies will utilize DUI and low manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies should participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays and peak travel periods.



Project Number	Agency	Project Title	Amount
M5HVE-18-06-01	Apopka Police Department	Help Affect Impaired Driving in Apopka (AID APOPKA)	\$30,000
M5HVE-18-06-02	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement, Equipment and Overtime	\$100,000
M5HVE-18-06-03	Bradenton Police Department	BPD Operation Sober Streets: Outreach, Education and Enforcement Impaired Driving Safety Program	\$35,000
M5HVE-18-06-04	City of Gainesville	City of Gainesville Safe Gator Program	\$10,500
M5HVE-18-06-05	City of Lake City	LCPD Strategic Traffic Enforcement Program (STEP) - Impaired Driving	\$15,000
M5HVE-18-06-06	City of Miami	FY 2018 Miami DUI Checkpoint and Saturation Patrol Overtime Project	\$80,000
M5HVE-18-06-07	City of Port Orange	City of Port Orange Police Department DUI/ Impaired Driving Project	\$12,000
M5HVE-18-06-08	Dade City Police Department	Alcohol Driving Initiative	\$19,000
M5HVE-18-06-09	Florida Department of Highway Safety and Motor Vehicles	Enhanced DUI Enforcement Mobile Equipment & Overtime	\$230,000

M5HVE-18-06-10	Hillsborough County Sheriff's Office	HCSO Operation Trident: Outreach, Education, and Enforcement	\$125,000
M5HVE-18-06-11	Levy County Sheriff's Office	LCSO Operation "Clear the Path": Outreach, Education and Enforcement Impaired Driving Safety Program	\$17,000
M5HVE-18-06-12	Miami - Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$200,000
M5HVE-18-06-13	Nassau County Sheriff's Office	Driving Down DUI in Hilliard	\$10,000
M5HVE-18-06-14	Orlando Police Department	Orlando Police Department DUI Enforcement Team	\$100,000
M5HVE-18-06-15	Panama City Beach Police Department	PCBPD Outreach Program to Fight Against Impaired Driving	\$50,000
M5HVE-18-06-16	Pinellas County Sheriff's Office	DUI Enhanced Project	\$34,000
M5HVE-18-06-17	Santa Rosa Sheriff's Office	DUI's - A Problem That Affects Us All	\$75,000
M5HVE-18-06-18	Suwannee County Sheriff's Office	Operation Sober Suwannee	\$25,000
M5HVE-18-06-19	Tampa Police Department	Tampa Enhanced DUI Enforcement Project, "BAC to Basics"	\$225,000
M5HVE-18-06-20	Town of Jupiter	Impaired Driving	\$28,000
M5HVE-18-06-21	Wauchula Police Department	WPD Operation Outreach, Education and Enforcement Impaired Driving Safety Program	\$20,000

**Budget: \$1,440,500**



# 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. The fluctuations in the economy and higher gas prices earlier in this decade made motorcycles and scooters a more attractive transportation choice.

Motorcyclists, including motor scooter riders, represent seven percent of licensed drivers, three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represented 19 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: Eighth Edition, 2015 guide*. See the following section(s):

- *Alcohol-Impaired Motorcyclists: Communications and Outreach* (CTW: Chapter 5, Pages 15-16)
- *Communications and Outreach* (CTW: Chapter 5, Pages 22-24)
- *Motorcycle Rider Licensing and Training* (CTW: Chapter 5, Pages 17-21)



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**Project Name:** Florida’s Comprehensive Motorcycle Safety Program

**Project Number:** MC-18-10-01

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



**Budget:** \$515,000

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

**Project Number:** MC-18-10-02

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

**Budget:** \$100,000

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**Project Name:** Motorcycle Education and Injury Prevention in Trauma Centers

**Project Number:** MC-18-10-03

**Project Description:** The University of Miami will continue the central/south Florida trauma initiative to conduct injury prevention and education programs in at least three Florida trauma centers. These programs will offer safety-related educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff who will assist in providing safety information directly to motorcycle crash victims and their families. Injury and prevention education for medical personnel will be concentrated in but not limited to the five counties with the greatest number of motorcycle fatalities (Broward, Hillsborough, Miami-Dade, Orange, and Pinellas). By implementing more effective 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 in order to develop informational material to help reduce recidivism by providing this information to crash victims as a preventative measure.

**Budget:** \$225,000

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

**Project Number:** MC-18-10-04

**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.

**Budget:** \$38,000

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

**Project Number:** MC-18-10-05

**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:** \$75,000

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

**Project Number:** MC-18-10-06

**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:** \$50,000

**Project Name:** FSUPD Safe Motorcycle and Rider Techniques (SMART)  
**Project Number:** MC-18-10-07  
**Project Description:** The Florida State Police Department will receive first year funding to offer the Safe Motorcycle and Rider Training Techniques (SMART) training program in the Tallahassee/Florida Panhandle area. The training is 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. After completing this program, riders will be better able to avoid crashes, therefore reducing motorcycle fatalities and serious injuries.  
**Budget:** \$20,000

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**Project Name:** Motorcycle Awareness Survey  
**Project Number:** MC-18-10-08  
**Project Description:** 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.  
**Budget:** \$60,000

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**Project Name:** Motorcycle Skill Sustainment Training Pilot  
**Project Number:** MC-18-10-09  
**Project Description:** The Department of Highway Motor Vehicles will receive funding to pay partial tuition for riders taking the Advanced Rider Course (ARC) for motorcyclists in the Broward County area. The ARC is designed to complement and build on the skills learned and practiced in other rider courses on the rider's personal motorcycle. Special emphasis is given to self-assessment, risk management, rider behavior, riding strategies and overall skill development, particularly in braking, cornering and swerving techniques.  
**Budget:** \$45,000

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

**Project Number:** (see below)

**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. 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.

Project Number	Agency	Project Title	Amount
MC-18-10-10	Miami Beach Police Department	MBPD Motorcycle Safety Campaign	\$65,000
MC-18-10-11	Hillsborough County Sheriff's Office	HCSO Triple L: Listen, Learn and Live Motorcycle Education and Safety Program	\$80,000
MC-18-10-12	Broward County Sheriff's Office	Broward Motorcycle Safety Enforcement Program	\$80,000
MC-18-10-13	Key West Police Department	Safe Streets Motorcycle/Scooter Education and Enforcement Campaign	\$50,000
MC-18-10-14	New Port Richey Police Department	Motorcycle Safety Grant	\$15,000

**Budget:** \$290,000



# Occupant Protection

NHTSA estimates that safety belts saved nearly 13,000 lives in the United States in 2014. 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 upper body, which helps to prevent deaths and serious injuries. In Florida, unrestrained occupants represent 23 percent of all fatalities and nearly 10 percent of serious injuries over the last five years.

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

- *Seat Belt Law Enforcement* (CTW: Chapter 2, Pages 15-19)
- *Child Restraint/Booster Seat Law Enforcement* (CTW: Chapter 2, Pages 26-27)
- *Other Strategies* (CTW: Chapter 2, Pages 32-34)

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

**Project Number:** OP-18-02-01

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



**Budget:** \$135,000

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**Project Name:** Florida Occupant Protection Resource Center

**Project Number:** M2X-18-20-01

**Project Description:** The University of Florida's Transportation Technology Transfer 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 \$83,000 (5% of our FY2017 405 (b) allocation) will be spent on the purchase of child safety seats.

**Budget:** \$525,000

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

**Project Number:** M2X-18-20-02

**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



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**Project Name:** Florida Occupant Protection Support Coordinator

**Project Number:** M2X-18-20-03

**Project Description:** Tallahassee Community College will continue supporting an Occupant Protection Support Coordinator to assist with statewide occupant protection initiatives. The Coordinator serves as the Occupant Protection Resource Center's technical contact for questions posted to the Resource Center website, conducts child passenger safety technician certification courses, and coordinates the special needs transportation program. The goal of this project is to support the statewide occupant protection plan with dedicated technical expertise.

**Budget:** \$55,000



**Project Name:** (see below)

**Project Number:** (see below)

**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 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 2018 *Click It or Ticket* campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with printing and distributing educational materials.

Project Number	Agency	Project Title	Amount
M2HVE-18-20-01	Broward Sheriff's Office	Operation Buckle Up	\$20,000
M2HVE-18-20-02	City of Boynton Beach	Boynton Beach Occupant Protection & Child Passenger Safety Program	\$20,000
M2HVE-18-20-03	City of Delray Beach Police Department	Delray Beach Occupant Protection/ Child Passenger Safety	\$20,000
M2HVE-18-20-04	City of Gainesville	GPD Occupant Protection Enforcement Program	\$10,000
M2HVE-18-20-05	City of Lake City	LCPD Strategic Traffic Enforcement Program (STEP) - Occupant Protection	\$15,000
M2HVE-18-20-06	City of Margate	Margate Police Department Occupant Protection Program	\$10,500
M2HVE-18-20-07	DeFuniak Springs Police Department	DeFuniak Springs Vehicle Occupant Safety Program	\$10,000
M2HVE-18-20-08	Leesburg Police Department	Occupant Protection and Child Passenger Safety	\$15,000
M2HVE-18-20-09	Live Oak Police Department	LOPD Occupant Protection 2018	\$10,000
M2HVE-18-20-10	Miami - Dade Police Department	Miami - Dade Police Department Occupant Protection and Child Passenger Safety Program	\$100,000
M2HVE-18-20-11	Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Program	\$75,000
M2HVE-18-20-12	Suwannee County Sheriff's Office	SCSO Safety Belt Program	\$15,000
M2HVE-18-20-13	Town of Jupiter	Occupant Protection and Child Passenger Safety	\$15,000

**Budget: \$345,500**



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

- *Communications and Outreach* (CTW: Chapter 2: Pages 20-23s; Chapter 5: Pages 15, 22-24)
- *Impaired Pedestrians: Communications and Outreach* (CTW: Chapter 8: Page 27)

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<b>Project Name:</b>	Florida's Bicycle/Pedestrian Focused Initiative: Communications
<b>Project Number:</b>	PM-18-07-01
<b>Project Description:</b>	The University of South Florida Center for Urban Transportation Research (CUTR) will purchase advertisements promoting bicycle and pedestrian safety to all road users. This campaign is the media component of the comprehensive bicycle/pedestrian safety program recommended in the Pedestrian Program Assessment conducted in January 2012. The goal of the project is to reduce pedestrian and bicycle crashes by aggressively marketing the <i>Alert Today, Alive Tomorrow</i> safety campaign to increase awareness of pedestrian and bicycle safety laws and best safety practices.
<b>Budget:</b>	\$400,000

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**Project Name:** Motorcycle Safety Paid Media Campaign

**Project Number:** PM-18-07-02

**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 Name:** You Hold the Keys to your Transportation Future Campaign

**Project Number:** PM-18-07-03

**Project Description:** Florida State University will purchase advertisements in multiple markets that cover priority counties as well as unreached rural counties to promote the You Hold the Keys to your Transportation Future campaign which will help aging road users’ transition from driving.

