



2060 FLORIDA TRANSPORTATION PLAN
SAFETY & SECURITY
2013 PERFORMANCE REPORT

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This report is part of the Performance-Based Planning and Programming Process used by the Florida Department of Transportation (FDOT). For a description of that process, updates to this report and other transportation performance reporting initiatives of FDOT, go to FDOTPerforms.org.

BY THE NUMBERS

The safety and security of Florida's highways is a paramount FDOT priority. Key performance highlights include:

- The number of fatalities and serious injuries on Florida's roadways continued to drop in 2011
- Since 2007, the number of fatalities dropped by 17 percent; the number of serious injuries by 21 percent
- Fatalities declined 25 percent and 47 percent between 2006 and 2010 for aging road users and teen drivers
- Fatalities declined 9 percent, 18 percent and 3 percent between 2006 and 2011 for pedestrians, motorcyclists and bicyclists
- At 87 percent, the statewide seat belt usage rate remained high and is three points higher than the national average
- The number of miles between safety incidents for Florida's transit agencies increased by more than 11 percent between 2004 and 2012

OUR GOAL

PROVIDE A SAFE AND SECURE TRANSPORTATION SYSTEM FOR ALL USERS

Improving the safety and security of the transportation system is among the state's highest commitments to its residents and visitors. Safety and security are important issues for every mode of transportation and it is affected by a multitude of factors ranging from individual human traits and behaviors, infrastructure design, investment levels, innovations in technology and communications, as well as commitments to enforcement and education. Safety and security are even affected by weather and the natural environment. Despite safer highway design, safer motor vehicles, increased safety belt use, increased and improved public education, vigorous enforcement of laws, and improved emergency response and trauma treatment, there is more work to do in pursuit of our long-term goal of zero deaths on Florida's roadways.

In 2012, the Department collaborated with Florida's federal, state and regional safety partners and stakeholders to update its **Strategic Highway Safety Plan (SHSP)**. The goal of Florida's SHSP is to reduce fatalities and serious injuries by strategically concentrating funding and other resources on the problems with the greatest potential for improvement. The SHSP and this



report are intertwined, with the SHSP providing the foundation for this Safety chapter of the Performance Report. In most instances, this report touches on the higher level issues and measures, and the SHSP contains greater detail.

Just as the 2060 Florida Transportation Plan is a plan for all of Florida's transportation partners, the SHSP is a plan for all of Florida's safety partners.

Just as the *2060 Florida Transportation Plan* is a plan for all of Florida's transportation partners, the SHSP is a plan for all of Florida's safety partners. The SHSP is led by a group of dedicated, public and private sector, safety partners actively involved in engineering, enforcement, education, and emergency response—all working together—to achieve successful implementation. Concurrently, achieving the safety goals and implementing the strategies contained within this Performance Report will require collaboration among FDOT and its many safety partners.

OUR OBJECTIVES

The Florida Department of Transportation (FDOT) sets objectives and strategies to implement the *2060 Florida Transportation Plan* goals. Each objective includes an array of strategies to enable the Department to meet its adopted objectives. The following objectives provide the policy framework for connecting the Department's budget and work program to the *2060 Florida Transportation Plan's* safety and security goal.

- Reduce by 5 percent annually the number of highway fatalities and serious injuries
- Update emergency response plans and readiness procedures for disaster response and conduct regular training exercises

OBJECTIVE: Reduce by 5 percent annually the number of highway fatalities and serious injuries

Although safety has improved dramatically over the past decade, too many lives are still lost on Florida's transportation system. This objective, to steadily reduce the number of highway fatalities and serious injuries by 5 percent annually, reflects a philosophy of continued improvement and recognition that one life lost is too many.

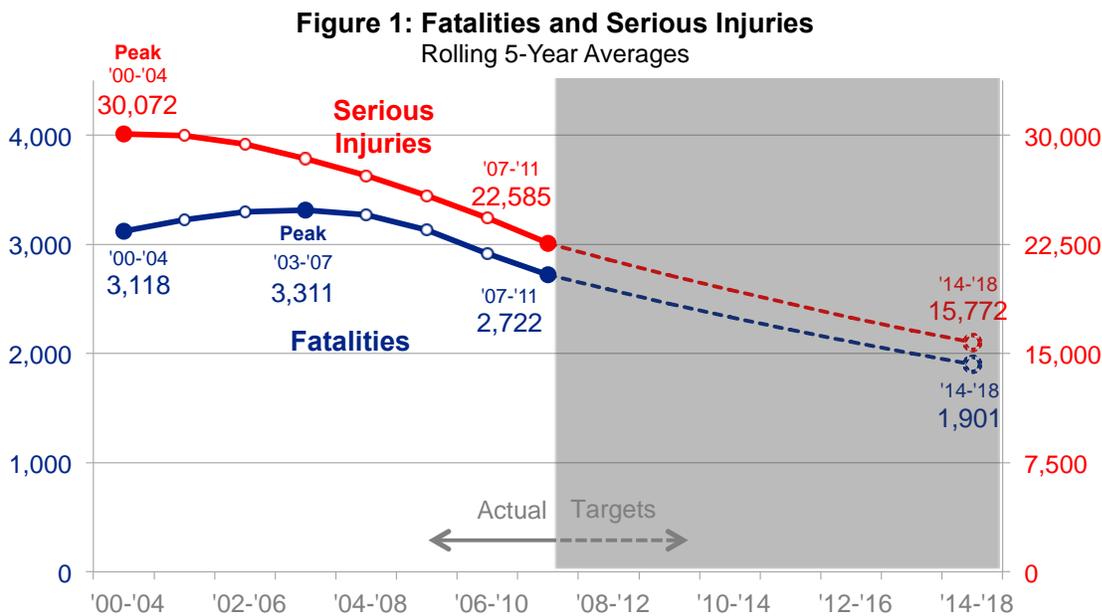
It is worth noting that fluctuations in the number and changes in variables involving traffic crashes are common. For the purposes of measuring performance, it is desirable to "smooth out" the effects of these variations and allow trends to be more clearly understood. For example, traffic safety measures are often calculated using rolling multi-year averages instead of annual counts.



