



Florida Department of Transportation

2017 Highway Safety Plan

Rick Scott
Florida Governor

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FDOT Secretary

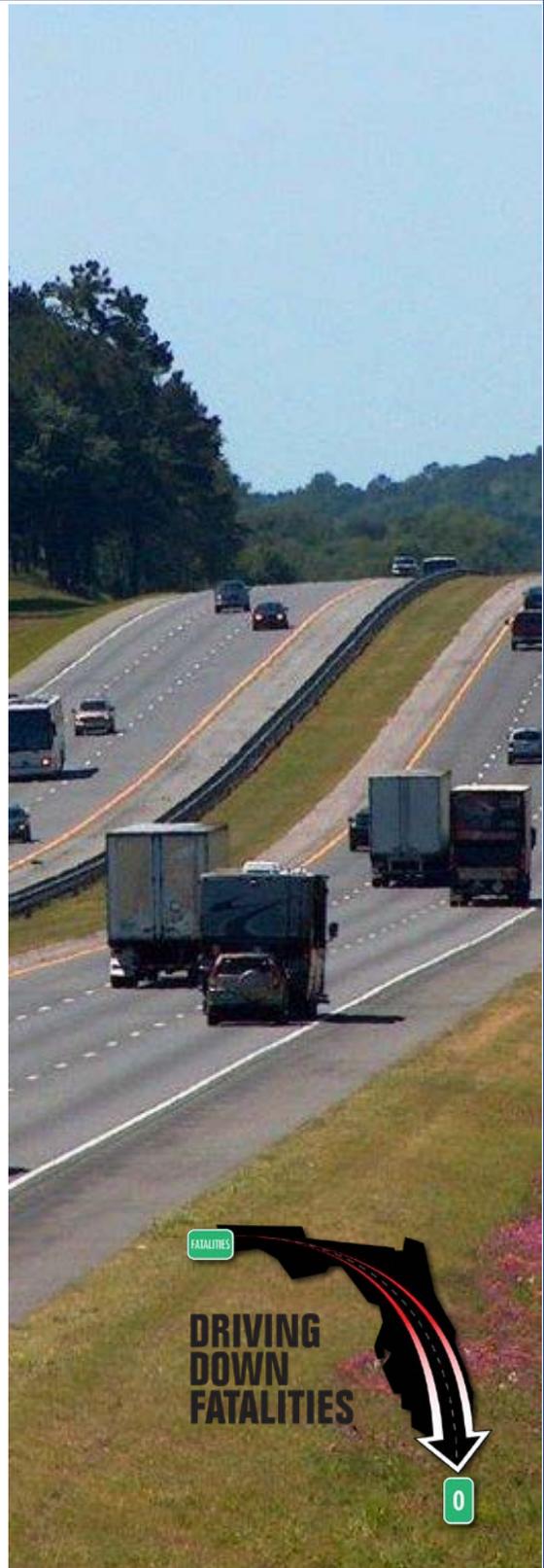


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Introduction

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.

FDOT's mission also includes the continual improvement of Florida's transportation systems. 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 pedestrian safety program, Safe Routes to Schools program, crossing guard train-the-trainer, and employee health and safety.



FLORIDA'S 2012 STRATEGIC HIGHWAY SAFETY PLAN

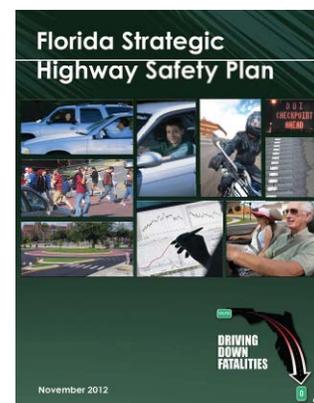
In Florida, we are committed to driving down serious injuries and fatalities on our streets and highways. FDOT and its many traffic safety partners, including the Departments of Education, Health, Highway Safety and Motor Vehicles, Florida Highway Patrol, Florida Police Chiefs Association, and the Florida Sheriffs Association have partnered with the Federal Government, dozens of traffic safety organizations, cities and counties, as well as private sector businesses to develop Florida's Strategic Highway Safety Plan (SHSP). "With more than 19 million residents and nearly 84 million annual visitors traveling on 121,000+ miles of roads, it is a challenge to ensure the safety of Florida's traveling public. The SHSP is an interagency plan to address the challenge by focusing on engineering, enforcement, education, and emergency response solutions," said Governor Rick Scott of the State's SHSP.

On November 5, 2012, the SHSP's signatory partners met in Tallahassee to pledge their support for the implementation of a five-year plan, based on proven countermeasures, to devise data-driven and research-based strategies for serious injury and fatality reduction. The SHSP's goal is to achieve at least a five percent annual reduction in the actual number of serious injury and fatal crashes, using the five-year averages from 2006 to 2010 as a baseline.

FDOT, in partnership with the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and partners from all segments of Florida's traffic safety community, worked together to develop the 2012 SHSP. Florida's SHSP is a statewide, data-driven plan that addresses the "4 E's" of safety: engineering, education, enforcement, and emergency response and serves as a five-year roadmap to drive down serious injury and fatal crashes in Florida through 2017.

Working with its stakeholders, FDOT identified key roadway and behavioral focus areas that offered the greatest opportunity to reduce serious injury and fatal crashes. Florida's 2012 SHSP Emphasis Areas are identified as:

- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users/Bicycles and Pedestrians
- Vulnerable Road Users/Motorcycles
- Lane-Departure Crashes
- Impaired Driving
- At-Risk Drivers/Aging Road Users
- At-Risk Drivers/Teen Drivers
- Distracted Driving
- Traffic Records



The following topics are identified as Florida's 2012 SHSP Continuing Priority Areas:

- Occupant Protection
- Commercial Vehicles
- Work Zone Safety



STAKEHOLDERS

Florida's highway safety planning process is dynamic and inclusive. The development and execution of the SHSP, for example, occurs through the work of many agencies and organizations that have an interest in improving highway safety. In addition, many of the traffic safety Emphasis Areas identified in the 2012 SHSP are supported by the concerted efforts of individual organizations working together as coalitions. Coalitions operating under the umbrella of Florida's SHSP or partnering in the planning process include:

- Community Traffic Safety Teams
- Impaired Driving Coalition
- Motorcycle Safety Coalition
- Occupant Protection - Minority Task Force
- Pedestrian and Bicycle Coalition
- Safe Mobility for Life Coalition
- Teen Safe Driving Coalition
- Traffic Records Coordinating Committee

During the development of the SHSP, Emphasis Area Teams were established for each Emphasis Area, comprised of technical experts and highway safety advocates representing the “4 E’s” of highway safety. Each Emphasis Area Team was led by a chair and sometimes a co-chair. Teams were charged with developing strategies to advance safety goals in their specific Emphasis Areas. Each Team’s final work product was reviewed by a SHSP leadership team that recommended approval and inclusion in the SHSP to the SHSP executive team.

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 zero fatalities on Florida’s highways.

FEDERAL TRAFFIC SAFETY PROGRAMS

Florida’s Highway Safety Plan (HSP) and Highway Safety Improvement Plan (HSIP) echo the goals of the Florida 2012 SHSP. All three plans aim to achieve at least a five percent annual reduction in the actual number of serious injury and fatal crashes, using five-year averages from 2006 to 2010 as a baseline. The HSP follows the NHTSA requirements and the HSIP follows the FHWA requirements for development, implementation and reporting.

Florida’s 2017 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 Moving Ahead for Progress in the 21st Century Act (MAP-21). States



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

MAP-21 amended Section 402 (b) to require states 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 MAP-21 coordination requirement only serves to reinforce Florida's historical and on-going traffic safety program planning processes.

Several critical areas of emphasis are contained within MAP-21. The "National Priority Safety Programs" identified by MAP-21 include:

- Occupant Protection (405 (b))
- State Traffic Safety Information Systems (405 (c))
- Impaired Driving Countermeasures (405 (d))
- Distracted Driving (405 (e))
- Motorcyclist Safety (405 (f))
- State Graduated Driver Licensing (405 (g))

FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2016-17 Highway Safety Plan (hereafter referred to as Florida's 2017 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 2017 HSP and separated into the following categories:

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

The FDOT State Safety Office awards subgrants to traffic safety partners that 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 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, etc.).

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.

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 will assess 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.

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 risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix consists of county- and city-level matrices that rank on a per capita basis the combined traffic serious injuries and fatalities based on five years of data (2010-2014). This provides Florida decision-makers with critical information about levels of traffic safety risk for 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 “5” next to Broward indicates it has the 5th highest number of serious injuries and fatalities in impaired driving related crashes among the 24 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
- **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 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

Impaired Driving 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. On the other hand, Drivers 65+, Motorcycle Related, Occupant Protection, Pedestrian or Bicycle Related, and Teen Drivers are only counted once per crash in the appropriate area.