**Budget:** \$40,000



**Project Name:** Florida *Click It or Ticket* Campaign  
**Project Number:** M2PEM-18-20-01  
**Project Description:** Tallahassee Community College will purchase advertisements in multiple markets to promote the Memorial Day holiday *Click It or Ticket* enforcement wave. Safety belt messages will be promoted through mediums such as television ads, online and traffic radio, internet displays and videos, social media, outdoor billboards, etc.  
**Budget:** \$950,000

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**Project Name:** Occupant Protection and Child Passenger Safety Campaign Development.  
**Project Number:** M2PEM-18-20-02  
**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

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**Project Name:** Impaired Driving Campaign Development  
**Project Number:** M5PEM-18-16-01  
**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, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive sober.  
**Budget:** \$50,000

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**Project Name:** Impaired Motorcyclist PSA Campaign  
**Project Number:** M5PEM-18-16-02  
**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



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**Project Name:** DUI Statewide Media Campaign  
**Project Number:** M5PEM-18-16-03  
**Project Description:** Tallahassee Community College will purchase advertisements in multiple markets to promote *Drive Sober or Get Pulled Over* awareness and enforcement efforts during NHTSA crackdowns and waves. Impaired driving prevention messages will be promoted through mediums such as television ads, online and traffic radio, internet displays and videos, social media, outdoor billboards, etc.  
**Budget:** \$650,000

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

**Project Number:** M5PEM-18-16-04

**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 2018 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34 year old males, the demographic most likely to drive impaired.

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




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

**Project Number:** M5PEM-18-16-05

**Project Description:** Tallahassee Community College will purchase advertisements with Florida collegiate sports teams and venues to promote



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

**Budget:** \$459,000

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**Project Name:** Impaired Driving Sports Campaign

**Project Number:** M5PEM-18-16-06

**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

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**Project Name:** *Share the Road* PSA Campaign

**Project Number:** M9MA-18-11-01

**Project Description:** The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the *Share the Road* campaign. 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.

**Budget:** \$291,578

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**Project Name:** Pedestrian and Bicycle Safety Public Education Program

**Project Number:** FHPE-18-08-01

**Project Description:** Funds will be used for transit advertising in and on transit buses and transit shelters to increase awareness of traffic laws pertaining to pedestrians and bicyclists and to promote pedestrian and bicycle safety messages. This program will focus on lower socioeconomic areas in an effort to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. The University of South Florida Center for Urban Transportation Research will purchase transit advertising using GIS data that supports the lower socioeconomic areas with the greatest need for improvement.

**Budget:** \$200,000



# 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 outside of a marked crosswalk or bicycle lane. A major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. More than 40 percent of bicyclist fatalities are related to traumatic brain injury involving a cyclist who was not wearing a helmet, or who wore a helmet improperly.

The goal of the Florida Pedestrian and Bicycle Safety Program is to reduce crash-related fatalities and injuries by promoting safe and effective conditions for those who travel by foot and bicycle. The Program provides funding for communication and awareness campaigns in communities and other focused educational efforts to increase safety awareness and 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 by trained individuals who receive free helmet fitter certification 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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**Project Name:** Florida’s Comprehensive Pedestrian and Bicycle Safety Program

**Project Number:** PS-18-08-01

**Project Description:** The University of South Florida’s Center for Urban Transportation Research will develop and implement Florida’s Pedestrian Strategic Safety Plan and oversee Florida’s Pedestrian Safety Coalition. 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 overall injury and fatality reduction, has the active involvement of stakeholders, identifies specific priorities, and is focused on implementing proven countermeasures and best practices.”



**Budget:** \$650,000

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

**Project Number:** PS-18-08-02

**Project Description:** The University of South Florida’s Center for Urban Transportation Research 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

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

**Project Number:** PS-18-08-03

**Project Description:** The Florida Pedestrian and Bicycle Resource Center, an effort of the University of Florida Transportation Research 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:** \$450,000

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**Project Name:** WalkWise Statewide Educational Campaigns on Pedestrian Safety

**Project Number:** PS-18-08-04

**Project Description:** The University of South Florida will conduct an extensive and targeted public education and outreach campaign to increase adults' knowledge and practice of appropriate pedestrian safety measures. The goal is to increase the knowledge level of pedestrians and drivers in Duval, Hillsborough, Miami Dade, Palm Beach, Orange and Brevard counties in order to decrease crashes and increase compliance with existing pedestrian laws.

**Budget:** \$100,000

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**Project Name:** Pedestrian Safety Pedestrian and Bicycle Education and Injury Prevention Program

**Project Number:** FHX-18-18-01

**Project Description:** The goal of this program is to deliver safety information and education in trauma center emergency departments and to admitted patients and their families during the recovery process (with consent). The emergency department component will consist of print materials and PSAs played on continuous loop feed while the in-patient component will provide one on one information about safety that targets preventing future injury. Ryder Trauma Center will develop, produce, deliver, and pilot test the educational and information elements during this project period with the goal of distributing to other trauma centers in future years.

**Budget:** \$150,000

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**Project Name:** Promoting Safe and Active Transportation

**Project Number:** FHX-18-18-02

**Project Description:** Promoting Safe and Active Transportation will be used as a tool to encourage communities to commit to creating, improving, and maintaining walkable and bikeable places. The Florida Department of Health will develop this program to encourage walking and biking as healthy and convenient transportation options; to teach and encourage local community groups and leaders to conduct walkability and bikeability assessments; and to promote educational messages about walking and biking safely and the health benefits of walking and biking. This project will support development and implementation of programs at the state and local level including “toolkits” that can be re-used by local community groups. Tool kits will contain safety vests, clipboards, pens, and yard signs to support walkability and bikeability assessments. In addition to the tool kits, tip cards and other printed educational information will be provided which can be distributed to the walking and biking public.

**Budget:** \$50,000

**Project Name:** Pedestrian and Bicycle Enforcement and Education

**Project Number:** (see below)

**Project Description:** The following local law enforcement agencies will receive funding to conduct Pedestrian and Bicycle enforcement and education initiatives. Efforts include presentations to promote safe practices at schools, local civic organizations, and community events, as well as participation in enforcement waves.

Project Number	Agency	Project Title	Amount
PS-18-08-05	New Port Richey Police Department	Pedestrian and Bicycle Safety Grant	\$15,000
PS-18-08-06	Monroe County Sheriff's Office	The "Keys" to Safe Biking and Hiking	\$75,000
PS-18-08-07	Suwannee County Sheriff's Office	SCSO Pedestrian Initiative	\$10,000

**Budget:** \$110,000



# Planning and Administration

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<b>Project Name:</b>	Operation of the Highway Traffic Safety Grant Section
<b>Project Number:</b>	PA-18-01-01
<b>Project Description:</b>	FDOT will receive reimbursement for 50 percent of salary and benefit costs for up to eight full-time employees. The staff includes a Traffic Safety Administrator, 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>	<b>\$300,000</b>

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<b>Project Name:</b>	Highway Safety Travel and Training
<b>Project Number:</b>	PA-18-01-02
<b>Project Description:</b>	FDOT will reimburse 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.
<b>Budget:</b>	<b>\$40,000</b>



# Police Traffic Services - LEL

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.

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

- *Communications and Outreach* (CTW, Chapter 4: Pages 21-22)

**Project Name:** Florida Law Enforcement Liaison Program

**Project Number:** PT-18-12-01

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



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

**Project Name:** Florida Law Enforcement Liaison Traffic Safety Challenge

**Project Number:** PT-18-12-02

**Project Description:** The Florida Law Enforcement Liaison Traffic Safety Challenge recognizes the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce traffic safety laws and educate the public about distracted and impaired driving, motorcycle safety, occupant protection and child passenger safety, pedestrian and bicycle safety, speed 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. As per NHTSA guidelines, no law enforcement equipment will be purchased under this program and it has been redesigned in 2017 to comply with the May 18, 2016 memorandum from NHTSA's Chief Counsel.

**Budget:** \$250,000



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

**Project Number:** M2X-18-20-04

**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 multi-faceted approach to addressing safety belt use in their respective communities and participate in the yearly NHTSA national enforcement wave. As per NHTSA guidelines, no law enforcement equipment will be purchased under this awareness program.

**Budget:** \$250,000

**Project Name:** Florida Law Enforcement Liaison Impaired Driving Awareness Program

**Project Number:** M5X-18-06-05

**Project Description:** This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from impaired driving. Combining the *Drive Sober or Get Pulled Over* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners and yard signs to be provided to law enforcement agencies that take multi-faceted approach to addressing impaired driving in their respective communities and participate in the 2 NHTSA national enforcement waves. As per NHTSA guidelines, no law enforcement equipment will be purchased under this awareness program.