Fatalities and Serious Injuries Due to Traffic Crashes

The effect of traffic crashes is best illustrated by measuring the most severe consequences – fatalities and serious injuries. Reductions in these areas can have a profound effect on the quality of life in Florida. As shown in **Figure 1**, since 2007 the five-year average for fatalities has dropped from 3,311 to 2,722, nearly an 18 percent reduction. Over the same time period, serious injuries have decreased by nearly 21 percent, from 28,371 to 22,585. If the target of a 5 percent reduction annually is achieved, the five-year averages would drop to about 1,900 for fatalities and below 16,000 for serious injuries by 2018.

Since 2007, the five-year averages for fatalities and serious injuries have dropped by 18 and 21 percent respectively.



The recent downward trend in fatalities and serious injuries is attributed to several safety programs and initiatives, such as the enforcement of safety belt use, crackdowns on drunk driving, increased vehicle safety and fewer vehicle miles traveled due to the national economic downturn.

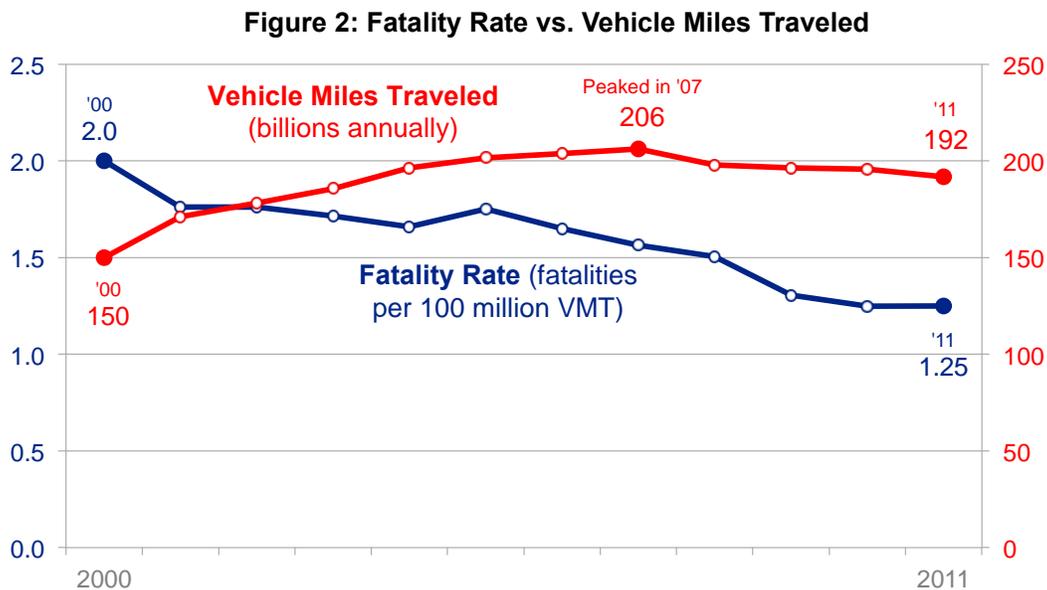
Fatality Rate

To help account for the relationship between fatalities and the number of miles driven, highway safety experts often calculate a “fatality rate” by measuring fatalities per 100 million vehicle miles traveled (VMT). The fatality rate includes motor vehicle and motorcyclist fatalities as well as bicyclist and pedestrian fatalities involving motor vehicles.



As shown in **Figure 2**, after a five-year decline, Florida's highway fatality rate per 100 million VMT leveled off at 1.25 in 2011 and remains far below the fatality rates of the early 2000s.

Florida's highway fatality rate has remained flat or declined for seven consecutive years.

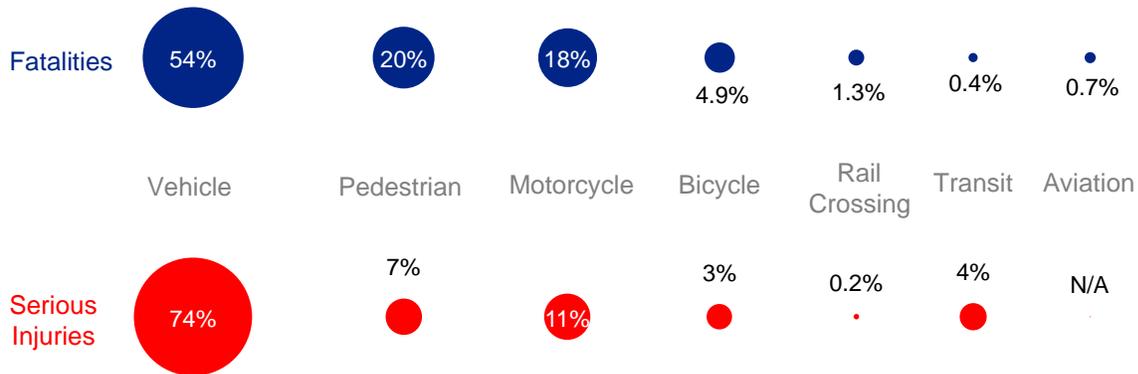


Fatalities and Injuries by Mode

The majority of fatalities and injuries that occurred on Florida's transportation system in 2011 took place where the majority of travel occurs: on roadways and in personal vehicles. As **Figure 3** demonstrates, fatalities and injuries involving pedestrians and motorcycles were also prevalent when compared with other modes of transportation.