Data sources for the Florida Highway Safety Matrix included FDOT's Crash Analysis Reporting (CAR) database for fatality and injury data used in the county and city and 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.

The FDOT State Safety Office also reviews the number of serious injuries and fatalities related to crashes involving unsecured loads on non-commercial vehicles. Examination of five years of cumulative data (2010-2014) reveals a total of 7 fatalities and 96 serious injuries were sustained by Florida motorists due to unsecure loads, or an average of slightly more than one fatality and 19 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.

Highway Safety Matrix

FY2017 Highway Safety Matrix - Ranking of Florida Counties																										
(Based on total actual serious injuries and fatalities during 2010 - 2014.)																										
Group I - Population of 200,001 and above - 24 Counties				Group II - Population of 50,001 to 200,000 - 17 Counties				Group III - Population of up to 50,000 - 26 Counties																		
Florida County (Group I)	Serious Injuries & Fatalities	Drivers 55+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers	Florida County (Group II)	Serious Injuries & Fatalities	Drivers 55+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers	Florida County (Group III)	Serious Injuries & Fatalities	Drivers 55+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers
Alachua	18	20	16	21	16	17	20	17	Bay	2	5	1	3	1	2	1	1	Baker	8	10	4	15	5	8	16	9
Alford	10	8	12	10	10	9	9	9	Charlotte	8	13	13	8	13	4	13	13	Bradford	19	18	16	16	19	9	19	22
Broward	2	1	5	3	2	2	1	1	Citrus	6	2	12	4	5	9	3	5	Calhoun	20	26	20	23	18	24	14	12
Collier	25	19	20	24	22	18	18	23	Clay	16	16	9	9	14	8	12	10	De Soto	6	5	9	3	13	1	25	7
Duval	7	10	6	9	5	7	8	8	Columbia	9	13	6	16	2	14	10	6	Polk	17	11	7	21	15	12	21	20
Escambia	15	16	13	16	14	15	13	15	Flagler	7	7	8	5	15	11	9	9	Franklin	25	25	22	19	25	20	24	25
Hillborough	3	3	1	2	3	3	2	2	Hernando	1	1	5	2	7	5	8	3	Escambia	4	6	2	7	4	10	10	5
Lake	19	17	18	17	15	22	19	21	Highlands	14	11	16	14	10	12	15	15	Gilchrist	18	15	21	13	24	25	17	15
Lee	12	11	10	11	13	10	10	13	Indian River	13	6	14	11	16	10	14	16	Citrus	24	22	25	10	26	21	20	26
Leon	22	24	21	25	18	21	16	19	Martin	12	12	10	10	12	6	7	14	Gulf	21	13	19	22	20	16	8	21
Manatee	13	12	15	13	17	12	24	12	Monroe	5	8	7	1	3	1	5	11	Hamilton	12	14	10	12	12	18	5	10
Marion	14	15	14	14	12	16	15	14	Nassau	17	17	17	17	17	17	17	17	Franklin	5	2	5	2	7	7	11	8
Polk	1	2	2	1	1	1	3	3	Okaloosa	4	9	2	7	8	3	2	4	Henry	11	12	12	9	9	9	2	7
Orange	4	7	7	6	6	4	6	4	Putnam	15	14	11	12	9	13	11	17	Holmes	14	20	17	11	17	19	13	18
Osceola	16	18	24	20	24	19	22	16	Santa Rosa	3	10	3	6	6	7	4	2	Jackson	2	3	8	5	2	5	1	1
Palm Beach	6	5	3	8	4	6	4	6	Sumter	10	4	15	15	11	16	16	7	Jefferson	15	16	15	18	16	11	9	17
Pasco	8	6	8	7	11	8	11	7	Walton	11	15	4	13	4	15	6	8	Lafayette	26	25	23	26	21	23	26	25
Pinellas	5	4	4	4	7	5	5	5	Levy	3	1	3	1	3	4	3	3	Levy	3	1	3	1	3	4	3	3
Polk	11	13	11	12	8	14	12	11	Liberty	22	21	24	24	22	22	22	22	Liberty	22	21	24	24	22	26	22	19
Sarasota	17	14	19	15	21	13	23	18	Madison	7	7	14	17	6	14	4	4	Madison	7	7	14	17	6	14	4	4
Seminole	21	23	22	18	23	20	14	20	Okechobee	13	9	13	14	10	6	12	12	Okechobee	13	9	13	14	10	6	12	16
St. Johns	20	21	17	19	19	24	21	22	Suwannee	1	4	1	4	1	3	2	2	Suwannee	1	4	1	4	1	3	2	2
St. Lucie	24	22	23	22	20	23	17	24	Taylor	9	8	6	20	8	15	15	6	Taylor	9	8	6	20	8	15	15	6
Volusia	9	9	9	5	9	9	7	10	Union	25	24	26	26	25	25	25	24	Union	25	24	26	26	25	25	25	24
									Wakulla	16	19	18	6	14	13	18	14	Wakulla	16	19	18	6	14	13	18	14
									Washington	10	12	11	8	11	17	6	11	Washington	10	12	11	8	11	17	6	11

LEGEND
Highest 20% in a category



FY2017 Highway Safety Matrix - Ranking of Florida Cities (Based on total actual serious injuries and fatalities during 2010 - 2014.) 								
Group I - Population of 75,000 and above - 29 Cities								
Florida City (Group I)	Serious Injuries & Fatalities	Drivers 65+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers
Boca Raton	19	10	18	24	21	22	18	17
Cape Coral	11	7	10	13	13	17	10	13
Clearwater	15	16	11	11	18	12	27	19
Coral Springs	2	1	7	7	8	6	2	1
Davie	12	18	12	6	15	19	9	12
Deerfield Beach	27	27	25	26	25	24	22	28
Deltona	28	25	24	21	28	29	23	23
Ft. Lauderdale	6	11	8	5	6	5	7	8
Gainesville	8	14	6	8	7	10	17	7
Hialeah	7	8	20	12	9	8	28	10
Hollywood	14	24	14	18	11	9	11	29
Lakeland	17	20	15	15	12	26	26	18
Largo	24	13	22	23	24	14	29	22
Melbourne	10	6	9	9	17	16	14	11
Miami	4	5	4	3	3	2	5	4
Miami Beach	22	28	19	10	27	7	21	26
Miami Gardens	23	26	21	22	19	18	6	25
Miramar	29	29	29	29	26	27	20	27
Orlando	1	2	3	2	2	3	4	2
Palm Bay	16	9	17	17	16	21	15	9
Palm Coast	20	15	13	20	23	28	19	16
Pembroke Pines	26	21	27	27	20	25	24	14
Plantation	21	12	26	28	29	20	25	24
Pompano Beach	18	17	23	19	10	13	12	20
St. Petersburg	5	4	2	4	4	4	3	5
Sunrise	25	22	28	25	22	23	16	15
Tallahassee	9	23	5	14	5	11	8	6
Tampa	3	3	1	1	1	1	1	3
West Palm Beach	13	19	16	16	14	15	13	21

LEGEND
 Highest 20% in a category.