**Budget:** \$250,000



# Public Traffic Safety Professionals Training

Law enforcement is a critical partner in the pursuit of highway safety. Police officers, sheriff's 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 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: Eighth Edition, 2015 guide*. See the following section(s):

- *Deterrence: Enforcement* (CTW: Chapter 1, Pages 21-28)
- *Deterrence: Prosecution and Adjudication* (CTW: Chapter 1, Pages 29-35)

**Project Name:** (see below)

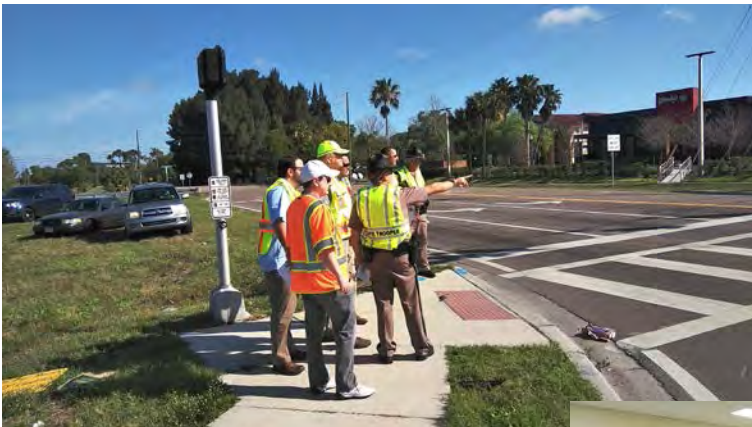
**Project Number:** (see below)

**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, investigators from the Florida State Attorney’s offices, Medical Examiner’s Office employees, and prosecutors across the state.

Project Number	Agency	Project Title	Amount
PT-18-12-03	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training Support Staff	\$55,000
PT-18-12-04	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training - Traffic Safety * Advanced Traffic Homicide Investigation Training - \$60,000 * Basic Training Homicide Investigation Training - \$65,000 * Crash Scene Mapping with Speed Lasers Training - \$25,000 * Speed Measurement Training- \$35,000 * Speed Measurement Instructor Training - \$25,042 * Traffic Crash Reconstruction Training - \$65,000	\$275,042
PT-18-12-05	University of North Florida - IPTM	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	\$65,000
PT-18-12-06	University of North Florida - IPTM	Public Traffic Safety Professionals Training - Traffic Safety * Event Data Recorder Use in Traffic Crash Reconstruction - Level I - \$27,800 * Human Factors in Traffic Crash Reconstruction - \$25,000 * Investigation of Motorcycle Crashes - Level I - \$31,800 * Pedestrian/Bicycle Crash Investigation - Level I - \$35,775 * Police Motorcycle Instructor Course - \$60,000	\$180,375
M5TR-18-06-01	Florida Department of Highway Safety and Motor Vehicles	Legal Training for Hearing Officers	\$117,000
M5TR-18-06-02	Florida Department of Highway Safety and Motor Vehicles	Drug Recognition Expert Training Grant	\$75,000
M5TR-18-06-03	Tallahassee Community College – FPSI	Public Traffic Safety Professionals Training – Impaired Driving * Standardized Field Sobriety Testing Training - \$144,270 * DUI Instructor Training - \$32,550 * Spanish Language Training - \$73,581	\$250,401

M5TR-18-06-04	University of North Florida – IPTM	Public Traffic Safety Professionals Training – Impaired Driving * Advanced Roadside Impaired Driving Enforcement (ARIDE)- \$79,000 * Standardized Field Sobriety Testing (SFST) Instructor Update - \$11,250 * Standardized Field Sobriety Testing (SFST) Refresher - \$37,500	\$127,750
M5TR-18-06-05	University of North Florida – IPTM	Public Traffic Safety Professionals Training – Drugged Driving * Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)- \$58,500 * Medical Foundations of Visual Systems Testing - \$37,500	\$96,000
M5TR-18-06-06	University of North Florida – IPTM	Drug Recognition Expert Program	\$415,000
M5TR-18-06-07	Sarasota County	Sarasota County DUI Court Program Training	\$3,000
FHTR-18-08-01	University of South Florida – CUTR	Florida Laws – Pedestrian and Bicycle Enforcement	\$360,000

**Budget: \$2,019,568**



# 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 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 FY2018 projects include local agencies addressing these problems in several 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: Eighth Edition, 2015 guide*. See the following section(s):

- *Enforcement: High Visibility Enforcement (CTW: Chapter 3, Pages 24-27)*

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**Project Name:** Speed/Aggressive Driving Enforcement and Education

**Project Number:** (see below)

**Project Description:** The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to speed/aggressive driving. 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. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program.

Project Number	Agency	Project Title	Amount
SC-18-13-01	City of Coral Springs	Speed and Aggressive Driving Grant	\$60,500
SC-18-13-02	Pensacola Police Department	Pensacola Speed and Aggressive Driving Grant	\$30,000
SC-18-13-03	Pinellas County Sheriff's	Strategic Policing through Education and	\$100,000

	Office	Enforcement for Drivers (SPEED)	
SC-18-13-04	Bradenton Police Department	Speed & Aggressive Driving: Implementation of Bradenton Police Department "Lead Foot"	\$25,000
SC-18-13-05	Palmetto Police Department	City of Palmetto Speed and Aggressive Driving Abatement Program	\$10,000
SC-18-13-06	City of Lake City	LCPD Strategic Traffic Enforcement Program (STEP) - Speed and Aggressive Driving	\$15,000
SC-18-13-07	City of New Port Richey	Speed and Aggressive Driving Grant	\$30,000
SC-18-13-08	Town of Jupiter	Speed and Aggressive Driving	\$28,000
SC-18-13-09	Tampa Police Department	Aggressive Driving and Traffic Safety Enforcement in Tampa - Year #2	\$100,000
SC-18-13-10	Panama City Beach Police Department	PBCPD Outreach Program to Fight Against Speed and Aggressive Driving	\$50,000
SC-18-13-11	Madison County Sheriff's Office	2018 MCSO Speed/Aggressive Driving Grant	\$50,000
SC-18-13-12	City of Holly Hill	Aggressive Driving and Speed Program	\$40,000
SC-18-13-13	Live Oak Police Department	LOPD Speed & Aggressive Driving 2018	\$20,000
SC-18-13-14	Bay County Sheriff's Office	Speed and Aggressive Driving Enforcement	\$100,000
SC-18-13-15	Suwannee County Sheriff's Office	SCSO Speed/Aggressive Driving	\$20,000
SC-18-13-16	City of Delray Beach Police Department	Delray Beach Police Speed/ Aggressive Driving Enforcement Program	\$50,000
SC-18-13-17	Santa Rosa Sheriff's Office	Commitment to Traffic Safety through Speed Reduction	\$50,000
SC-18-13-18	County of Volusia	Speed/ Aggressive Driving	\$50,000
SC-18-13-19	Palm Beach County Sheriff's Office	Palm Beach County Speed and Aggressive Driving Campaign	\$100,000
SC-18-13-20	City of Boynton Beach	Boynton Beach Speed & Aggressive Driving Program	\$40,000
SC-18-13-21	Hillsborough County Sheriff's Office	HCSO Speed: Know Your Limits	\$50,000
SC-18-13-22	Broward Sheriff's Office	Broward Aggressive Speed Enforcement Program	\$100,000

**Budget: \$1,108,500**



# 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 FY2018 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 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: Eighth Edition, 2015 guide*. See the following section(s):

- *Parents* (CTW, Chapter 6: Pages 23-26)

**Project Name:** Florida Teen Traffic Safety

**Project Number:** TSP-18-04-01

**Project Description:** The Tallahassee Community College - Florida Public Safety Institute will continue to provide coordination for the alcohol prevention activities of the Students Against Destructive Decisions



(SADD) program, and the Florida Teen Safe Driving Coalition (FTSDC). Funds will support the salaries of the program's coordinator and administrative assistant, the maintenance of web-based and traditional educational programming, the purchase and distribution of public information and education items, and training for student leaders. SADD is a long-standing, student-led education and outreach program that provides effective peer-to-peer education to help teens make good traffic safety decisions to ensure their safety.

**Budget:** \$375,000

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**Project Name:** Teen Driver Challenge

**Project Number:** TSP-18-04-02

**Project Description:** The Florida Sheriff's Association will receive funding to enhance the statewide Teen Driver Challenge (TDC) program that provides teens with knowledge and hands-on experience in collision avoidance and safe driving techniques. The program will be expanded to include five additional counties based on areas with the greatest need, increasing the statewide program to a total of 40 counties covered. It will also create a web portal to enable parents to easily register teens. The website will also be used by instructors to collect and exchange course data.

**Budget:** \$30,000



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**Project Name:** Teen Driving Safety  
**Project Number:** TSP-18-04-03  
**Project Description:** The Florida Department of Highway Safety and Motor Vehicles will 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.  
**Budget:** \$100,000



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**Project Name:** Engaging Older Teen Drivers – Expansion  
**Project Number:** TSP-18-04-04  
**Project Description:** The Florida Department of Highway Safety and Motor Vehicles will continue this pilot program to engage older teen drivers at post-secondary institutions through hands-on activities and outreach that address the dangers of distracted driving. During this third grant year, outreach activities will be expanded to include community-based safety and health fairs, student orientations and other on-campus events that target older teens 18 to 20 years of age in Tallahassee, Leon, Gadsden, Bay, and Madison counties.  
**Budget:** \$45,000

**Project Name:** Teen/Young Adult Driving Initiative  
**Project Number:** TSP-18-04-05  
**Project Description:** The Dade City Police Department will receive funding to provide a program that provides teens with knowledge and hands-on experience in collision avoidance as well as safe driving techniques at local secondary schools as well as 1st and 2nd year students at a local community college.  
**Budget:** \$17,000

**Project Name:** Broward Sheriff's Office Teen Driver Safety Program  
**Project Number:** TSP-18-04-06  
**Project Description:** The Broward County Sheriff's Office will receive funding to provide a program that not only educates teens about the special risk factors associated with their age group but also supports directed enforcement as it relates to teen driving issues.  
**Budget:** \$53,000



# 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 inform 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: Eighth Edition, 2015 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.



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**Project Name:** Traffic Records Program Manager/TRCC Coordinator

**Project Number:** TR-18-09-01

**Project Description:** Tallahassee Community College will support a full-time Traffic Records Program Manager, who will also serve as the TRCC Coordinator. The individual in this position will work in the FDOT State Safety Office and facilitate TRCC meeting coordination and outreach, administer and monitor traffic records grants, and represent TRCC and data interests at stakeholder and coalition meetings. The Traffic Records Program Manager will also provide data analyst support for the FDOT Safety Office.