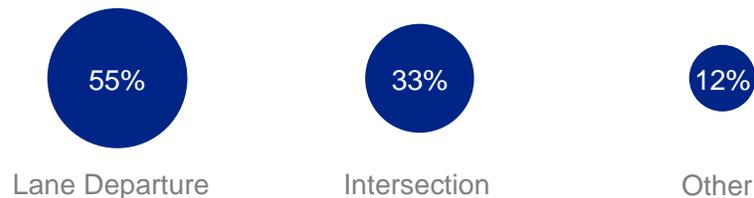
Figure 3: Florida Transportation Fatalities and Injuries by Mode, 2011



Where Roadway Crashes Occur

The majority of roadway crashes occur either at intersections or as a result of vehicles departing the road, as shown in **Figure 4**. These crash types are of particular interest because the Department strives to ensure that the design, construction, maintenance, and operation of the State Highway System meet safety standards.

Figure 4: Florida Traffic Fatalities by Crash Type, 2011



Approximately 55 percent of all traffic fatalities in 2011 involved lane departures. Lane departures include running off the road, crossing the center median into oncoming traffic and sideswipe crashes. Lane departure crashes may also involve a rollover or hitting a fixed object such as a utility pole.

To reduce the number of serious injuries and fatalities resulting from lane departures, efforts must be made to:

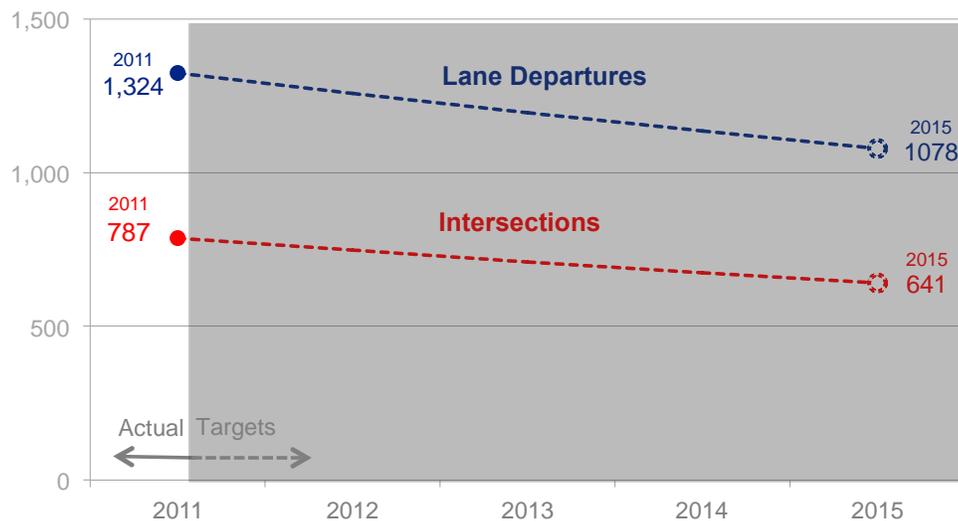
- Keep vehicles from leaving the road or crossing the center median
- Reduce the likelihood of vehicles overturning or crashing into roadside objects
- Minimize the severity of an overturn



The number and severity of lane departure crashes may be reduced by installing guardrail or cable barrier, dividing highways, adding paved shoulders, using break-away sign posts, and placing crash cushions at the end of roadside obstacles. The Department ensures guardrails and other safety devices are in good condition and conducts night inspections of signs to ensure adequate visibility and reflectivity. Pavements may need to be more skid-resistant or otherwise improved in areas where crash reports indicate problems with pavement conditions. Highway construction and repair sites must be clearly marked and traffic regulated through detours. Hazards within rights-of-way are identified and removed when possible.

As shown in **Figure 5**, 1,324 lane departure fatalities occurred in 2011. Due to a change in the crash reporting form in 2010, which adjusted how lane departure and intersection related crashes are recorded, a historical trend is not yet available. If an annual 5 percent reduction is achieved, lane departure fatalities would drop below 1,100 by 2015.

Figure 5: Lane Departure and Intersection Fatalities



Nearly 33 percent of the statewide traffic fatalities in 2011 were intersection related. Identified as an emphasis area in the 2006 Strategic Highway Safety Plan (SHSP), Florida improved intersection design and operation from minimum to optimal standards through implementation of the Intersection Safety Implementation Plan developed in 2006.

In 2011, 787 people died in intersection-related crashes on Florida roads and highways. If an annual 5 percent reduction is achieved intersection-related fatalities would drop below 650 by 2015.



Strategies for Lane Departures and Intersection Crashes

To decrease the number and severity of lane departure and intersection crashes, the following strategies have been identified:

Lane Departure Crashes

- Improve engineering practices to reduce lane-departure crashes
- Improve law enforcement practices to better capture data related to lane-departure crashes
- Increase public education to reduce lane-departure crashes
- Partner with emergency responders to reduce severity of lane-departure crashes

Intersection Crashes

- Increase safety of intersections for all users
- Identify systemic intersection safety improvements, update the Intersection Safety Plan and encourage implementation at the local level
- Promote improved access management at the State and local level
- Consider including safety in the planning/value engineering manual
- Update policies, guidelines, handbooks, and training based on the Highway Safety Manual (HSM)
- Increase education programs designed to provide targeted information to drivers
- Increase targeted enforcement activities at high crash locations and increase public education on intersection safety

Demographic and Behavioral Factors

Despite the best efforts of the Department to ensure that Florida roadways meet or exceed safety standards, many crashes still occur due to driver behavior, choices, and ability. **Figure 6** illustrates the number of fatalities that occurred in 2011 involving a variety of demographic and behavioral factors.