Florida Department of Transportation
 State Safety Office

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FDOT FY2017 Highway Safety Matrix - Ranking of Florida Cities FDOT																	
(Based on total actual serious injuries and fatalities during 2010 - 2014.)																	
Group II - Population of 15,000-74,999 - 56 Cities																	
Florida City (Group II)	Serious Injuries & Fatalities	Drivers 65+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers	Florida City (Group II)	Serious Injuries & Fatalities	Drivers 65+	Impaired Driving	Motorcycle Related	Occupant Protection	Pedestrian or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers
Altamonte Springs	53	70	63	57	47	42	80	47	New Port Richey	11	5	20	11	29	10	31	9
Apopka	34	43	28	34	48	34	28	39	New Smyrna Beach	36	36	18	14	28	54	38	45
Aventura	23	15	50	27	51	26	25	55	North Lauderdale	71	64	95	69	67	52	87	74
Bartow	81	81	96	81	76	76	94	84	North Miami	26	41	31	38	36	25	60	44
Bele Glade	89	89	69	96	73	77	84	93	North Miami Beach	27	46	32	25	21	27	44	25
Bonita Springs	56	45	37	31	49	59	58	89	North Port	33	21	36	41	25	44	61	35
Boynton Beach	17	31	15	30	10	16	22	24	Oakland Park	21	30	25	21	30	13	20	30
Bradenton	1	1	1	3	1	1	17	1	Ocala	8	8	6	10	4	8	11	3
Casselberry	68	69	72	71	84	51	68	79	Ocoee	60	71	53	68	35	64	48	63
Clermont	43	47	67	53	34	45	56	51	Opa-locka	80	85	90	92	72	79	71	87
Coconut Creek	20	18	18	18	24	29	7	16	Ormond Beach	14	12	13	4	11	20	12	12
Coconut Creek	32	22	23	44	37	37	27	28	Oviedo	66	68	62	43	78	71	52	49
Cooper City	73	65	81	62	65	80	50	54	Palm Beach Gardens	30	35	17	33	31	35	16	27
Corral Gables	24	24	27	32	33	14	51	38	Palm Springs	58	61	61	54	63	33	36	40
Crestview	67	63	84	76	59	60	42	57	Palmetto Bay	82	88	92	78	79	72	88	70
Cutler Bay	78	94	83	73	87	61	64	69	Parma City	10	11	5	12	7	19	6	5
Dania Beach	41	56	48	35	44	50	29	82	Parkland	93	93	94	94	95	93	73	65
Daytona Beach	3	7	8	1	1	3	2	11	Pensacola	6	9	4	5	6	6	10	6
DeBary	94	87	60	86	86	96	79	72	Pincrest	84	82	93	82	82	82	82	85
DeLand	15	14	9	12	9	21	15	13	Pinellas Park	2	2	7	6	16	4	5	2
DeLay Beach	13	10	16	17	8	7	4	21	Plant City	31	32	45	24	23	43	26	20
Doral	55	96	69	48	77	63	47	37	Port Orange	7	4	10	8	19	17	19	10
Dunedin	52	34	57	75	54	48	62	46	Punta Gorda	48	26	51	28	38	70	75	61
Edgewater	61	51	77	49	69	68	41	73	Vienna Beach	54	58	52	70	40	40	24	78
Eustis	75	60	54	58	61	81	63	80	Rockledge	74	55	78	72	71	89	53	83
FL Myers	5	6	7	7	5	5	1	7	Royal Palm Beach	62	67	43	59	42	73	59	48
FL Pierce	44	48	56	36	45	31	40	66	Safety Harbor	90	79	70	83	93	86	72	88
FL Walton Beach	63	54	49	60	57	56	49	52	Sanford	22	42	21	13	17	15	8	22
Greenacres	45	62	22	46	32	41	9	36	Sarasota	4	3	3	5	12	2	3	8
Haines City	59	39	78	84	64	78	86	67	Sebastian	76	52	82	64	66	75	90	64
Hallandale Beach	39	49	46	55	52	30	78	77	Seminole	96	90	87	95	89	94	85	91
Hialeah Gardens	88	95	89	79	90	92	96	81	St. Cloud	85	75	66	74	85	90	91	95
Homestead	16	29	14	20	13	12	32	18	Stuart	49	44	39	40	53	38	34	62
Jacksonville Beach	46	59	41	47	74	32	33	29	Sunny Isles Beach	83	74	74	85	81	62	89	92
Jupiter	18	16	12	25	20	18	13	15	Sweetwater	86	91	91	66	96	85	95	71
Key West	12	23	11	2	2	9	18	13	Tamarac	37	38	58	51	41	23	65	60
Kissimmee	9	13	24	16	27	11	23	4	Tarpon Springs	25	17	26	23	43	36	55	14
Lake Mary	77	84	40	65	50	84	54	59	Temple Terrace	69	73	64	80	89	66	69	50
Lake Worth	29	50	30	39	22	22	21	34	Titusville	35	27	33	22	18	53	45	26
Lauderdale Lakes	79	72	85	91	75	57	77	86	Verona	38	19	55	28	56	55	93	42
Lauderhill	28	33	71	50	26	28	39	31	Vero Beach	64	40	42	63	58	58	66	56
Leesburg	42	28	35	19	14	39	30	43	Wellington	51	53	29	56	62	65	14	17
Lynn Haven	87	86	88	88	83	95	83	76	West Melbourne	65	77	59	61	70	74	67	68
Maitland	91	92	75	89	91	91	92	94	Weston	57	66	79	42	55	67	35	53
Marco Island	95	76	86	90	92	83	74	96	Winter Garden	72	78	73	87	80	69	70	75
Margate	19	20	34	45	15	24	43	23	Winter Haven	40	37	47	52	39	49	37	15
Miami Lakes	70	83	80	77	60	88	81	58	Winter Park	50	57	68	37	68	47	76	32
Naples	47	25	39	67	46	46	46	41	Winter Springs	92	80	44	93	94	87	57	90

LEGEND
 Highest 20% in a category.

FDOT FY2017 Highway Safety Matrix - Ranking of Florida Cities **FDOT**

(Based on total actual serious injuries and fatalities during 2010 - 2014.)

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

Florida City (Group III)	Florida City (Group III)							Florida City (Group III)									
	Serious Injuries & Fatalities	Drivers 65+	Impaired Driving	Motorcycle Related	Occupant Protection	Recreational or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers	Serious Injuries & Fatalities	Drivers 65+	Impaired Driving	Motorcycle Related	Occupant Protection	Recreational or Bicyclist Related	Speed or Aggressive Driving	Teen Drivers	
Alachua	29	29	12	37	12	101	33	17	Mcclelleny	43	62	34	61	32	53	62	41
Arcadia	8	8	5	10	5	9	31	7	Madeira Beach	87	68	94	92	79	57	71	100
Atlantic Beach	38	42	40	60	47	13	35	71	Madison	101	106	97	83	80	104	89	91
Auburndale	16	19	11	12	23	21	40	15	Marathon	11	14	14	5	11	8	11	22
Avon Park	31	18	46	32	46	40	75	37	Marianna	41	49	63	68	50	54	55	93
Bay Harbor Islands	108	89	84	113	105	90	90	70	Mary Esther	67	81	77	77	69	73	94	25
Belle Isle	87	111	109	67	111	89	87	87	Mascotte	107	88	99	102	104	108	111	68
Belleair	115	100	125	108	116	116	115	125	Melbourne Beach	111	90	102	124	114	91	113	111
Belleview	75	93	79	63	77	102	97	78	Miami Shores	81	102	91	90	63	84	100	80
Brooksville	9	5	7	7	20	12	61	19	Miami Springs	58	91	88	41	44	35	65	43
Callahan	61	80	52	70	58	30	47	31	Midway	72	58	69	86	95	110	80	77
Cape Canaveral	53	78	29	25	42	81	64	74	Milton	5	7	18	9	16	14	6	4
Chipley	78	67	80	72	62	94	60	97	Minneola	100	87	95	98	101	68	107	89
Clewiston	51	77	35	75	34	49	36	30	Mount Dora	27	32	38	21	22	39	14	27
Coconut Beach	36	36	27	18	37	11	42	50	Mulberry	76	94	90	79	70	74	98	50
Crystal River	30	24	50	14	49	70	74	28	Neptune Beach	54	35	103	69	57	71	78	52
Dade City	17	13	45	20	36	52	20	6	Newberry	71	82	37	85	54	83	49	66
Davenport	73	66	89	71	96	111	50	95	Norville	42	56	28	42	90	24	56	33
Daytona Beach Shores	65	57	60	48	59	31	59	57	North Bay Village	82	95	104	64	72	95	51	68
DeFuniak Springs	21	21	15	45	7	92	21	26	North Palm Beach	80	101	71	88	71	75	82	98
Destin	23	54	23	13	28	26	17	9	Oklawaha	32	33	32	59	14	29	16	24
Dundee	101	60	111	99	102	112	108	90	Oldemar	20	16	31	28	13	32	8	16
Fallmead	109	115	100	100	87	113	112	109	Orange City	18	25	17	8	19	15	13	48
Fernandina Beach	68	73	61	78	93	45	95	45	Orange Park	37	41	33	24	31	34	43	30
Flagler Beach (Flagler)	50	37	86	34	108	44	77	73	Pahokee	88	96	105	66	82	97	38	83
Florida City	40	61	76	38	50	42	76	40	Palatka	33	26	24	33	18	33	23	21
Fruitland Park	52	53	56	53	52	80	45	62	Palm Beach	44	34	64	30	91	43	63	60
Ft. Meade	98	112	120	110	100	100	105	47	Palmetto	1	1	1	2	2	1	5	1
Ft. Myers Beach	49	45	22	52	92	19	44	72	Panama City Beach	3	27	3	1	1	4	4	2
Green Cove Springs	55	46	57	39	64	60	93	54	Parler	104	107	62	111	80	105	53	107
Groveland	28	23	39	29	30	48	41	36	Pembroke Park	54	56	48	40	43	61	25	50
Gulf Breeze	69	92	68	52	60	93	67	65	Perry	83	84	92	107	64	67	69	46
Gulfport	62	47	36	62	68	36	37	76	Prince Inlet	112	116	85	104	85	107	72	112
High Springs	70	65	78	56	94	64	68	58	Port St. Joe	90	69	81	109	74	86	102	101
Highland Beach	118	118	118	118	118	109	118	118	Quincy	94	97	82	95	83	103	85	108
Hilliard	79	75	53	88	39	66	99	79	Sebring	113	109	113	125	106	115	92	113
Holly Hill	25	31	20	17	31	18	9	32	Satalita Beach	96	105	75	82	84	77	86	105
Holmes Beach	89	103	73	80	81	85	52	84	Sebring	4	1	0	4	9	5	19	5
Indian Harbour Beach	105	113	98	79	112	78	109	92	South Bay	92	104	74	81	99	87	84	86
Indian River Shores	116	110	126	116	107	117	116	126	South Daytona	47	55	41	39	38	28	16	42
Indian Rocks Beach	68	72	67	44	76	50	48	64	South Miami	57	63	87	43	53	62	79	72
Inverness	15	12	44	15	10	20	12	12	South Pasadena	86	48	72	108	75	56	70	82
Islamorada	19	28	9	26	24	17	73	20	Springfield	63	64	58	76	45	72	57	63
Juno Beach	102	88	96	100	101	89	88	106	St. Augustine	2	9	2	3	3	2	1	3
Kenneth City	85	39	93	65	78	96	101	82	St. Augustine Beach	74	83	42	57	97	51	96	67
Key Biscayne	93	86	107	94	82	118	103	102	St. Pete Beach	35	22	13	27	69	7	24	40
Labelle	60	79	51	84	35	63	66	44	Starke	45	51	16	47	51	59	18	61
Lady Lake	24	6	26	46	13	53	54	35	Surfside	106	114	112	112	113	69	110	108
Lake Alfred	114	99	124	105	115	108	114	114	Taverna	26	17	49	23	25	27	23	15
Lake City	7	4	6	16	4	16	3	14	Tequesta	99	70	83	97	75	88	106	80
Lake Clarke Shores	117	117	117	117	117	118	117	117	Treasure Island	64	71	59	54	109	37	58	94
Lake Park	46	44	47	74	41	79	29	34	Umatilla	84	76	54	91	48	76	83	99
Lake Wales	12	10	20	19	8	25	2	23	Valparaiso	110	108	101	103	88	114	91	110
Lantana	34	40	21	49	25	41	34	38	Wauchula	10	11	4	22	6	46	27	6
Lauderdale-By-The-Sea	59	38	66	39	67	82	46	56	West Miami	77	74	70	87	61	60	81	90
Lighthouse Point	39	43	55	50	40	22	15	51	West Park	48	52	65	51	56	23	30	52
Longboat Key (Sarasota)	95	59	108	96	110	58	104	104	Wildwood	22	15	25	58	26	47	32	11
Longwood	13	20	30	11	23	16	7	10	Wilton Manors	14	36	43	31	27	3	28	25
Loxahatchee Groves	91	85	106	93	98	98	39	85	Zephyrhills	8	2	19	6	15	6	26	18