**Budget:** \$65,000





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**Project Name:** Traffic Records Coordinating Committee Support  
**Project Number:** TR-18-09-02  
**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:** \$27,000

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**Project Name:** Electronic License and Vehicle Information System (ELVIS)  
**Project Number:** TR-18-09-03  
**Project Description:** Florida State University will maintain and upgrade an import data tool to provide access to the Florida National Crime Information Center (FCIC) and National Crime Information Center (NCIC) data that will be provided without charge to local law enforcement agencies. The tool 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 TraCS. The proposed Electronic License and Vehicle Information System (ELVIS) will provide all Florida law enforcement agencies the ability to run queries and to import contact information into TraCS forms. Resources will be allocated to a full-time systems architect, developer, IT Support Specialist, a network architect, and the following part-time positions: program coordinator, an assistant systems architect and principal investigator.  
**Budget:** \$527,000



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

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

**Project Description:** The Florida State University (FSU) College of Engineering will maintain and upgrade the Traffic and Criminal Software (TraCS) National Model software and provide training and support to law enforcement agencies. Programmers will update software to support the completion of both electronic crash and citation forms approved by the Department of Highway Safety and Motor Vehicles (DHSMV). Resources will be allocated to a full-time systems architect, four support /developers, a network architect, systems administrator, and the following part-time positions: program coordinator, an assistant systems architect and principal investigator. Funds will also be used to train and enforce the Geo-Location tool to be used to plot crashes for every agency and begin testing the usage of this tool on citations.



**Budget:** \$882,600

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**Project Name:** Crash and Uniform Traffic Citation Data Improvement

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

**Project Description:** The Florida Department of Highway Safety and Motor Vehicles (DHSMV) will hire two employees tasked with improving Florida crash and uniform traffic citation (UTC) data to allow the Department and stakeholders to make more informed and accurate decisions and countermeasures. An Other Personnel Services (OPS) Management Analyst will evaluate the current crash report data elements against the most current MMUCC guideline, perform a forecast trend analysis for the total count of crashes expected from counties/agencies, develop an accuracy and completeness performance scoring mechanism and measurements for UTC submissions and update DHSMV's crash manual to include definitions from the MMUCC for MMUCC specific data elements and attributes. An OPS Coordinator will be hired for scheduling, preparing presentation materials, agendas, surveys, coordinating travel arrangements, documentation and updating manuals as needed. Train-the-trainer sessions throughout the state will be

conducted to further educate law enforcement agencies (LEA) on what constitutes as accurate and complete crash reports and UTCs. These sessions will be tailored to the audience by utilizing established performance measures applied specifically to the attending LEAs.

**Budget:** \$115,901

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**Project Name:** Field Data Collection for National EMS Information System (NEMSIS) Compliance

**Project Number:** M3DA-18-18-03

**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 standards by September 2018. The grant will fund 3 contracted employees, along with data hosting services, required vendor change orders, software subscriptions, and travel expenses to inform local EMS agencies on data collection standards.



**Budget:** \$366,470

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**Project Name:** Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics

**Project Number:** M3DA-18-18-04

**Project Description:** This project with the University of Florida will address several Signal Four Analytics (S4) feature requests and overall system improvements. It will expand the integration of citations into S4 Analytics beyond Florida Highway Patrol data, update the base map database (e.g., crashes, roadway characteristics, citations) as needed, provide analytical functionality for pedestrian and bicycle crash analysis, monitor and update servers as needed, migrate the system to a new web platform, and promote the use of S4 Analytics through webinars and demonstrations at state and national conferences.

**Budget:** \$239,900



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

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

**Project Description:** This project with the University of Florida (UF) will address the 58 percent 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. The project will solve the geo-location problem by creating a unified geo-location and validation service that can be accessed via the internet, similar to 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 suffer from the same problem in relation to accurate crash location data. Therefore the Geo-Location tool will work in partnership with TraCS agencies to incorporate the tool on their crash and e-citations system. This is the fifth year of a multi-year project that will advance this effort to the production stage. Training and technical support to agencies and vendors will also be provided.

**Budget:** **\$159,881**

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**Project Name:** Central Repository for Traffic Data

**Project Number:** TBD

**Project Description:** This project with the Florida Court Clerks and Comptrollers will create a statewide repository for citation data to allow for the combined aggregation of Florida’s citation dispositions from its sixty seven County clerks and all arrest affidavits from all law enforcement agencies. This repository would allow for public inspection of statistical information on the race and ethnicity of the driver for all motor vehicle stops which cannot currently be accomplished on a statewide basis.

**Budget:** **\$230,000**

**Project Name:** TraCS Mobile Platform Improvements

**Project Number:** TBD

**Project Description:** The Florida State University (FSU) College of Engineering will use funds to enhance current law enforcement data collection by creating a mobile platform that could be used on existing agency devices without additional equipment purchases to expedite collection and increase the accuracy of statistical information on the race and ethnicity of the driver for all motor vehicle stops which cannot currently be accomplished on a statewide basis.

**Budget:** \$300,000



# 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 messages, 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, changes in the penalties and fines to contractors for getting out of the roadway late, using of crash cushions, and correcting pavement marking errors
- Work with law enforcement, contractors, and FDOT personnel to reduce speeding 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: Eighth Edition, 2015 guide*. See the following section(s):

- *Communications and Outreach* (CTW, Chapter 2: Pages 20-21; Chapter 4, Pages 19-22; Chapter 8: Pages 8-27)

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**Project Name:** Work Zone Safety Campaign

**Project Number:** RS-18-15-01

**Project Description:** The FDOT will work to create a comprehensive work zone safety campaign that includes ads that can be used in places such as: television, radio, magazine, events, internet, billboards, posters, brochures, tear sheets, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive safely in work zones.

**Budget:** \$20,000



# Florida FY2018 HSP - Project List

Funding Source	FDOT Program Area	Project Number	Applicant Agency	Concept Paper Title	HSP Amount
402	Impaired Driving	AL-18-05-01	Tallahassee Community College - FPSI	Florida Impaired Driving Coalition	\$ 100,000
402	Community Traffic Safety Outreach	CP-18-04-01	Florida Department of Transportation - District 1	Public Information & Education Program - District 1	\$ 30,000
402	Community Traffic Safety Outreach	CP-18-04-02	Florida Department of Transportation - District 2	Public Information & Education Program - District 2	\$ 30,000
402	Community Traffic Safety Outreach	CP-18-04-03	Florida Department of Transportation - District 3	Public Information & Education Program - District 3	\$ 30,000
402	Community Traffic Safety Outreach	CP-18-04-04	Florida Department of Transportation - District 4	Public Information & Education Program - District 4	\$ 30,000
402	Community Traffic Safety Outreach	CP-18-04-05	Florida Department of Transportation - District 5	Public Information & Education Program - District 5	\$ 30,000
402	Community Traffic Safety Outreach	CP-18-04-06	Florida Department of Transportation - District 6	Public Information & Education Program - District 6	\$ 30,000
402	Community Traffic Safety Outreach	CP-18-04-07	Florida Department of Transportation - District 7	Public Information & Education Program - District 7	\$ 30,000
402	Community Traffic Safety Outreach	CP-18-04-08	University of South Florida - CUTR	Community Traffic Safety Support	\$ 275,000
402	Aging Road Users	CP-18-04-09	Area Agency on Aging of Central Florida, Inc., dba Senior Resource Alliance	Elder Road User Program - CarFit	\$ 75,500
402	Aging Road Users	CP-18-04-10	Florida State University	Safe Mobility for Life Coalition	\$ 194,000
402	Aging Road Users	CP-18-04-11	University of Florida (UF) Board of Trustees	Aging Road User Information Systems 2017-2018	\$ 174,000
402	Aging Road Users	CP-18-04-12	Broward Sheriff's Office	Broward Grant Drivers 65+	\$ 32,000
402	Aging Road Users	CP-18-04-13	City of Ocala Police Department	Ocala Police Department Aging Driver Program	\$ 5,000
402	Distracted Driving	DD-18-04-01	University of Florida (UF) Board of Trustees	Teen Distracted Driving Education Program	\$ 180,000
402	Distracted Driving	DD-18-04-02	Suwannee County Sheriff's Office	SCSO Distracted Driving Outreach Program	\$ 4,500
405 (h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-18-08-01	University of South Florida - CUTR	Pedestrian and Bicycle Safety Public Education Program	\$ 200,000
405 (h)	Pedestrian and Bicycle Safety	FHX-18-18-01	University of Miami	Pedestrian and Bicycle Education and Injury Prevention Program	\$ 150,000
405 (h)	Pedestrian and Bicycle Safety	FHX-18-18-02	Florida Department of Health	Promoting Safe and Active Transportation	\$ 50,000
405 (h)	Public Traffic Safety Professionals Training	FHTR-18-08-01	University of South Florida - CUTR	Florida Laws - Pedestrian and Bicycle Enforcement	\$ 360,000
405 (b)	Occupant Protection	M2HVE-18-20-01	Broward Sheriff's Office	Operation Buckle Up	\$ 20,000
405 (b)	Occupant Protection	M2HVE-18-20-02	City of Boynton Beach	Boynton Beach Occupant Protection & Child Passenger Safety Program	\$ 20,000
405 (b)	Occupant Protection	M2HVE-18-20-03	City of Delray Beach Police Department	Delray Beach Occupant Protection/ Child Passenger Safety	\$ 20,000
405 (b)	Occupant Protection	M2HVE-18-20-04	City of Gainesville	GPD Occupant Protection Enforcement Program	\$ 10,000
405 (b)	Occupant Protection	M2HVE-18-20-05	City of Lake City	LCPD Strategic Traffic Enforcement Program (STEP) - Occupant Protection	\$ 15,000
405 (b)	Occupant Protection	M2HVE-18-20-06	City of Margate	Margate Police Department Occupant Protection Program	\$ 10,500
405 (b)	Occupant Protection	M2HVE-18-20-07	DeFuniak Springs Police Department	DeFuniak Springs Vehicle Occupant Safety Program	\$ 10,000
405 (b)	Occupant Protection	M2HVE-18-20-08	Leesburg Police Department	Occupant Protection and Child Passenger Safety	\$ 15,000
405 (b)	Occupant Protection	M2HVE-18-20-09	Live Oak Police Department	LOPD Occupant Protection 2018	\$ 10,000
405 (b)	Occupant Protection	M2HVE-18-20-10	Miami - Dade Police Department	Miami - Dade Police Department Occupant Protection and Child Passenger Safety Program	\$ 100,000
405 (b)	Occupant Protection	M2HVE-18-20-11	Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Program	\$ 75,000
405 (b)	Occupant Protection	M2HVE-18-20-12	Suwannee County Sheriff's Office	SCSO Safety Belt Program	\$ 15,000
405 (b)	Occupant Protection	M2HVE-18-20-13	Town of Jupiter	Occupant Protection and Child Passenger Safety	\$ 15,000
405 (b)	Occupant Protection	M2HVE-18-20-14	Waudhule Police Department	Waudhule Police Department Occupant Protection and Child Safety Program	\$ 10,000
405 (b)	Paid Media - Occupant Protection	M2PEM-18-20-01	Tallahassee Community College - FPSI	Florida Click It or Ticket Campaign	\$ 550,000
405 (b)	Paid Media - Occupant Protection	M2PEM-18-20-02	University of South Florida - CUTR	Occupant Protection and Child Passenger Safety Campaign Development	\$ 25,000
405 (b)	Occupant Protection	M2X-18-20-01	University of Florida (UF) Board of Trustees	Florida's Occupant Protection Resource Center	\$ 325,000
405 (b)	Occupant Protection	M2X-18-20-02	University of North Florida - IPTM	Statewide Safety Belt and Child Passenger Safety Surveys	\$ 321,000
405 (b)	Occupant Protection	M2X-18-20-03	Tallahassee Community College - FPSI	Florida Occupant Protection Support Coordinator	\$ 55,000
405 (b)	Police Traffic Services - LEL	M2X-18-20-04	University of North Florida - IPTM	Florida Law Enforcement Liaison Occupant Protection Awareness Program	\$ 250,000
405 (c)	Traffic Records	M3DA-18-18-01	Florida State University	Traffic and Criminal Software (TraCS) Support, Enforcement and Training	\$ 382,600
405 (c)	Traffic Records	M3DA-18-18-02	Florida Department of Highway Safety and Motor Vehicles	Crash and Uniform Traffic Citation Data Improvement	\$ 115,901
405 (c)	Traffic Records	M3DA-18-18-03	Florida Department of Health, Division of Emergency Preparedness and Community Support (DEPCS)	Field Data Collection for National EMS Information System (NEMIS) Compliance	\$ 366,470
405 (c)	Traffic Records	M3DA-18-18-04	University of Florida	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$ 239,900
405 (c)	Traffic Records	M3DA-18-18-05	University of Florida	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	\$ 159,581
405 (d)	Impaired Driving	M3CS-18-06-01	Tallahassee Community College - FPSI	Traffic Safety Resource Prosecutor Program	\$ 350,000
405 (d)	Impaired Driving	M3CS-18-06-02	City of Jacksonville	Duval County 24/7 Sobriety Monitoring Program Expansion	\$ 24,000