Figure 6: Fatalities involving Demographic and Behavioral Factors, 2011

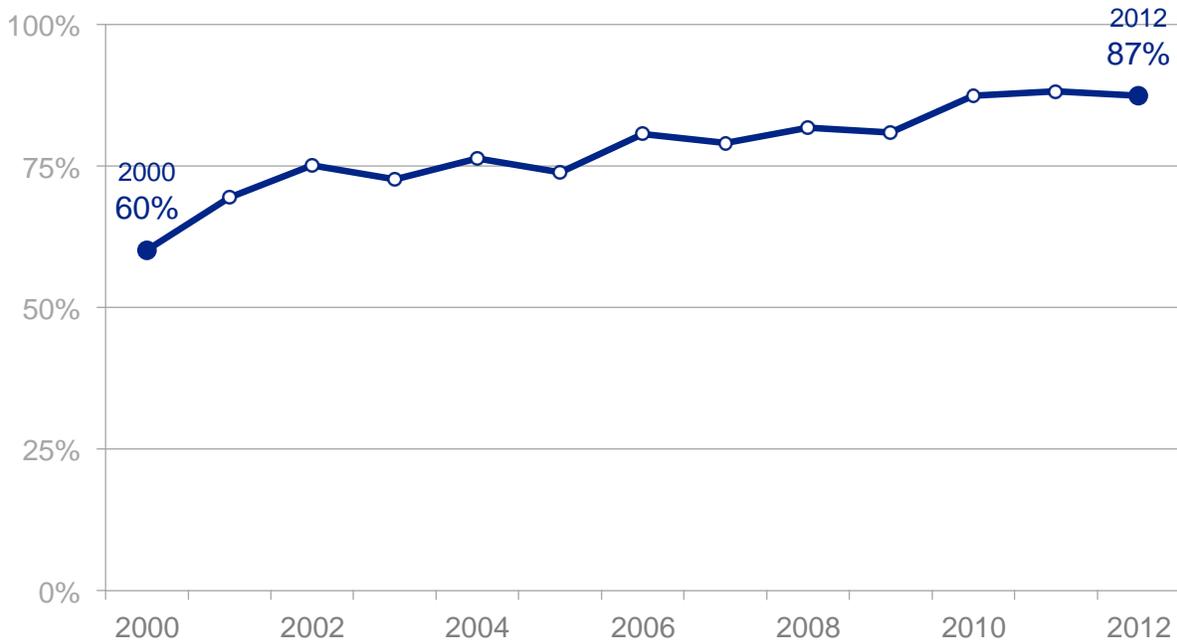


Seat Belt Usage

Wearing a safety belt is one of the most important things drivers can do for crash protection. As shown in **Figure 7**, Florida motorists have been wearing their safety belts more frequently over the last decade. The statewide safety belt usage rate (87 percent) is higher than the national average (84 percent).

Florida's statewide safety belt usage rate of 87 percent is three points higher than the national average.

Figure 7: Statewide Seat Belt Usage Rate

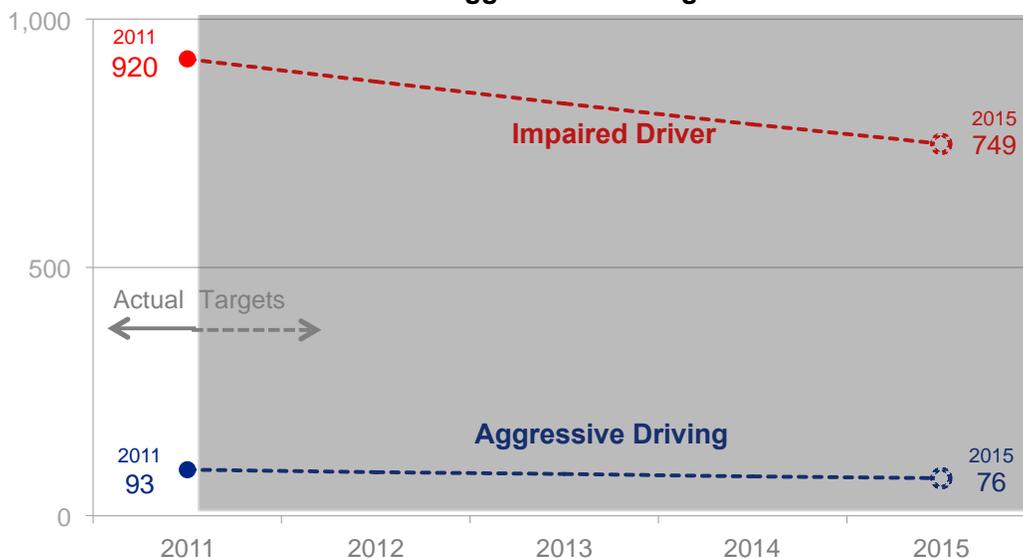




Impaired Drivers, Aggressive and Distracted Driving

Impaired, aggressive, and distracted driving often plays a role in the frequency and severity of traffic crashes. **Figure 8** shows the number of fatalities involving impaired and aggressive drivers in 2011, as well as what a 5 percent annual reduction would achieve through 2015. Due to a change to the crash reporting form in 2011, historical comparisons are not available. The option to exclusively classify a crash as having involved distracted driving was also added to the crash report forms in 2011, so data related to distracted driving will be available soon.

Figure 8: Fatalities Involving Impaired Drivers and Aggressive Driving



Impaired driving continues to be one of the top contributing factors for traffic fatalities. In 2011, alcohol-related traffic fatalities accounted for over 38 percent of statewide traffic deaths.

Aggressive driving is often a combination of speeding, recklessness, and other dangerous behaviors which threaten motorists, bicyclists, and pedestrians. Aggressive driving, as defined by state Statute, requires inclusion of at least two of the following contributing causes: speeding, unsafe or improper lane change, following too closely, failure to yield right-of-way, improper passing, and failure to obey traffic control devices. Aggressive driving is not presently an enforceable offense in Florida. In 2011, 93 fatalities were related to aggressive driving.

Distracted driving occurs when a driver allows a mental or physical activity to take the driver's focus off the task of driving. There are three main types of distraction:

- Manual – taking hands off the wheel;
- Visual – taking eyes off the road; and



- Cognitive – taking mind off driving.