Legend: Highest 20% in a category.

Performance Measures

Congress requires each state to set performance goals as well as report performance measures in the **Highway Safety Plan**. The National Highway Traffic Safety Administration and the Governors Highway Safety Association developed a set of 15 minimum performance measures that must be included in each state's plan. These are broken down into three activity measures, one behavioral measure, and 11 core outcome measures. The fatality numbers for the outcome measures are based on data from the **Fatality Analysis Reporting System (FARS)**. Performance goals are required for the behavioral measure and the 11 core outcome measures. The FDOT Highway Traffic Safety Program has included three additional activity measures that relate to Florida.

The following goals were set to meet the requirements of 23 CFR 1200.10:

Activity Measures			2010	2011	2012	2013	2014	2015	2016	2017
A-1	Number of Grant-Funded Safety Belt Citations ¹	Final	28,349	2,897	3,057	9,019	9,016	1,105		
A-2	Number of Grant-Funded Impaired Driving Arrests ²	Final	2,129	3,015	3,132	4,003	2,133	1,060		
A-3	Number of Grant-Funded Speeding Citations ¹	Final	17,217	16,573	16,571	17,725	21,148	5,737		
Behavioral Measures			2010	2011	2012	2013	2014	2015	2016	2017
B-1	Observed Safety Belt Use, Front Seat Outboard Occupants	Target			90.0%	90.0%	90.0%	90.0%	90.0%	90.0%
		Final	87.4%	88.1%	87.4%	87.2%	88.8%	89.4%		
Core Performance Measures			2010	2011	2012	2013	2014	2015	2016	2017
C-1	Number of Traffic Fatalities ³	Target			2,431	2,309	2,194	2,084	1,980	1,881
		Final	2,444	2,400	2,431	2,403	2,494			
C-2	Number of Serious Injuries in Traffic Crashes ⁴	Target			18,358	17,440	16,568	15,740	14,953	14,205
		Final	21,501	19,365	18,358	12,930	20,916			
C-3	Number of Fatalities/100M VMT ³	Target			1.27	1.21	1.15	1.09	1.03	0.98
		Final - Total	1.25	1.25	1.27	1.25	1.24			
C-4	Number of Unrestrained Occupant Fatalities – All Seating Positions ³	Target			580	551	523	497	472	449
		Final	706	609	580	553	510			
C-5	Number of Fatalities Involving Driver/Motorcyclist with .08+ BAC ³	Target			709	674	640	608	577	549
		Final	678	694	709	674	685			
C-6	Number of Speeding-Related Fatalities ³	Target			366	348	330	314	298	283
		Final	457	298	366	346	245			
C-7	Number of Motorcyclist Fatalities ³	Target			492	467	444	422	401	381
		Final	396	464	492	485	478			
C-8	Number of Unhelmeted Motorcyclist Fatalities ³	Target			252	239	227	216	205	195
		Final	205	253	252	237	223			
C-9	Number of Drivers ≤ Age 20 Involved in Fatal Crashes ³	Target			300	285	271	257	244	232
		Final	331	295	300	263	268			
C-10	Number of Pedestrian Fatalities ³	Target			477	453	430	409	389	369
		Final	486	490	477	499	588			
C-11	Number of Bicyclist Fatalities ³	Target			124	118	112	106	101	96
		Final	83	126	124	133	139			
State Performance Measures			2010	2011	2012	2013	2014	2015	2016	2017
F-1	Number of Florida Resident Drivers ≥ Age 65 Involved in Fatal Crashes ³	Target	413	400	363	345	328	311	296	281
		Final	442	397	363	465	460			
F-2	Number of Grant-Funded DUI Checkpoints Conducted ¹	Target	300	325	350	450	428	406	386	367
		Final	502	517	88	102	102			
F-3	Number of Grant-Funded Teen Driver Events Conducted ¹	Target	320	350	360	450	480	500	500	500
		Final	510	247	239	364	364			

¹ Accurate data for grant-funded citations in past years is not available because, in most cases, law enforcement agencies reported all citations issued during the year, not just the totals for grant-funded activities.

² Data for the Activity Measures is based on the quarterly reports filed by subgrantees during the fiscal year while the other measures are based on calendar year data.

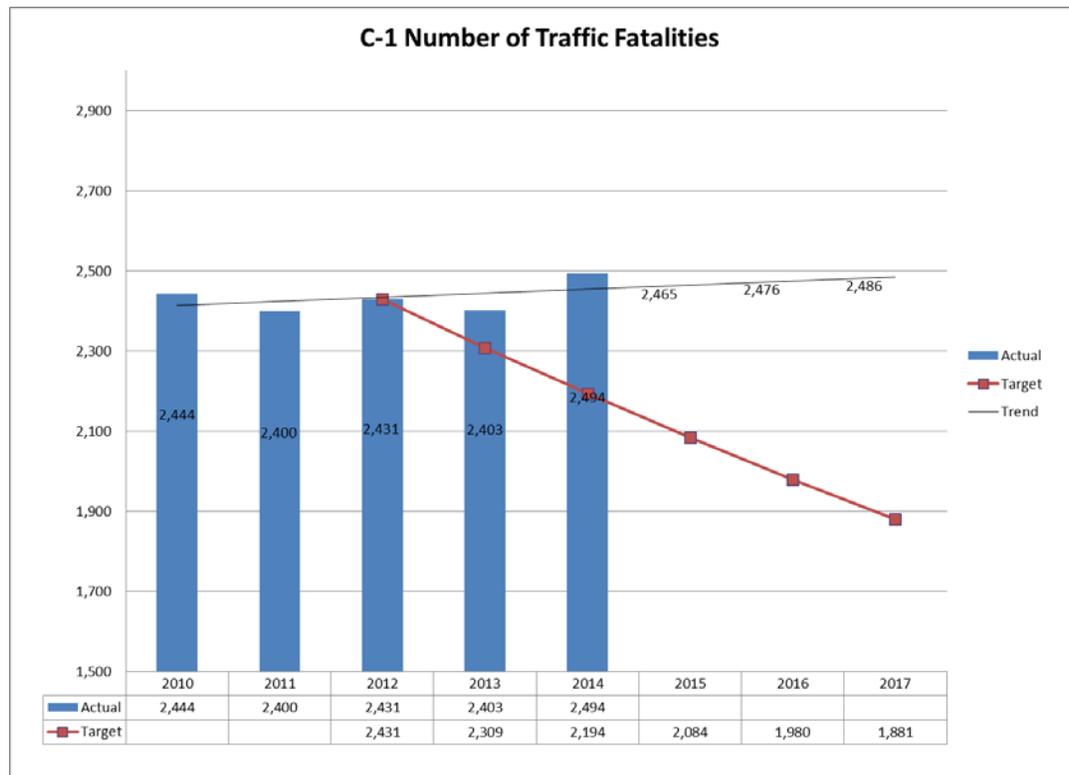
³ Fatality numbers come from the **Fatality Analysis Reporting System (FARS)** except for F-2, which comes from the Florida Department of Highway Safety and Motor Vehicles (DHSMV) annual report of crash statistics.