405 (d)	Impaired Driving	MSHVE-18-06-01	Apopka Police Department	Help Affect Impaired Driving in Apopka (AID APOPKA)	\$	30,000
405 (d)	Impaired Driving	MSHVE-18-06-02	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement, Equipment and Overtime	\$	100,000
405 (d)	Impaired Driving	MSHVE-18-06-03	Bradenton Police Department	BPD Operation Sober Streets: Outreach, Education and Enforcement	\$	35,000
405 (d)	Impaired Driving	MSHVE-18-06-04	City of Gainesville	Impaired Driving Safety Program	\$	10,500
405 (d)	Impaired Driving	MSHVE-18-06-05	City of Lake City	City of Gainesville Safe Gator Program	\$	15,000
405 (d)	Impaired Driving	MSHVE-18-06-06	City of Miami	LCPD Strategic Traffic Enforcement Program (STEP) - Impaired Driving	\$	80,000
405 (d)	Impaired Driving	MSHVE-18-06-07	City of Port Orange	FY 2018 Miami DUI Checkpoint and Saturation Patrol Overtime Project	\$	12,000
405 (d)	Impaired Driving	MSHVE-18-06-08	Dade City Police Department	City of Port Orange Police Department DUI/ Impaired Driving Project	\$	19,000
405 (d)	Impaired Driving	MSHVE-18-06-09	Florida Department of Highway Safety and Motor Vehicles	Alcohol Driving Initiative	\$	230,000
405 (d)	Impaired Driving	MSHVE-18-06-10	Hillsborough County Sheriff's Office	Enhanced DUI Enforcement Mobile Equipment & Overtime	\$	125,000
405 (d)	Impaired Driving	MSHVE-18-06-11	Levy County Sheriff's Office	HCSO Operation Trident: Outreach, Education, and Enforcement	\$	17,000
405 (d)	Impaired Driving	MSHVE-18-06-12	Miami - Dade Police Department	LCSD Operation "Clear the Path": Outreach, Education and Enforcement	\$	200,000
405 (d)	Impaired Driving	MSHVE-18-06-13	Nassau County Sheriff's Office	Enforcement Impaired Driving Safety Program	\$	10,000
405 (d)	Impaired Driving	MSHVE-18-06-14	Orlando Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$	100,000
405 (d)	Impaired Driving	MSHVE-18-06-15	Panama City Beach Police Department	Driving Down DUI in Hilliard	\$	50,000
405 (d)	Impaired Driving	MSHVE-18-06-16	Pinellas County Sheriff's Office	Orlando Police Department DUI Enforcement Team	\$	34,000
405 (d)	Impaired Driving	MSHVE-18-06-17	Santa Rosa Sheriff's Office	PCBPD Outreach Program to Fight Against Impaired Driving	\$	75,000
405 (d)	Impaired Driving	MSHVE-18-06-18	Suwannee County Sheriff's Office	DUI Enhanced Project	\$	25,000
405 (d)	Impaired Driving	MSHVE-18-06-19	Tampa Police Department	DUI's - A Problem That Affects Us All	\$	225,000
405 (d)	Impaired Driving	MSHVE-18-06-20	Town of Jupiter	Operation Sober Suwannee	\$	28,000
405 (d)	Impaired Driving	MSX-18-06-04	University of North Florida - IPTM	Tampa Enhanced DUI Enforcement Project, "BAC to Basics"	\$	60,000
405 (d)	Impaired Driving	MSHVE-18-06-21	Wauchula Police Department	Impaired Driving	\$	20,000
405 (d)	Paid Media - Impaired Driving	MSPFM-18-16-01	University of South Florida - CUTR	WPD Operation Outreach, Education and Enforcement Impaired Driving Safety Program	\$	50,000
405 (d)	Paid Media - Motorcycle Safety	MSPFM-18-16-02	University of South Florida - CUTR	Impaired Driving Campaign Development	\$	300,000
405 (d)	Paid Media - Impaired Driving	MSPFM-18-16-03	Tallahassee Community College - PPSI	Impaired Motorcyclist PSA Campaign	\$	650,000
405 (d)	Paid Media - Impaired Driving	MSPFM-18-16-04	Tallahassee Community College - PPSI	DUI Statewide Media Campaign	\$	2,000,000
405 (d)	Paid Media - Impaired Driving	MSPFM-18-16-05	Tallahassee Community College - PPSI	Impaired Driving Professional Sports Marketing	\$	459,000
405 (d)	Paid Media - Impaired Driving	MSPFM-18-16-06	Tallahassee Community College - PPSI	Impaired Driving Major College Sports Marketing	\$	216,000
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-01	Florida Department of Highway Safety and Motor Vehicles	Impaired Driving Sports Campaign	\$	117,000
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-02	Florida Department of Highway Safety and Motor Vehicles	Legal Training for Hearing Officers	\$	75,000
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-03	Tallahassee Community College - PPSI	Drug Recognition Expert Training Grant	\$	32,530
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-03	Tallahassee Community College - PPSI	DUI Instructor Training	\$	73,581
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-03	Tallahassee Community College - PPSI	Spanish Language Training	\$	144,270
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-04	University of North Florida - IPTM	Standardized Field Sobriety Testing Training	\$	79,000
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-04	University of North Florida - IPTM	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$	11,250
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-04	University of North Florida - IPTM	Standardized Field Sobriety Testing (SPST) Instructor Update	\$	37,500
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-05	University of North Florida - IPTM	Standardized Field Sobriety Testing (SPST) Refresher	\$	58,500
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-05	University of North Florida - IPTM	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$	37,500
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-06	University of North Florida - IPTM	Medical Foundations of Visual Systems Testing	\$	415,000
405 (d)	Public Traffic Safety Professionals Training	MSTR-18-06-07	Sarasota County	Drug Recognition Expert Program	\$	3,000
405 (d)	Impaired Driving	MSX-18-06-01	Mothers Against Drunk Driving (MADD) Florida	Sarasota County DUI Court Program Training	\$	300,000
405 (d)	Impaired Driving	MSX-18-06-02	University of North Florida - IPTM	Mothers Against Drunk Driving (MADD) Florida Safe and Aware	\$	30,000
405 (d)	Impaired Driving	MSX-18-06-03	Florida Sheriff's Association	Drug Recognition Expert (DRE) Call-Out	\$	25,000
405 (d)	Police Traffic Services - LEL	MSX-18-06-05	University of North Florida - IPTM	Value Life	\$	250,000
405 (f)	Paid Media - Motorcycle Safety	MSMA-18-11-01	University of South Florida - CUTR	Florida Law Enforcement Liaison Impaired Driving Awareness Program	\$	291,578
402	Motorcycle Safety	MC-18-10-01	University of South Florida - CUTR	Share the Road PSA Campaign	\$	515,000
402	Motorcycle Safety	MC-18-10-02	University of South Florida - CUTR	Florida's Comprehensive Motorcycle Safety Program	\$	100,000