Distracted driving has become a pressing concern. In 2009, 5,474 people were killed on U.S. roadways and an estimated additional 448,000 were injured in motor vehicle crashes that were reported to have involved distracted driving. In 2009, the U.S. Department of Transportation launched a national campaign to counter the dangerous practices of distracted driving. These efforts have boosted public attention to the problem and built nationwide momentum for action.

A multitude of distractions can cause drivers to lose focus on the task of driving. Not only are drivers distracted because of inattentive tasks such as adjusting the radio, eating, reading, applying makeup, but new technologies have introduced GPS, direction way-finding telephone use, mobile web surfing, and texting as additional driver distractions. Vehicle passengers can be especially distracting to young inexperienced drivers. In particular, teen or peer passengers increase crash risk, with each additional passenger adding to the risk.

Strategies for Behavioral Factors

To decrease the number and severity of crashes due to these behavioral factors the following strategies have been identified:

Impaired Driving

- Improve DUI enforcement
- Improve prosecution and adjudication of impaired driving cases
- Improve the DUI administrative suspension process
- Improve prevention, public education, and training
- Improve the treatment system (i.e., DUI programs, treatment providers, and healthcare providers)
- Improve data collection and analysis
- Enhance impaired driving legislation

Aggressive Driving

- Support and promote effective law enforcement efforts to reduce aggressive driving
- Increase training and education on the problem of aggressive driving
- Identify initiatives to reduce instances of aggressive driving

Distracted Driving

- Increase public awareness and outreach programs on distracted driving
- Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles

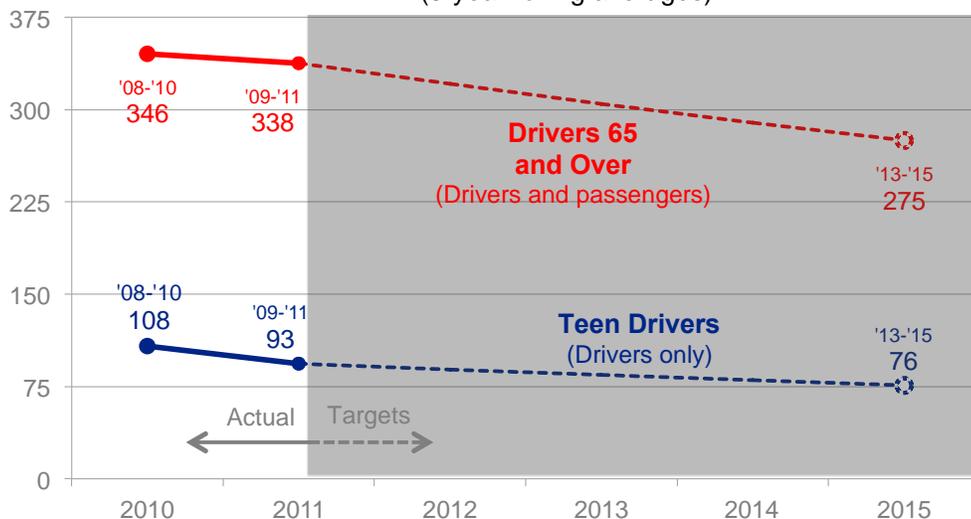


- Support legislative initiatives that enhance distracted driving-related traffic laws and regulations
- Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers
- Increase law enforcement officer understanding of Florida traffic crash report distracted driving data collection
- Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving (careless driving)
- Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation

At-Risk Drivers

Fatalities involving aging road users (ages 65 and older) and teen drivers (ages 15-19) have typically accounted for approximately one quarter of all Florida traffic fatalities. **Figure 9** shows the historical number of fatalities involving at-risk drivers.

Figure 9: Fatalities Involving At-Risk Drivers
 (3-year rolling averages)



On one end of the age continuum, today's older drivers are driving longer and driving more miles per year. This trend is especially important considering that Florida leads the nation with 18 percent of its population age 65 and older. By 2030, over 27 percent of Floridians will be over age 65, and half of those seniors will be over 75, making this a particularly salient safety issue.



The other end of the spectrum involves the least experienced drivers—those 15 to 19. Motor vehicle crashes are the number one killer of teens and more teens die in crashes than the next three leading causes of death (homicide, suicide, and disease) combined. Motor vehicle crashes involving teen drivers (aged 15 to 19) kill an average of 11 teens per day in the United States.

Strategies for At-Risk Drivers

To decrease the number and severity of crashes involving at-risk drivers, the following strategies have been identified:

- Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources
- Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility
- Provide information and resources regarding aging road user safety, access, and mobility
- Inform public officials about the importance of and need to support national, state, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility
- Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users)
- Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation
- Promote safe driving and mobility for aging road users through licensing and enforcement
- Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles)
- Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders
- Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation)
- Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and supports the Florida Teen Safe Driving Coalition
- Create a safe driving culture for teen drivers through outreach and education
- Support initiatives that enhance safe teen driving related traffic laws and regulations