⁴ Serious injuries are those injuries listed as 'Incapacitating Injuries' by the DHSMV in its annual report of crash statistics.

Number of Traffic Fatalities

C-1 - To decrease the number of traffic fatalities by 5 percent annually from the 2012 FARS data baseline year total of 2,431 to 1,881 by December 31, 2017. The table below reflects the number of traffic fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the total number of traffic fatalities will increase to **2,465** in 2015, **2,476** in 2016, and **2,486** in 2017.

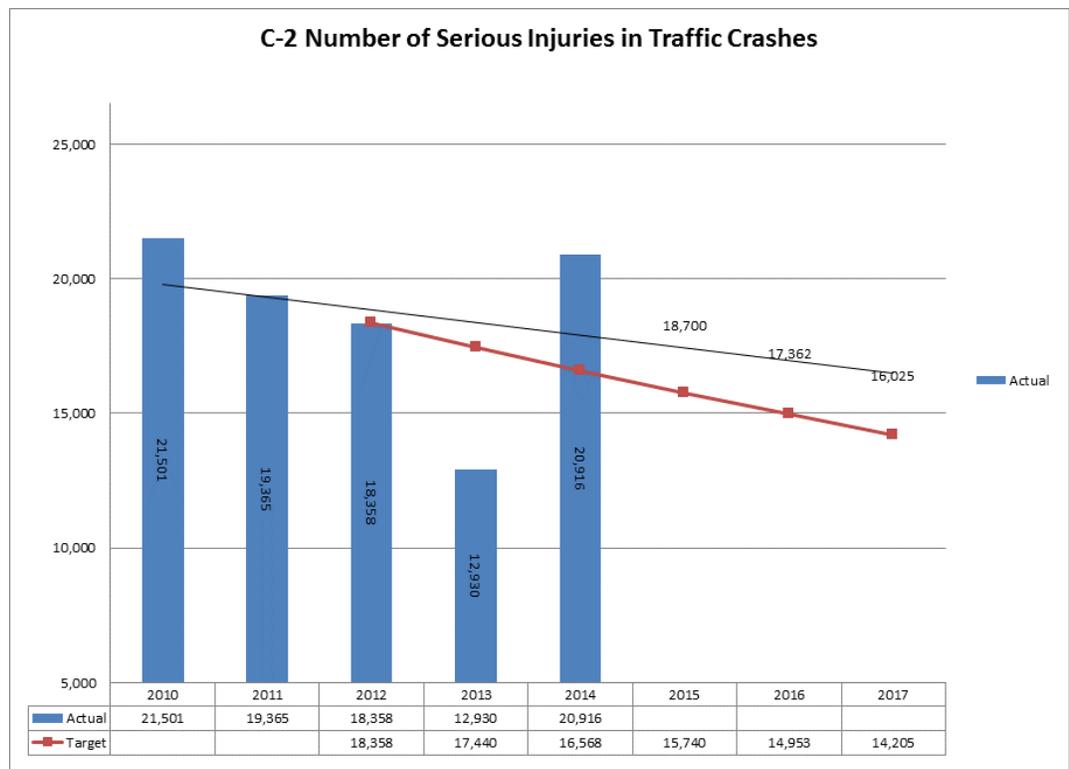
While the trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017, Florida expects the projects chosen for funding will mitigate the current trend and ultimately reduce the number of traffic fatalities.



Number of Serious Injuries in Traffic Crashes

C-2 - To decrease the number of serious traffic injuries in traffic crashes by 5 percent annually from the 2012 FARS data baseline year total of 18,358 to 14,205 by December 31, 2017. The table below reflects the number of serious injuries in traffic crashes for each year and the linear trend in these injuries for Florida. If the linear trend reflected in the 2010-2014 data continues, the total number of serious injuries in traffic crashes will fall to 18,700 in 2015, 17,362 in 2016, and 16,025 in 2017.

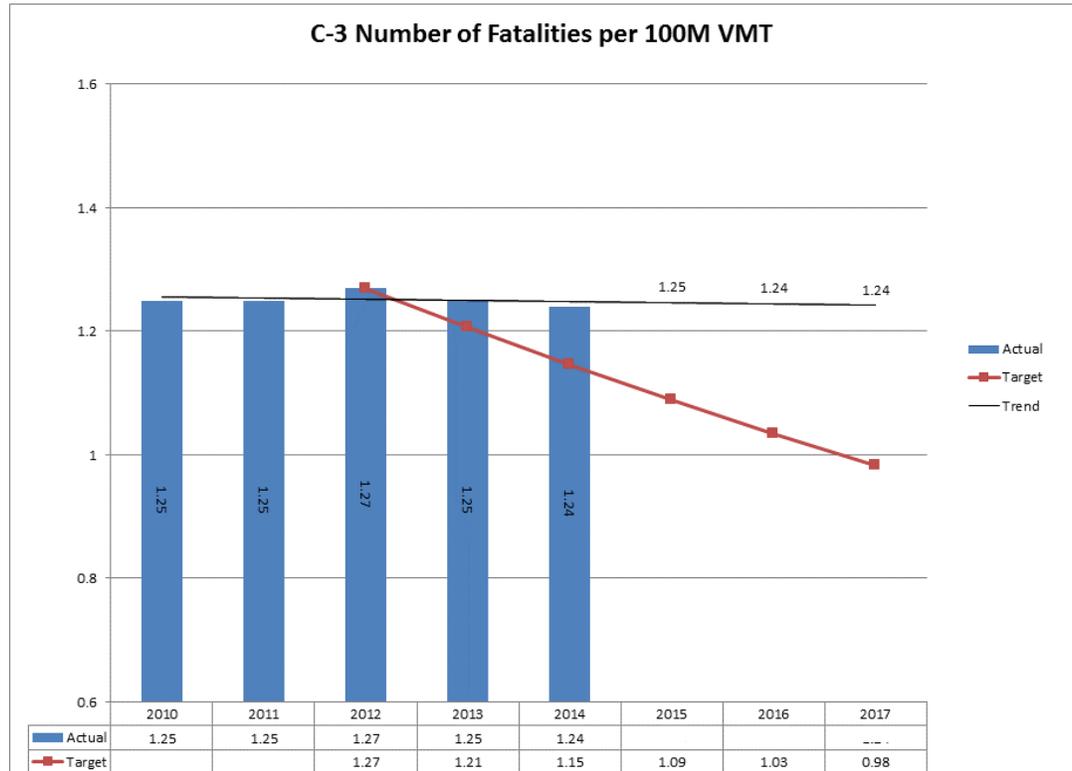
While the trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017, it does indicate it should come very close to meeting the target if efforts continue. Florida expects the projects chosen for funding to continue this downward trend in the reduction the number of serious injuries in traffic crashes.



Fatalities/VMT

C-3 - To decrease fatalities per 100 million vehicles miles traveled (VMT) by 5 percent annually from the 2012 FARS data baseline year total of 1.27 to 0.98 by December 31, 2017. The table below reflects fatalities per 100 million miles of VMT for each year and the linear trend in fatalities per 100 million miles VMT for Florida. If the linear trend reflected in the 2010-2014 data continues, the total fatalities per 100 million vehicle miles traveled will stay relatively flat at **1.25** in 2015, **1.24** in 2016, and **1.24** in 2017.