402	Motorcycle Safety	MC-18-10-03	University of Miami	Motorcycle Education and Injury Prevention Program in Trauma Centers	\$ 225,000
402	Motorcycle Safety	MC-18-10-04	Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	\$ 38,000
402	Motorcycle Safety	MC-18-10-05	Florida State University	Preventing Street Racing Through Legal Alternatives	\$ 75,000
402	Motorcycle Safety	MC-18-10-06	City of Gainesville	City of Gainesville Motorcycle/ Scooter Safety and Education Program	\$ 50,000
402	Motorcycle Safety	MC-18-10-07	Florida State University	FSUFD Safe Motorcycle and Rider Techniques (SMART)	\$ 20,000
402	Motorcycle Safety	MC-18-10-08	University of North Florida - IPTM	Motorcycle Awareness Survey	\$ 60,000
402	Motorcycle Safety	MC-18-10-09	Florida Department of Highway Safety and Motor Vehicles	Motorcycle Skill Sustainment Training Pilot	\$ 45,000
402	Motorcycle Safety	MC-18-10-10	Miami Beach Police Department	MBPD Motorcycle Safety Campaign	\$ 65,000
402	Motorcycle Safety	MC-18-10-11	Hillsborough County Sheriff's Office	HCSO Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$ 80,000
402	Motorcycle Safety	MC-18-10-12	Broward County Sheriff's Office	Broward Motorcycle Safety Enforcement Program	\$ 80,000
402	Motorcycle Safety	MC-18-10-13	Key West Police Department	Safe Streets Motorcycle/Scooter Education and Enforcement Campaign	\$ 50,000
402	Motorcycle Safety	MC-18-10-14	City of New Port Richey	Motorcycle Safety Grant	\$ 15,000
402	Occupant Protection	OP-18-02-01	University of Florida (UF) Board of Trustees	Florida's Occupant Protection Coalition	\$ 135,000
402	Planning and Administration	PA-18-01-01	Florida Department of Transportation - State Safety Office	Operation of the Highway Traffic Safety Grant Section	\$ 300,000
402	Planning and Administration	PA-18-01-02	Florida Department of Transportation - State Safety Office	Highway Safety Travel and Training	\$ 40,000
402	Paid Media - Pedestrian and Bicycle Safety	PM-18-07-01	University of South Florida - CUTR	Florida's Bicycle/ Pedestrian Focused Initiative: Communications	\$ 400,000
402	Paid Media - Motorcycle Safety	PM-18-07-02	University of South Florida - CUTR	Motorcycle Safety Paid Media Campaign	\$ 175,000
402	Paid Media - Aging Road Users	PM-18-07-03	Florida State University	You Hold the Keys to your Transportation Future Campaign	\$ 40,000
402	Pedestrian and Bicycle Safety	PS-18-08-01	University of South Florida - CUTR	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$ 650,000
402	Pedestrian and Bicycle Safety	PS-18-08-02	University of South Florida - CUTR	Pedestrian and Bicycle Program Evaluation and Data Collection	\$ 250,000
402	Pedestrian and Bicycle Safety	PS-18-08-03	University of Florida (UF) Board of Trustees	Florida's Pedestrian and Bicycle Safety Resource Center	\$ 450,000
402	Pedestrian and Bicycle Safety	PS-18-08-04	University of South Florida - CUTR	WalkWise Statewide Educational Campaigns on Pedestrian Safety	\$ 100,000
402	Pedestrian and Bicycle Safety	PS-18-08-05	New Port Richey Police Department	Pedestrian and Bicycle Safety Grant	\$ 15,000
402	Pedestrian and Bicycle Safety	PS-18-08-06	Monroe County Sheriff's Office	The "Keys" to Safe Biking and Hiking	\$ 75,000
402	Pedestrian and Bicycle Safety	PS-18-08-07	Suwannee County Sheriff's Office	SCSO Pedestrian initiative	\$ 10,000
402	Police Traffic Services - LEL	PT-18-12-01	University of North Florida - IPTM	Florida Law Enforcement Liaison Program	\$ 1,000,000
402	Police Traffic Services - LEL	PT-18-12-02	University of North Florida - IPTM	Florida Law Enforcement Traffic Safety Challenge	\$ 250,000
402	Public Traffic Safety Professionals Training	PT-18-12-03	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training Support Staff	\$ 55,000
402	Public Traffic Safety Professionals Training	PT-18-12-04	Tallahassee Community College - FPSI	Advanced Traffic Homicide Investigation Training	\$ 60,000
402	Public Traffic Safety Professionals Training	PT-18-12-04	Tallahassee Community College - FPSI	Basic Training Homicide Investigation Training	\$ 65,000
402	Public Traffic Safety Professionals Training	PT-18-12-04	Tallahassee Community College - FPSI	Crash Scene Mapping with Speed Lasers Training	\$ 25,000
402	Public Traffic Safety Professionals Training	PT-18-12-04	Tallahassee Community College - FPSI	Speed Measurement Training	\$ 35,000
402	Public Traffic Safety Professionals Training	PT-18-12-04	Tallahassee Community College - FPSI	Speed Measurement Instructor Training	\$ 25,042
402	Public Traffic Safety Professionals Training	PT-18-12-04	Tallahassee Community College - FPSI	Traffic Crash Reconstruction Training	\$ 65,000
402	Public Traffic Safety Professionals Training	PT-18-12-05	University of North Florida - IPTM	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	\$ 65,000
402	Public Traffic Safety Professionals Training	PT-18-12-06	University of North Florida - IPTM	Event Data Recorder Use in Traffic Crash Reconstruction - Level 1	\$ 27,800
402	Public Traffic Safety Professionals Training	PT-18-12-06	University of North Florida - IPTM	Human Factors in Traffic Crash Reconstruction	\$ 25,000
402	Public Traffic Safety Professionals Training	PT-18-12-06	University of North Florida - IPTM	Investigation of Motorcycle Crashes - Level 1	\$ 31,800
402	Public Traffic Safety Professionals Training	PT-18-12-06	University of North Florida - IPTM	Pedestrian/ Bicycle Crash Investigation - Level 1	\$ 35,775
402	Public Traffic Safety Professionals Training	PT-18-12-06	University of North Florida - IPTM	Police Motorcycle Instructor Course	\$ 60,000
402	Work Zone Safety	RS-18-13-01	FDOT - State Safety Office	Work Zone Safety Campaign	\$ 20,000
402	Speed/Aggressive Driving	SC-18-13-01	City of Coral Springs	Speed and Aggressive Driving Grant	\$ 60,500
402	Speed/Aggressive Driving	SC-18-13-02	Pensacola Police Department	Pensacola Speed and Aggressive Driving Grant	\$ 30,000
402	Speed/Aggressive Driving	SC-18-13-03	Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers (SPEED)	\$ 100,000

402	Speed/Aggressive Driving	SC-18-13-04	Bradenton Police Department	Speed & Aggressive Driving: Implementation of Bradenton Police Department "Lead Foot"	\$ 25,000
402	Speed/Aggressive Driving	SC-18-13-05	Palmetto Police Department	City of Palmetto Speed and Aggressive Driving Abatement Program	\$ 10,000
402	Speed/Aggressive Driving	SC-18-13-06	City of Lake City	LCPD Strategic Traffic Enforcement Program (STEP) - Speed and Aggressive Driving	\$ 15,000
402	Speed/Aggressive Driving	SC-18-13-07	City of New Port Richey	Speed and Aggressive Driving Grant	\$ 30,000
402	Speed/Aggressive Driving	SC-18-13-08	Town of Jupiter	Speed and Aggressive Driving	\$ 28,000
402	Speed/Aggressive Driving	SC-18-13-09	Tampa Police Department	Aggressive Driving and Traffic Safety Enforcement in Tampa - Year #2	\$ 100,000
1906	Traffic Records	TBD	Florida Court Clerks and Comptrollers	Central Repository for Traffic Data	\$ 230,000
1906	Traffic Records	TBD	Florida State University	TraCS Mobile Platform Improvements	\$ 300,000
402	Speed/Aggressive Driving	SC-18-13-10	Panama City Beach Police Department	PBCPD Outreach Program to fight against Speed and Aggressive Driving	\$ 50,000
402	Speed/Aggressive Driving	SC-18-13-11	Madison County Sheriff's Office	2018 MCSO Speed/ Aggressive Driving Grant	\$ 50,000
402	Speed/Aggressive Driving	SC-18-13-12	City of Holly Hill	Aggressive Driving and Speed Program	\$ 40,000
402	Speed/Aggressive Driving	SC-18-13-13	Live Oak Police Department	LOPD Speed & Aggressive Driving 2018	\$ 20,000
402	Speed/Aggressive Driving	SC-18-13-14	Bay County Sheriff's Office	Speed and Aggressive Driving Enforcement	\$ 100,000
402	Speed/Aggressive Driving	SC-18-13-15	Suwannee County Sheriff's Office	SCSO Speed/Aggressive Driving	\$ 20,000
402	Speed/Aggressive Driving	SC-18-13-16	City of Delray Beach Police Department	Delray Beach Police Speed/ Aggressive Driving Enforcement Program	\$ 50,000
402	Speed/Aggressive Driving	SC-18-13-17	Santa Rosa Sheriff's Office	Commitment to Traffic Safety through Speed Reduction	\$ 50,000
402	Speed/Aggressive Driving	SC-18-13-18	County of Volusia	Speed/ Aggressive Driving	\$ 50,000
402	Speed/Aggressive Driving	SC-18-13-19	Palm Beach County Sheriff's Office	Palm Beach County Speed and Aggressive Driving Campaign	\$ 100,000
402	Speed/Aggressive Driving	SC-18-13-20	City of Boynton Beach	Boynton Beach Speed & Aggressive Driving Program	\$ 40,000
402	Speed/Aggressive Driving	SC-18-13-21	Hillsborough County Sheriff's Office	HCSO Speed: Know Your Limits	\$ 50,000
402	Speed/Aggressive Driving	SC-18-13-22	Broward Sheriff's Office	Broward Aggressive Speed Enforcement Program	\$ 100,000
402	Traffic Records	TR-18-09-01	Tallahassee Community College - FPSI	Traffic Records Program Manager / TRCC Coordinator	\$ 65,000
402	Traffic Records	TR-18-09-02	Tallahassee Community College - FPSI	Traffic Records Coordinating Committee Support	\$ 27,000
402	Traffic Records	TR-18-09-03	Florida State University	Electronic License and Vehicle Information System (ELVIS)	\$ 527,000
402	Teen Driver Safety	TSP-18-04-01	Tallahassee Community College - FPSI	Florida Teen Traffic Safety	\$ 375,000
402	Teen Driver Safety	TSP-18-04-02	Florida Sheriff's Association	Teen Driver Challenge	\$ 30,000
402	Teen Driver Safety	TSP-18-04-03	Florida Department of Highway Safety and Motor Vehicles	Teen Driver Safety	\$ 100,000
402	Teen Driver Safety	TSP-18-04-04	Florida Department of Highway Safety and Motor Vehicles	Engaging Older Teen Drivers - Expansion	\$ 45,000
402	Teen Driver Safety	TSP-18-04-05	Dade City Police Department	Teen/Young Adult Driving Initiative	\$ 17,000
402	Teen Driver Safety	TSP-18-04-06	Broward Sheriff's Office	Broward Sheriff's Office Teen Driver Safety Program	\$ 53,000