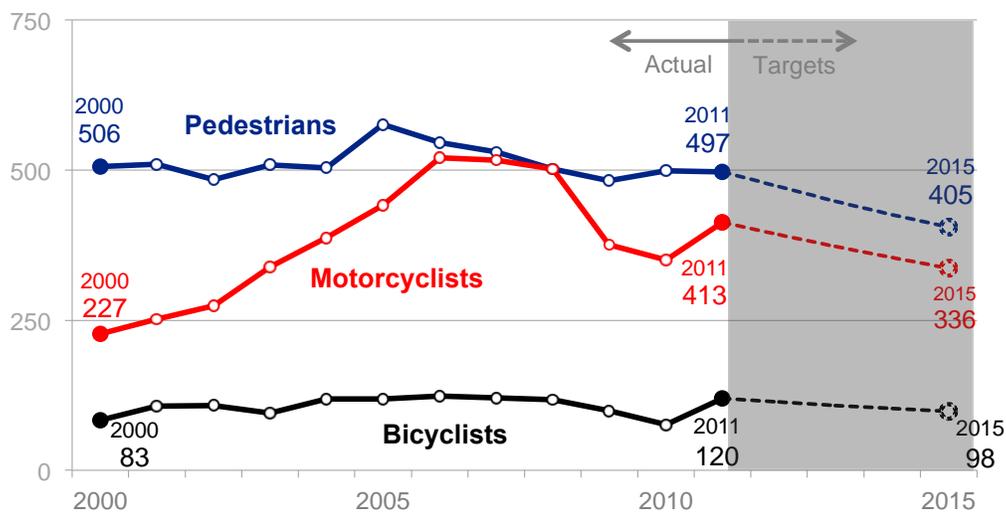


Vulnerable Road Users

The Vulnerable Road Users Emphasis Area addresses crashes involving bicyclists, pedestrians, and motorcyclists. As shown in **Figure 10**, vulnerable road user groups experienced an increase in fatalities since 2010, except for pedestrian fatalities, which decreased slightly. Florida's climate, conducive to year-round walking, cycling and motorcycling, is a significant factor for the relatively high fatality rates among these road user groups.

In addition to the strategies identified below, the Department recently elevated bicycle and pedestrian safety to a departmental focused initiative. The initiative included the appointment, in the fall of 2011, of a designated state bicycle/pedestrian safety program manager in the Safety Office to lead the initiative.

Figure 10: Fatalities Involving Vulnerable Road Users



Strategies for Vulnerable Users

To decrease the number and severity of crashes involving vulnerable users, the following strategies have been identified:

- Increase awareness and understanding of safety issues related to Vulnerable Road Users
- Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement
- Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures



- Encourage adequate funding levels for effective pedestrian and bicycle safety programs and initiatives
- Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking
- Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety
- Collect and analyze data on motorcycle crashes, injuries, and fatalities and provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida
- Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort
- Promote personal protective gear and its value in reducing motorcyclist injury levels
- Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation
- Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at state-approved training centers
- Reduce the number of alcohol, drug, and speed related motorcycle crashes in Florida
- Support legislative initiatives that promote motorcycle-related traffic laws and regulations
- Ensure state and local motorcycle safety programs include law enforcement and emergency services components
- Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance
- Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles
- Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs

SAFETY OF SEAPORT, RAIL, PUBLIC TRANSIT AND PUBLIC AIRPORT FACILITIES

Seaports

In 2012, 13.3 million cruise passengers embarked and disembarked at Florida's ports. In addition, Florida ports handled over 100 million tons of commodities with a value of nearly \$83 billion.



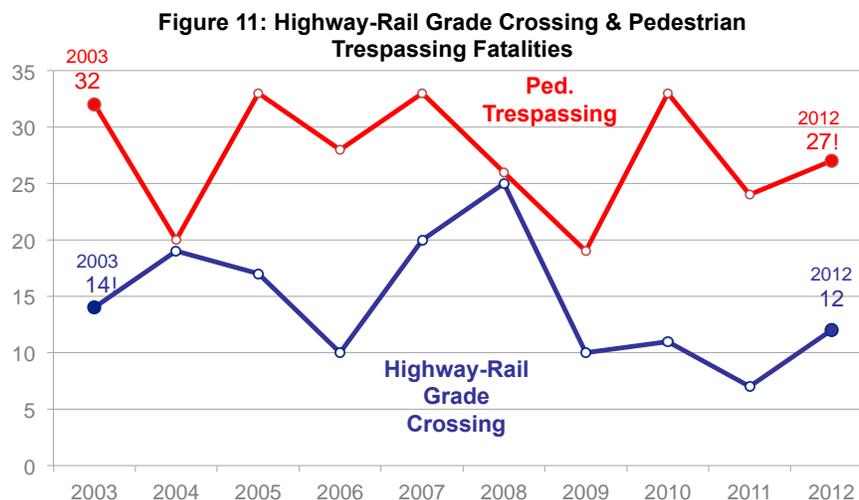
Since September 11, 2001, cargo and passenger safety and security have become increasingly important issues to local governments and port authorities that own and operate Florida's seaports. Port security costs, from Florida's 15 deep-water ports, were \$12.3 million annually pre-9/11, and grew to \$46.8 million in 2005. Seaports are required to develop, design, and deploy enhanced security systems to control and protect both landside and waterside access to meet both state and federal security requirements. Seaports work directly with the Florida Department of Law Enforcement and federal agencies such as the Coast Guard to ensure conformance with these requirements. The Department of Transportation does not track nor have incident information for seaports.

Rail

As of November 2013, Florida has a total of 4,903 at-grade crossings, of which 3,565 are public and 1,338 are private. Approximately 80 percent of Florida's public at-grade crossings are equipped with active warning devices compared to approximately 50 percent nationally. Both crashes and fatalities at crossings declined approximately 85 percent between 1977 and 2012. This occurred despite an increase in exposure due to increased highway traffic and operational changes which have resulted in more trains on fewer rail lines.

Approximately 80 percent of Florida's public at-grade crossings are equipped with active warning devices compared to approximately 50 percent nationally.

Figure 11 shows the number of highway-rail crossing and pedestrian trespassing fatalities that occurred over the ten-year period between 2003 and 2012. Over this period there has been a fair amount of volatility in the number of fatalities from year to year, even though overall there has been a 14 percent (highway-rail crossing) and 16 percent (pedestrian trespassing) reduction.