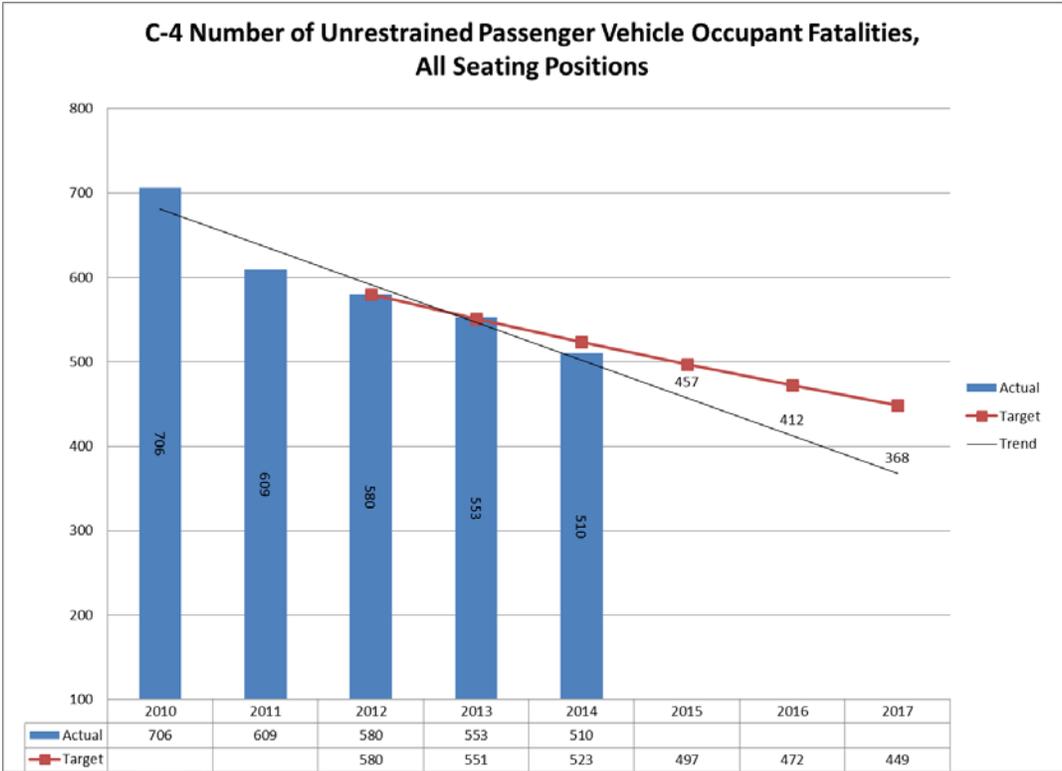
While the trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017, Florida expects the projects chosen for funding will continue the current trend and ultimately reduce the number of fatalities per VMT.



Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seating Positions

C-4 - To decrease the number of unrestrained passenger vehicle occupant fatalities, in all seating positions, in safety belt equipped (SBE) vehicles by 5 percent annually from the 2012 FARS data baseline year total of 580 to 449 by December 31, 2017. The table below reflects unrestrained passenger vehicle occupant fatalities, all seating positions, for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of unrestrained passenger vehicle occupant fatalities, all seating positions, will fall to **457** in 2015, **412** in 2016, and **368** in 2017.

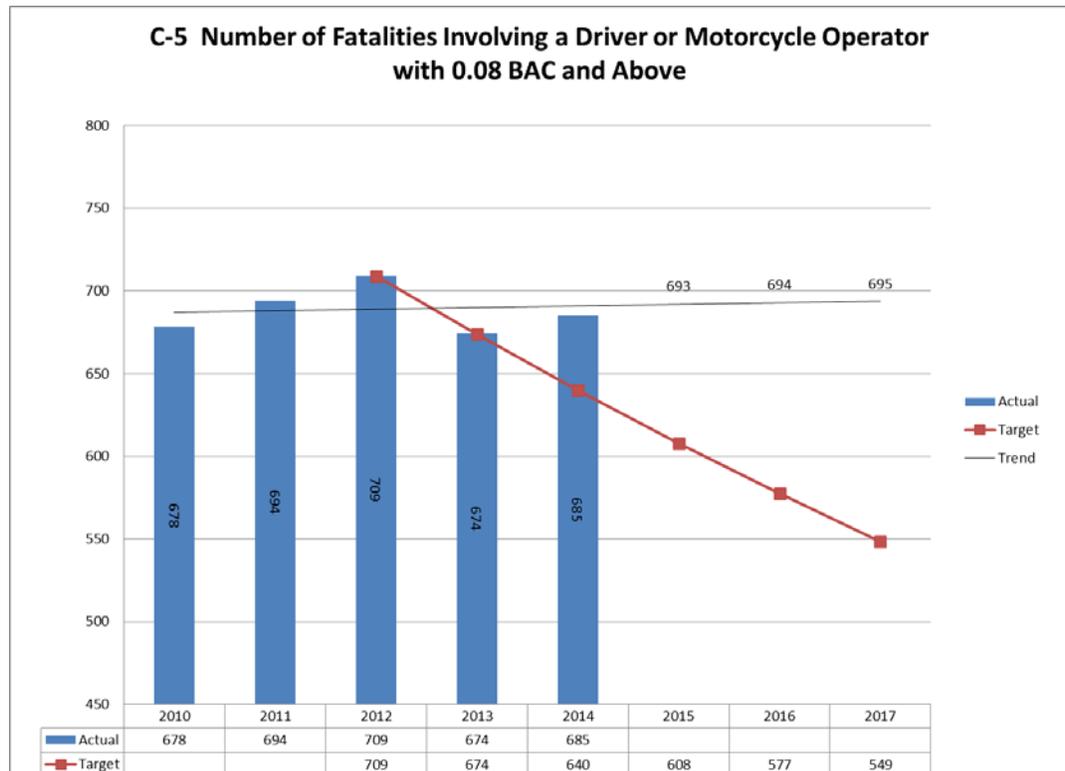
Florida has exceeded its 5 percent target reduction for 2014 and the trend below indicates that will continue in 2017. Florida expects the projects chosen for funding to continue this downward trend in overall reduction of unrestrained passenger vehicle occupant fatalities, all seating positions.



Number of Fatalities Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above

C-5 - To decrease the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 and above by 5 percent annually from the 2012 FARS data baseline year total of 709 to 549 by December 31, 2017. The table below reflects fatalities involving a driver or motorcycle operator with a BAC of 0.08 and above for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 and above will increase to **693** in 2015, **694** in 2016, and **695** in 2017.

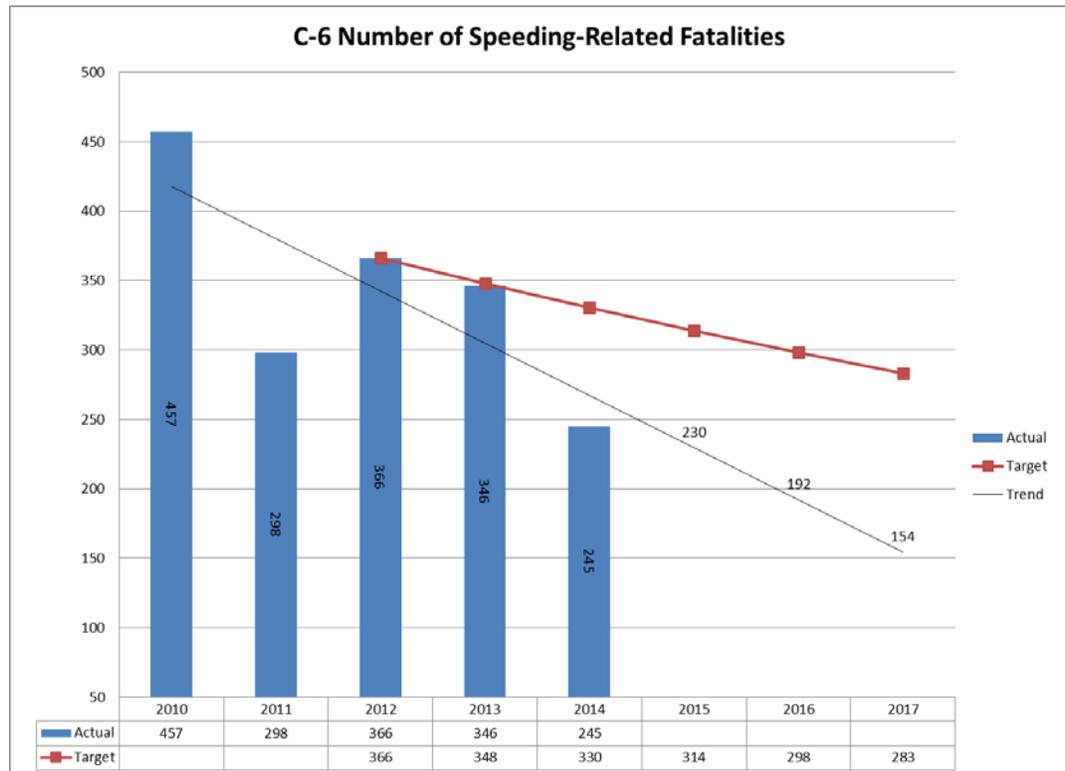
While the trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017, Florida expects the projects chosen for funding to continue progress made from the high in 2012 of the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 and above.