# Florida FY2018 HSP - \$5,000 Equipment List

## Florida FY2018 HSP - \$5,000 Equipment List

FDOT Program Area					
Project Number	Funding Source	Agency / Project Name	Item	Maximum Units	Maximum Unit Cost
<b>Aging Road Users</b>					
NA					
<b>Community Traffic Safety Outreach</b>					
NA					
<b>Distracted Driving</b>					
NA					
<b>Impaired Driving</b>					
MSHVE-18-06-02	405 (d)	Bay County Sheriff's Office / Enhanced Impaired Driving Enforcement, Equipment and Overtime	Intoxilyzer and Printer In-Car Video System	1 1	\$7,000 \$6,000
MSHVE-18-06-10	405 (d)	Florida Department of Highway Safety and Motor Vehicles / Enhanced DUI Enforcement Mobile Equipment & Overtime	Intoxilyzer and Printer	16	\$7,000
<b>Motorcycle Safety</b>					
NA					
<b>Occupant Protection</b>					
NA					
<b>Paid Media</b>					
NA					
<b>Pedestrian and Bicycle Safety</b>					
NA					

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## Florida FY2018 HSP - \$5,000 Equipment List

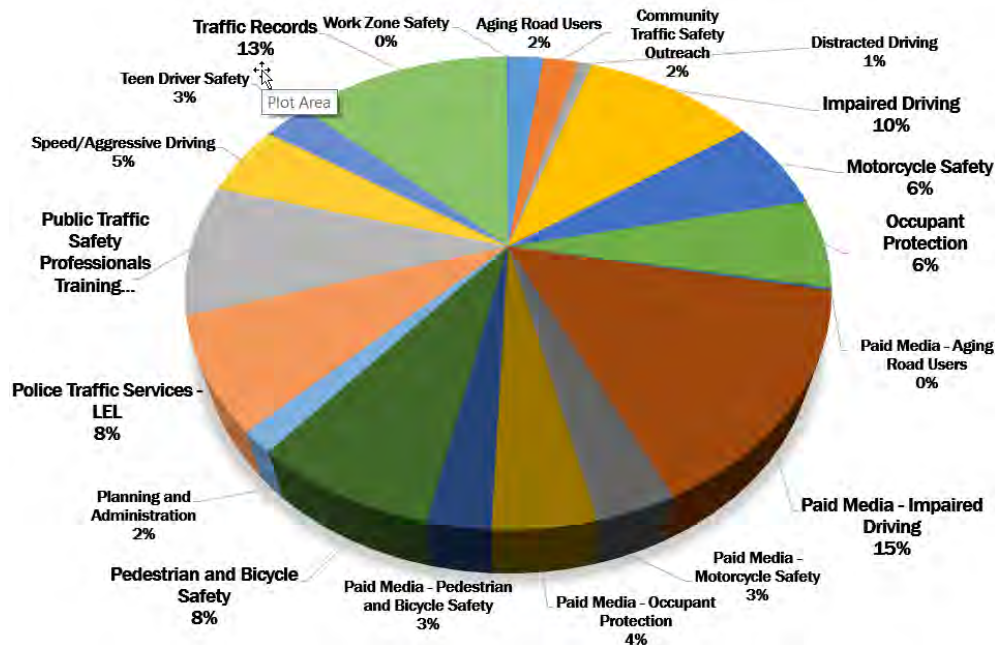
Planning and Administration					
NA					
Police Traffic Services – LEL					
NA					
Public Traffic Safety Professionals Training					
NA					
Speed/Aggressive Driving					
NA					
Teen Driver Safety					
TSP-18-04-06	402	Broward Sheriff's Office / Broward Sheriff's office Teen Driver Safety Program	Fatal Vision Community Event Pack	1	\$7,000
Traffic Records					
NA					
Work Zone Safety					
NA					

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# Florida FY2018 HSP - FDOT Financial Summary

## FY 2018 Highway Safety Plan FDOT Financial Summary

Sum of HSP Amount Row Labels	Column Labels	402	1906	405 (b)	405 (c)	405 (d)	405 (f)	405 (h)	Grand Total
Aging Road Users	\$	480,500							\$ 480,500
Community Traffic Safety Outreach	\$	485,000							\$ 485,000
Distracted Driving	\$	184,500							\$ 184,500
Impaired Driving	\$	100,000				\$ 2,229,500			\$ 2,329,500
Motorcycle Safety	\$	1,418,000							\$ 1,418,000
Occupant Protection	\$	135,000		\$ 1,246,500					\$ 1,381,500
Paid Media - Aging Road Users	\$	40,000							\$ 40,000
Paid Media - Impaired Driving						\$ 3,375,000			\$ 3,375,000
Paid Media - Motorcycle Safety	\$	175,000				\$ 300,000	\$ 291,578		\$ 766,578
Paid Media - Occupant Protection				\$ 975,000					\$ 975,000
Paid Media - Pedestrian and Bicycle Safety	\$	400,000					\$ 200,000		\$ 600,000
Pedestrian and Bicycle Safety	\$	1,550,000					\$ 200,000		\$ 1,750,000
Planning and Administration	\$	340,000							\$ 340,000
Police Traffic Services - LEL	\$	1,250,000		\$ 250,000		\$ 250,000			\$ 1,750,000
Public Traffic Safety Professionals Training	\$	575,417				\$ 1,084,151	\$ 360,000		\$ 2,019,568
Speed/Aggressive Driving	\$	1,118,500							\$ 1,118,500
Teen Driver Safety	\$	620,000							\$ 620,000
Traffic Records	\$	619,000	\$ 530,000		\$ 1,764,752				\$ 2,913,752
Work Zone Safety	\$	20,000							\$ 20,000
<b>Grand Total</b>	<b>\$</b>	<b>9,510,917</b>	<b>\$ 530,000</b>	<b>\$ 2,471,500</b>	<b>\$ 1,764,752</b>	<b>\$ 7,238,651</b>	<b>\$ 291,578</b>	<b>\$ 760,000</b>	<b>\$ 22,567,398</b>



# Appendix A - Certification and Assurances for Highway Safety Grants

**APPENDIX A TO PART 1300 –  
CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS  
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,  
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

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

State: Florida

Fiscal Year: 2018

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

## **GENERAL REQUIREMENTS**

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

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

## **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

## **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

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

#### **NONDISCRIMINATION**

(applies to subrecipients as well as States)

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

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



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

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

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

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

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

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

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

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

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

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

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- o Taking appropriate personnel action against such an employee, up to and including termination.
  - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

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

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

**Instructions for Primary Certification (States)**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**BUY AMERICA ACT**  
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase



foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: **[CHECK ONLY ONE]**

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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

Brian Blanchard      6/29/17  
 Signature Governor's Representative for Highway Safety      Date

**Brian A. Blanchard, P.E.**

Printed name of Governor's Representative for Highway Safety

# Appendix B - Certifications and Assurances for Section 405 and Section 1906 Grants

APPENDIX B TO PART 1300 –  
APPLICATION REQUIREMENTS  
FOR SECTION 405 AND SECTION 1906 GRANTS


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

State: Florida Fiscal Year: 2018

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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

  
Signature Governor's Representative for Highway Safety      6/29/17  
Date

**Brian A. Blanchard, P.E.**

Printed name of Governor's Representative for Highway Safety

## Appendix C - Section 405(b) Occupant Protection Grants

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

Eligibility Determination:

*The State of Florida hereby applies for occupant protection incentive grant funds as a lower seat belt use rate state, based on the eligibility determination criteria specified in 23 CFR 1300.21(c). The Florida 2016 statewide safety belt survey results indicate the state's safety belt usage rate was **89.6%**, which falls within the lower seat belt use rate of below 90.0 %, in accordance with 23 CFR 1300.21(e).*

Florida's Primary Enforcement Seat Belt Use Statute is Florida Statute 316.614. The State of Florida occupant protection program area plan for fiscal year 2018 is provided in the Occupant Protection Section of this HSP (page 53). Florida will participate in the Click It or Ticket national enforcement mobilization in fiscal year 2018. Details of this participation is documented within the Click It or Ticket paid media (page 58) and Evidence Based Enforcement plan (page 28) sections of this HSP. Florida's Occupant Assessment was conducted on March 11, 2016 and is compliance with the Occupant Protection Assessment criteria for eligibility.

Attachments to this appendix include:

- a) A table of all Florida's current CPS station locations
- b) A table of all scheduled CPS trainings for FY2018, for recruiting, training and maintenance of CPS technicians.