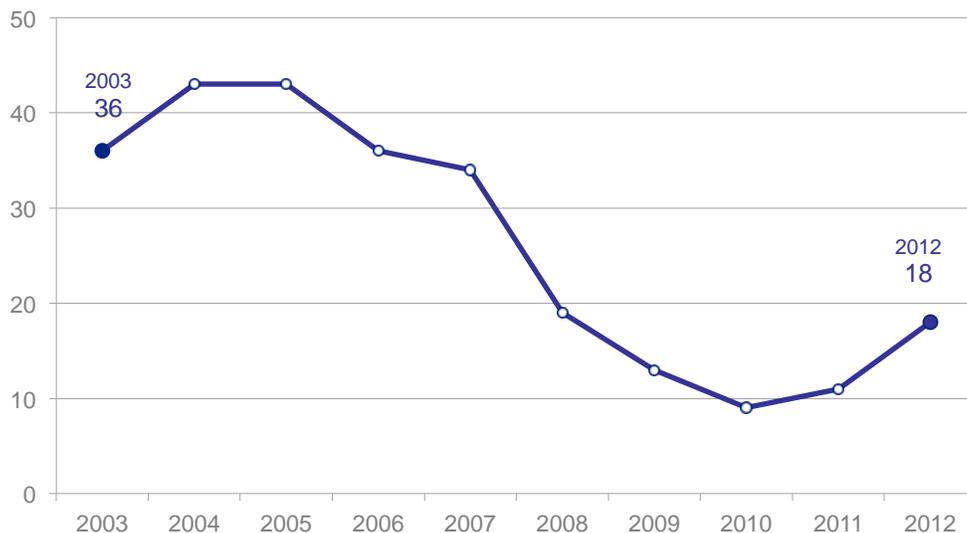




The Department uses the latest engineering technologies when providing grade crossing safety improvements throughout Florida. The Department also promotes implementing grade crossing consolidation where practicable to promote the overall state-wide rail safety effort. Additionally, increasing public awareness regarding railroad safety through “Public Information” outreach has proven to be a very effective method of reducing grade crossing incidents. Florida participates in Operation Lifesaver, a non-profit organization dedicated to reducing the number of collisions, deaths, and injuries at rail-highway crossings and on railroad rights-of-way through public awareness campaigns.

There were 259 train derailments in 1977, the year before the Department began its railroad safety inspection program. Derailments have declined to an average of 14 per year over the past 5 years (2008-2012), most of which occur on tracks within industrial yards and result in little damage. During the years 2003 to 2012 (last ten years), a total of 262 derailments occurred (see **Figure 12**), of which eighteen occurred in 2012. Annually, the Department performs safety inspections on over 5,000 miles of track, 3,000 turnouts, 14,000 freight cars, and 500 locomotives, observing in excess of 1,000 operating practices in the process. These inspections and practices supplement and support the safety operations conducted by individual privately owned railroad companies.

Figure 12: Railroad Derailments



Public Transit

The majority of Florida’s public transportation systems operate on the roadway system. This means the performance of the roadway system can effect public transit safety and on-time



performance, just as incidents involving public transit vehicles can affect the flow of traffic. **Table 1** highlights the number of incidents, injuries and fatalities of the ten largest transit agencies in Florida for 2012.

Table 1: Florida Transit Safety Data, Top Ten Agencies in 2012

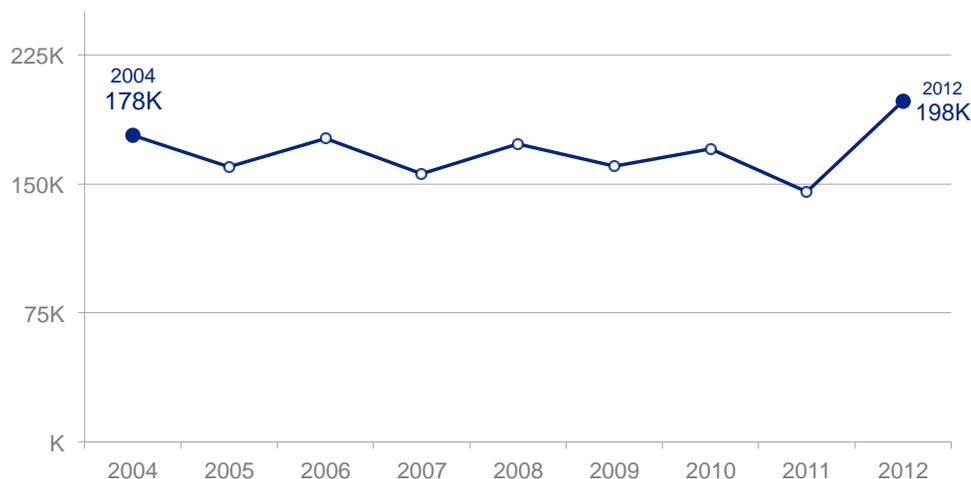
Mode	Number of Incidents	Fatalities	Injuries
Motorbus	300	9	663
Demand Response	37	0	55
Commuter Rail	0	0	0
Heavy Rail	4	3	0
Automated Guideway	0	0	0
Vanpool	1	0	3
Light Rail	0	0	0
Total	342	12	721

Source: National Transit Database (NTD).

Notes: (1) This table shows the 2012 major safety data reported in NTD by the top ten transit agencies in Florida (ranked by ridership). (2) This table does not include safety data for South Florida Regional Transportation Authority (SFRTA) commuter rail, only includes SFRTA motorbus safety data. (3) In 2012, Hillsborough Area Regional Transit (HART) delegated its vanpool services to The Tampa Bay Area Regional Transportation Authority (TBARTA). Incidents, fatalities and injuries reported by TBARTA are excluded from this table.

Motorbus collision incidents accounted for 87.5 percent of all transit collision incidents in Florida. This is to be expected since motorbuses served approximately 85 percent of public transit passenger trips in Florida in 2012. Since 2004 there has been an increase in revenue miles of service between transit safety incidents, as shown in **Figure 13**.

Figure 13: Revenue Miles Between Safety Incidents (thousands)





Aviation

Florida has 19 commercial service airports serving 69.8 million passengers in 2012. Between 2003 and 2013, Florida experienced 239 fatal aircraft accidents, with a high of 31 in 2005 and a low of 13 in 2013. The average number of fatal incidents was 24 per year. In 2013, 79 accidents (13 fatal) occurred in Florida, resulting in 24 fatalities. There is a downward trend in fatal aircraft incidents from year to year.