Number of Speeding-Related Fatalities

C-6 - To decrease the number of speeding-related fatalities by 5 percent annually from the 2012 FARS data baseline year total of 366 to 283 by December 31, 2017. The table below reflects the number of speeding-related fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of speeding-related fatalities will decline to **230** in 2015, **192** in 2016, and **154** in 2017.

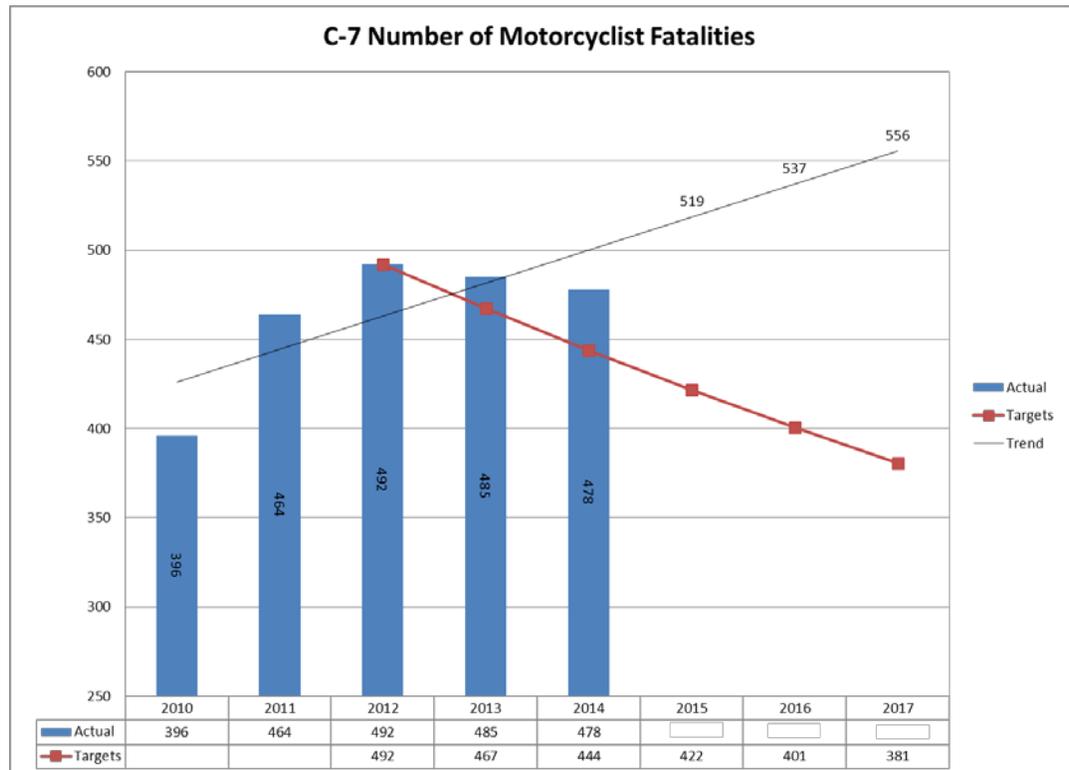
Florida exceeded its 5 percent target reduction for 2014 and the trend below indicates the State will exceed its target reduction of 5 percent annually by 2017 if efforts continue. Florida expects the projects chosen for funding to continue this downward trend in the overall reduction of the number of speeding-related fatalities.



Number of Motorcyclist Fatalities

C-7 - To decrease the number of motorcyclist fatalities by 5 percent annually from the 2012 FARS data baseline year total of 492 to 381 by December 31, 2017. The table below reflects the number of motorcyclist fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of motorcyclist fatalities will increase to **519** in 2015, **537** in 2016, and **556** in 2017.

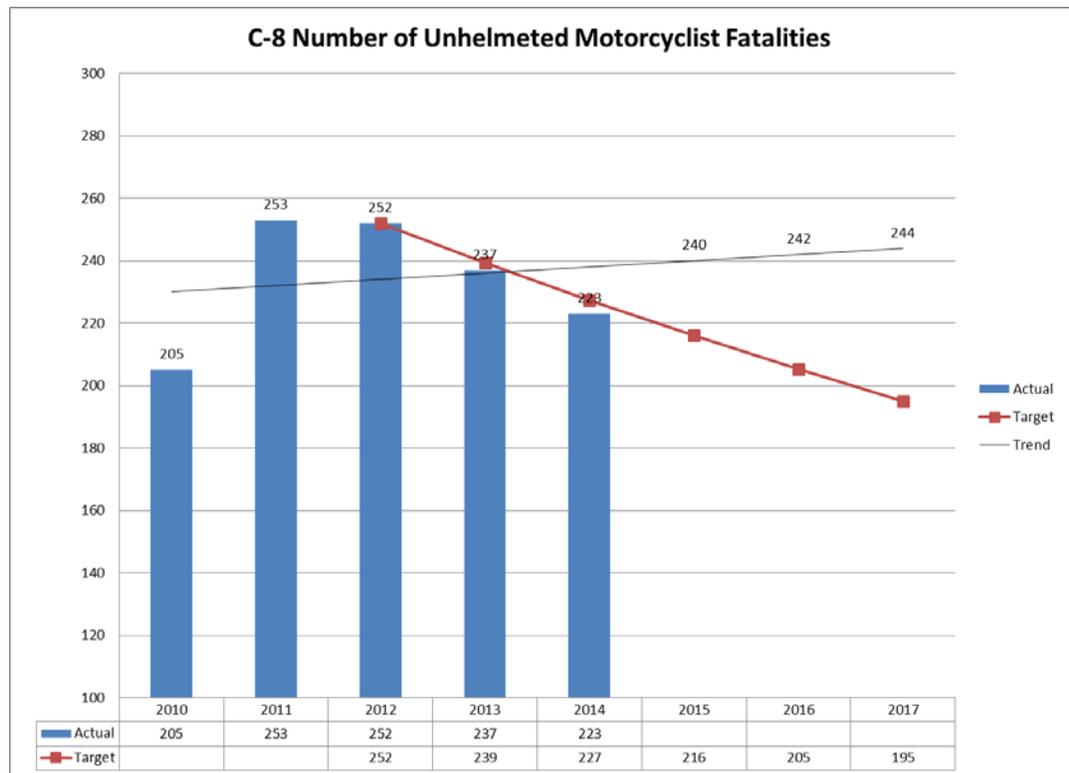
The trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017 and motorcyclist fatalities will increase. However, Florida expects the projects chosen for funding and the continued efforts of the State's Motorcycle Safety Coalition to be successful in flattening the increasing trend in the number of motorcyclist fatalities.



Number of Unhelmeted Motorcyclist Fatalities

C-8 - To decrease the number of unhelmeted motorcyclist fatalities by 5 percent annually from the 2012 FARS data baseline year total of 252 to 195 by December 31, 2017. The table below reflects the number of unhelmeted motorcyclist fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of unhelmeted motorcyclist fatalities will increase to **240** in 2015, **242** in 2016, and **244** in 2017.