State

Florida

**PART 1: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)**

Check the box only if applying for an Occupant Protection grant

**All States:** [Fill in all blanks below.]

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

The State occupant protection program area plan for the upcoming fiscal year is provided on HSP page #:

Page 53

The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided on HSP page #:

Page 58 (media) and Page 28 (enforcement)

A table that documents the State's active network of child restraint inspection stations is provided on HSP page #:

Attachment: "405b 2018 Inspection Stations"

*Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.*

A table that identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians is provided on HSP page #:

Attachment: "405b "Inspection Station Events"

**Lower Seat belt Use States Only:**

[Check at least 3 boxes below and fill in all blanks related to those checked boxes]

**Primary Enforcement Seat Belt Use Statute**

The State primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

**Occupant Protection Statute**

The State occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

Coverage of all passenger motor vehicles:

Minimum fine of at least \$25:

Exemptions from restraint requirements:

**Seat Belt Enforcement**

The State seat belt enforcement plan is provided on HSP page #:

**High Risk Population Countermeasure Programs**

The State's data-driven programs to improve seat belt and child restraint use for at least 2 of the following at-risk populations (drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, or other at-risk populations as identified in the occupant protection program area) is provide on HSP page #:

Comprehensive Occupant Protection Program

Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date:

Multi-year strategic plan is provided on HSP page or attachment #:

Name and title of State designated occupant protection coordinator:

List that contains the names, titles and organizations of the statewide occupant protection task force membership is provided on HSP page #:

Occupant Protection Program Assessment

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted within 3 years prior to the application date (enter date):



# Appendix D - Section 405(c) State Traffic Safety Information System Improvement Grants

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

Eligibility Determination:

*The State of Florida hereby applies for traffic safety information system improvements grant based on the criteria specified in 23 CFR 1300.22. Florida has a functioning TRCC which meets four times per year with a 5 year strategic plan for traffic safety information system improvements. The most recent assessment of Florida's highway safety data and traffic records system was completed in December of 2015.*

Attachments to this appendix include:

- a) A list of the Florida TRCC members by name, title home organization and the core safety database represented
- b) A copy of Florida's Traffic Records Strategic Plan
- c) A description of specific quantifiable and measureable improvements
- d) Florida's response to recommendations for the most recent assessment



State

Florida

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT  
(23 CFR § 1300.22)**

Check the box only if applying for a State Traffic Safety System Improvement grant

All States: [Fill in all blanks below]

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

Enter the TRCC meeting dates (at least 3) during the 12 months preceding the application due date:

08/02/2016

12/16/2016

04/07/2017

If applicable, additional TRCC meeting dates can be found on HSP page #:

TRCC Website [www.fltrafficrecords.com](http://www.fltrafficrecords.com) "click the calendar"

The name and title of the State Traffic Records Coordinator is:

Melissa Gonzalez, Traffic Records Coordinating Committee Coordinator

A list of the TRCC members by name, title, home organization and the core safety database represented is provided on HSP page #:

Attachment: "405c TRCC Member List"

The State Traffic Records Strategic Plan is provided as follows:

Description of specific, quantifiable and measurable improvements is provided on HSP page or attachment #:

Attachment: "FL\_Quantitative\_Progress\_FY2017"

List of all recommendations from most recent assessment is provided on HSP page or attachment #:

Attachment: "Florida TR Assessment Priorities"

Recommendations to be addressed, including projects and performance measures is provided on HSP page or attachment #:

Attachment: "Florida TR Assessment Priorities"

Recommendations not to be addressed, including reasons for not implementing is provided on HSP page or attachment #:

Attachment: "Florida TR Assessment Priorities"

Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided on HSP page or attachment #:

Attachment: "FY17 Florida Strategic Plan"

The State's most recent assessment of its highway safety data and traffic records system was completed on:

12/21/2016

## Appendix E - Section 405(d) Impaired Driving Countermeasures Grants

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

Eligibility Determination:

*The State of Florida hereby applies for impaired driving countermeasures grant as a mid-range state based on the criteria specified in 23 CFR 1300.23. Florida has an impaired driving coalition with a strategic plan for impaired driving.*

Attachments to this appendix include:

- a) A copy of the Florida Impaired Driving Coalition (FIDC) charter
- b) A current list of the FIDC membership that includes names, titles and organizations of all members
- c) A copy of the FIDC Strategic Plan

State

Florida

**PART 3: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)**

Check this box only if applying for an Impaired Driving Countermeasures grant

All States: [Check both boxes below]

- The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State shall use the funds awarded under 23 U.S.C. 405(d) only for the implementation and enforcement of programs authorized as provided in 23 U.S.C. § 1300.23 (j)

Mid-Range States Only: [Check one box below and fill in all blanks related to that checked box.]

- The State submits its new or revised statewide impaired driving plan approved by a statewide impaired driving task force on:

03/31/2017

*Specifically:*

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

Attachment: "FIDC Signed Charter 2017"

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

Provided on the last page of Attachment "Florida Statewide Impaired Driving Strategic Plan"

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

Attachment: "Florida Statewide Impaired Driving Strategic Plan"

- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force and continues to use this plan:

Date of previously submitted plan:

**High-Range States Only:** [Check one box below and fill in all blanks related to that checked box.]

*New Statewide Impaired Driving Plan:*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on:

The statewide impaired driving plan includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on:

Specifically -

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

The HSP page or attachment # that addresses any related recommendations from the assessment of the State's impaired driving program:

The HSP page or attachment # that contains the detailed project list for spending grant funds:

The HSP page or attachment # that describes how the spending supports the State's impaired driving program and achievement of its performance targets:

*Updated Statewide Impaired Driving Plan:*

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on:

The State updates its assessment review and spending plan provided as HSP page or attachment #:

# Appendix F - Section 405(d)(B) 24-7 Sobriety Program Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(d)(B) 24-7 Sobriety Program Grants. This application includes a summary of the state's qualification for each requested section of 405(e) funding and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

Eligibility Determination:

*The State of Florida hereby applies for impaired driving countermeasures grant as a mid-range state based on the criteria specified in 23 CFR 1300.23(h). Florida has an impaired driving coalition with a strategic plan for impaired driving.*

Attachments to this appendix include:

- a) A copy of Florida Statute 316.193 Driving Under the Influence, penalties
- b) Highlighted 316.193(j) identifying Florida's "sobriety and drug monitoring program" laws



State

Florida

**PART 5: 24-7 SOBRIETY PROGRAM GRANT (23 CFR § 1300.23(H))**

Check the box only if applying for a 24-7 Sobriety Program grant

[Fill in all blanks.]

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

Legal citation(s):

Florida Statute 316.193

Date enacted:

10/01/1977

Date last amended:

10/01/2016

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

Law citation:

The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Florida Statute 316.193(j)

Date enacted:

10/01/2016

Date last amended:

10/01/2016

Program Information:

The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided as HSP page or attachment #:

Date enacted:

Date last amended:

# Appendix G - Section 405(f) Motorcycle Safety Grants

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

Eligibility Determination:

*The State of Florida hereby applies for motorcyclist safety grant based on the criteria specified in 23 CFR 1300.25. Florida's Department of Highway Safety and Motor Vehicles (DHSMV) has the authority over motorcyclist training and using the Motorcycle Safety Foundation Basic Rider Course as introductory rider curricula. The Florida Motorcyclists Awareness Program is developed and implemented by the Florida Department of Transportation (FDOT) in conjunction with DHSMV via the Florida Motorcycle Safety Coalition. An explanation of Florida's motorcycle awareness activities can be found in the Paid Media section of this HSP (page 58). Motorcycle countermeasure activities can be found in the Motorcycle Safety Section of this HSP (page 47)*

Attachments to this appendix include:

- a) A list of Florida's counties where training will be conducted along with motorcycle registrations for each county
- b) A table comparing motorcycle registrations to motorcycle crashes involving a motorcycle and another vehicle

State

Florida

**PART 7: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)**

Check this box only if applying for a Motorcyclist Safety grant

[Check at least 2 boxes below and fill in all blanks related to those checked boxes]

**Motorcycle Riding Training Course**

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

The Department of Highway Safety and Motor Vehicles

The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula (select one):

- Motorcycle Safety Foundation Basic Rider Course
- TEAM OREGON Basic Rider Training
- Idaho STAR Basic I
- California Motorcyclist Safety Program Motorcyclist Training Course
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA

A list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records is provided on HSP page #:

Attachment: "2018 Motorcycle Training Charts"

**Motorcyclist Awareness Program**

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

Florida Department of Highway Safety and Motor Vehicles

The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

The performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle is provided on HSP page #:

Attachment: "405f Crash data by county for 2018 Awareness"

The countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant is provided on HSP page #:

Page 47

**Reduction of Fatalities and Crashes Involving Motorcycles**

Data required showing the total number of motor vehicle crashes involving motorcycles is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

**Impaired Driving Program**

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation is provide on HSP page #:

Countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data is provided on HSP page #:

**Reduction of Fatalities and Accidents Involving Impaired Motorcycles**

Data required showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

**Use of Fees Collected from Motorcyclists for Motorcycle Programs**

[Select *one circle only* below and fill in *all* blanks related to that selection *only*.]

Applying as a Law State:  Choice 1

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

Legal citation(s):

AND

The State's law appropriating funds for FY (*enter FY below*) requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

FY

Legal citation(s):

Applying as a Data State:  Choice 2

Data and/or documentation from official State records from the previous fiscal year showing that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs is provided on HSP page #:

## Appendix H - Section 405(h) Non-motorized Safety Grants

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

### Eligibility Determination:

*The State of Florida hereby applies for non-motorized safety funds, based on the eligibility determination criteria specified in 23 CFR 1300.27(b). NHTSA's FARS indicate that Florida's total annual fatalities for 2015 were 2,494. Of those 2,494 fatalities, pedestrian and bicyclists fatalities were combined annual total of 726 fatalities. The combined annual total of pedestrian and bicyclists represent 29.11% of the total annual crash fatalities; therefore, exceeding the 15% eligibility requirement.*

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

Attachments to this appendix include:

- a) FARS data tables indicating the total fatalities and combine total pedestrian and bicyclists fatalities and percentage of total for 2015



State:

Florida

**PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)**

Check the this box only if applying for a Non-motorized Safety grant

[Check the box above *only* applying for this grant AND *only* if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent (2014) calendar year final FARS data.]

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