The Department, the Federal Aviation Administration (FAA), and local governments/airport authorities share complementary aviation safety responsibilities in Florida. The FAA regulates aircraft, aircraft operations, and pilots. The FAA also places specific safety requirements, such as crash, fire and rescue facilities, on airports before permitting commercial airline operations at an airport. The Department, the FAA, and local governments also share airspace safety responsibilities in Florida. The Department and local governments are responsible for permitting (the height of) structures throughout the state which may impact aviation safety, while the FAA assures aircraft flight paths stay clear of structures (trees, cellular towers, etc.).

As of December 2013, Florida had a total of 779 (public, private and military) aviation facilities. More than half (62 percent) are airports and another one-third (37 percent) are heliports. Of these, Florida has 128 public-use facilities and 1 joint-use facility (military and civilian) meeting general aviation needs and providing critical service to local communities. The Department regulates Florida's 128 public-use aviation facilities through permitting, safety inspection and licensing. Florida's 649 private-use facilities are registered on-line with the Department.

Strategies for Safety of Seaport, Rail, Public Transit and Public Airport Facilities

The Department will help ensure the objective related to reducing fatalities and serious injuries is achieved through these actions:

- Support the safety and security efforts of Florida's Seaport Operators
- Continue to conduct public education campaigns for awareness of rail-highway crossing safety and support the Operation Lifesaver program
- Conduct research into innovative highway safety devices, including those which prohibit motorists from driving around rail-highway crossing warning systems, and work with appropriate agencies to incorporate research results into program development
- Identify hazardous roadway locations and features, including those at rail-highway crossings, and establish priorities to correct them
- Provide technical assistance to transit systems on maintenance and safety matters relating to the purchase and operation of vehicles



- Develop and implement research activities related to transit vehicles, safety programs and facilities and equipment in support of district and transit agency needs
- Coordinate, develop and implement federal regulations regarding drug and alcohol testing requirements for transit agencies
- Continue to conduct annual safety inspections of public-use aviation facilities

OBJECTIVE: Update emergency response plans and readiness procedures for disaster response and conduct regular training exercises

Emergency management and transportation security involves entities outside of the transportation field and requires close coordination and effective working relationships at many levels. Emergency management, including preparedness planning, response and recovery activities, is primarily the responsibility of the Florida Division of Emergency Management within the Executive Office of the Governor. They work as a team with emergency responders and agencies at federal, state and local levels as well as private sector and volunteer organizations. FDOT assists in this area in many ways, including in preparing for and addressing the aftermath of severe storms.

The security of the transportation system also involved many outside organizations, including the U.S. Department of Homeland Security/Transportation Security Administration, other designated federal agencies, the Florida Department of Law Enforcement, the Florida Highway Patrol's (FHP) Commercial Vehicle Enforcement (CVE) and other transportation partners.

The FHP/CVE law enforcement activities directed at commercial vehicle operations in general are a crucial element of domestic security. Specialized knowledge of what constitutes normal activities related to commercial vehicle operations enables officers to recognize abnormal activities, worthy of closer scrutiny. One particularly important activity of the FHP/CVE personnel includes inspection of vehicles transporting, or suspected of transporting, hazardous materials. Enforcement activities include inspection of shipping papers, placards, markings, packaging and proper loading of hazardous materials containers. Drivers are also scrutinized to ensure they are properly licensed, qualified to drive vehicles transporting hazardous materials, and properly employed by the trucking company.

Domestic security visits to motor carriers and shippers of hazardous materials are conducted to ensure compliance with the regulations and to provide education and training to carriers on how to secure their trucks and terminals. This domestic security awareness program is designed to reduce the likelihood that such materials and vehicles would be used as a weapon. Leads on



suspected drivers and other carrier employees are also referred to the Federal Bureau of Investigation (FBI) and the Florida Department of Law Enforcement for follow up investigation.

Due to the transfer of the Office of Motor Carrier Compliance (OMCC) from the Department to FHP in July 2011, the Emergency Management Office now serves as the main conduit for Domestic Security Issues. In supporting these efforts, the Department's Domestic Security Coordinator's core responsibility focuses on conducting vulnerability assessments on Department's critical assets and assisting the Florida Fusion Center as an Intelligence Liaison Officer. The EMO Emergency Coordination Officer and Domestic Security Coordinator also serves on the Regional Domestic Security Task Force Team as well as on Florida's Domestic Security Oversight Board's Executive Committee.

Strategies for Security and Emergency Response and Readiness

The Department will help ensure the objective related to security and emergency response and readiness is achieved through these actions:

- Include a security improvement component with accountability measures in all aspects of transportation, from planning through implementation and operations
- Implement security policies and strategies to deter and respond to attacks on the transportation system and to deter use of the system to carry out attacks against domestic targets, while maintaining the intended function of the system
- Increase the use of intelligent transportation systems technology as a tool to improve transportation safety and security
- Improve compatibility of communications and other critical equipment used by the Florida Department of Transportation and federal, state, and local safety and security responders
- Support safe and efficient mobility for affected people, freight, services, and response personnel before, during, and after emergencies through appropriate connectivity among all elements of the transportation system
- Ensure national security transportation needs involving Florida's military facilities can be met during normal and elevated security periods in planning for the Strategic Intermodal System, including those which are part of the federal Strategic Highway Network (STRAHNET) or the federal Strategic Rail Corridor Network (STRACNET)
- Approve General Aviation Airport Security Plans pursuant to Chapter 330, Florida Statutes
- Provide on-line airport security training to public-use aviation facility staff members
- Conduct general aviation airport security assessments to focus funding spent on airport security infrastructure



- Conduct vulnerability assessments on the Department's critical infrastructures as mandated by F.S., 943.0311
- Participate in the Florida Fusion Center to maintain situational awareness