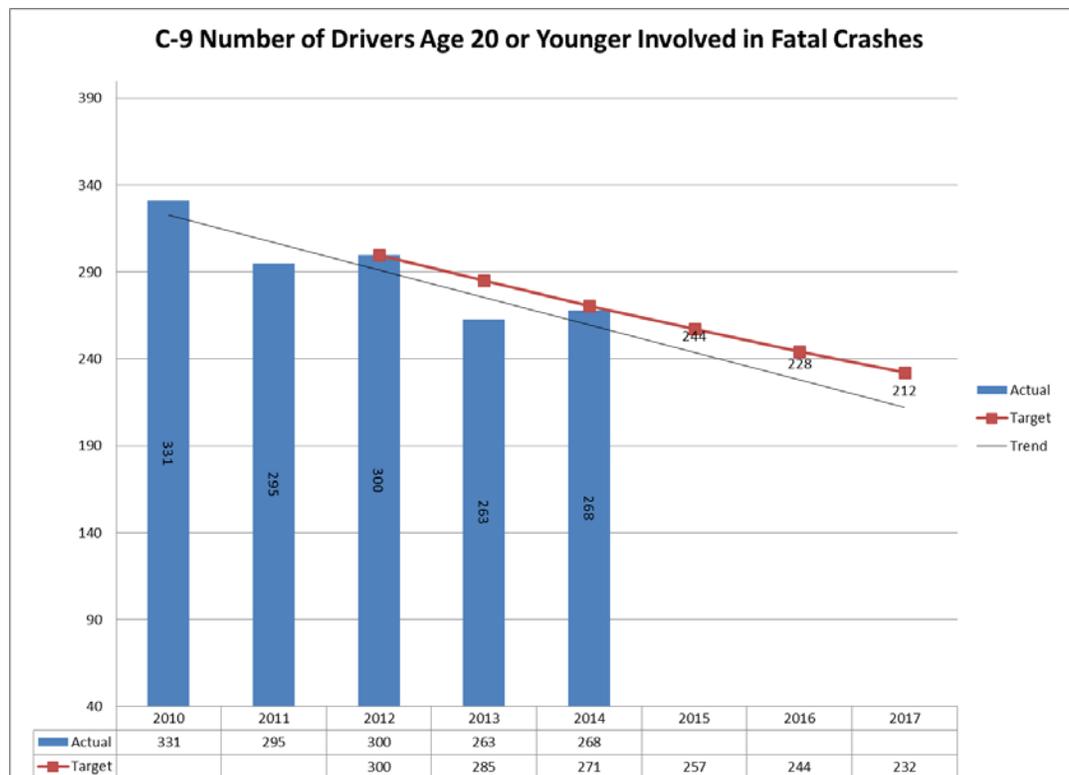
The trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017 and the number of unhelmeted motorcyclist fatalities will increase. However, despite the trend line below that was significantly influenced by one year of data (2010), it appears that Florida is on course to meet or exceed the targeted reduction. The efforts of Florida's Motorcycle Safety Coalition have been successful in driving down the number of unhelmeted motorcyclist fatalities for the last three years.



Number of Drivers Age 20 or Younger Involved in Fatal Crashes

C-9 - To decrease the number of drivers age 20 or younger involved in fatal crashes by 5 percent annually from the 2012 FARS data baseline year total of 300 to 232 by December 31, 2017. The table below reflects the number of drivers age 20 or younger involved in fatal crashes for each year and the linear trend of these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of drivers age 20 or younger involved in fatal crashes will decline to **244** in 2015, **228** in 2016, and **212** in 2017.

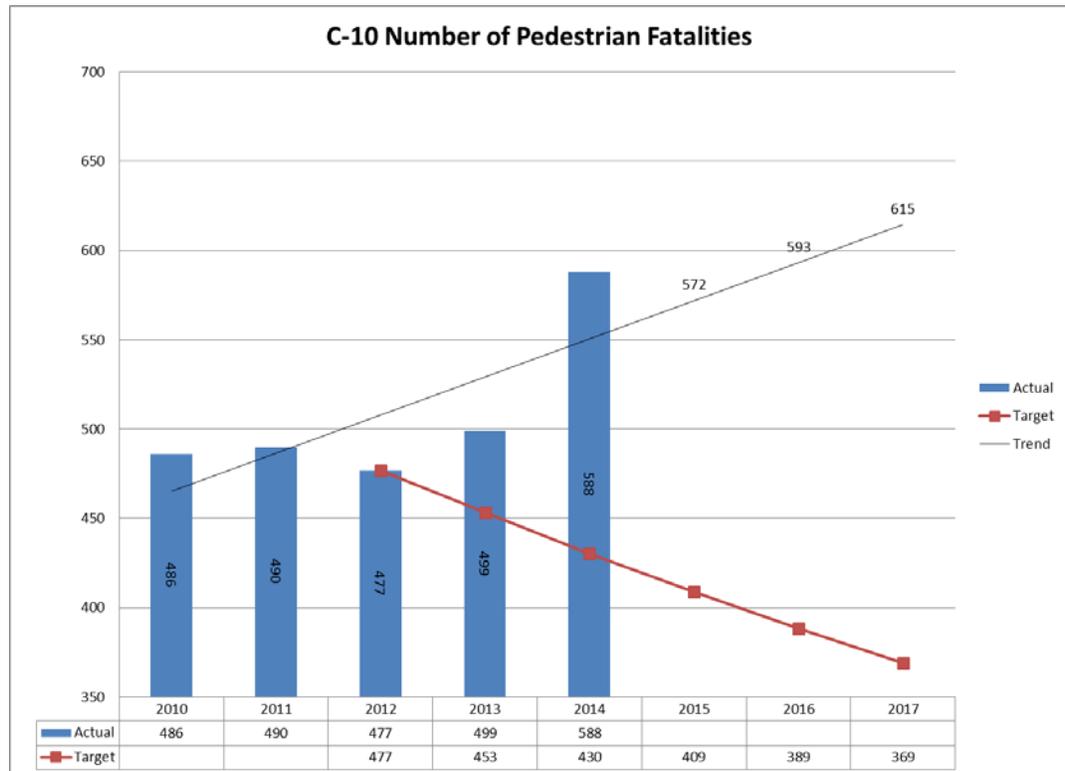
Florida has exceeded its 5 percent target reduction for 2014 and the trend below indicates that will continue in 2017. Florida expects the projects chosen for funding, along with the continued efforts of the Florida Teen Safe Driving Coalition, to continue the overall reduction of drivers age 20 or younger involved in fatal crashes.



Number of Pedestrian Fatalities

C-10 - To reduce the number of pedestrian fatalities by 5 percent annually from the 2012 FARS data baseline year total of 477 to 369 by December 31, 2017. The table below reflects the number of pedestrian fatalities for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of pedestrian fatalities will increase to **572** in 2015, **593** in 2016, and **615** in 2017.

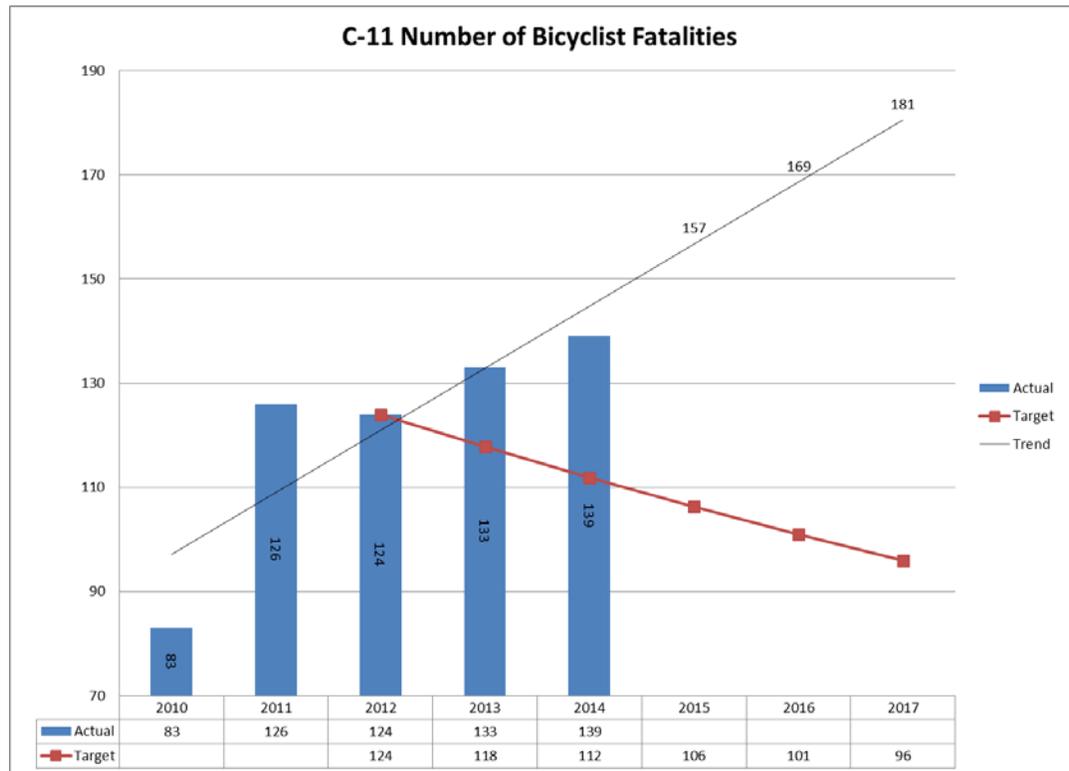
The trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017. While the trend indicates an anticipated increase in the number of pedestrian fatalities, Florida expects the projects chosen for funding and the continued efforts of the State's Bicycle and Pedestrian Coalition to be successful in flattening the increasing trend in the number of pedestrian fatalities.



Number of Bicyclist Fatalities

C-11 - To reduce the number of bicyclist fatalities by 5 percent annually from the 2012 FARS data baseline year total of 124 to 96 by December 31, 2017. The table below reflects the number of bicyclist fatalities for each year and the linear trend for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of bicyclist fatalities will increase to **157** in 2015, **169** in 2016, and **181** in 2017.

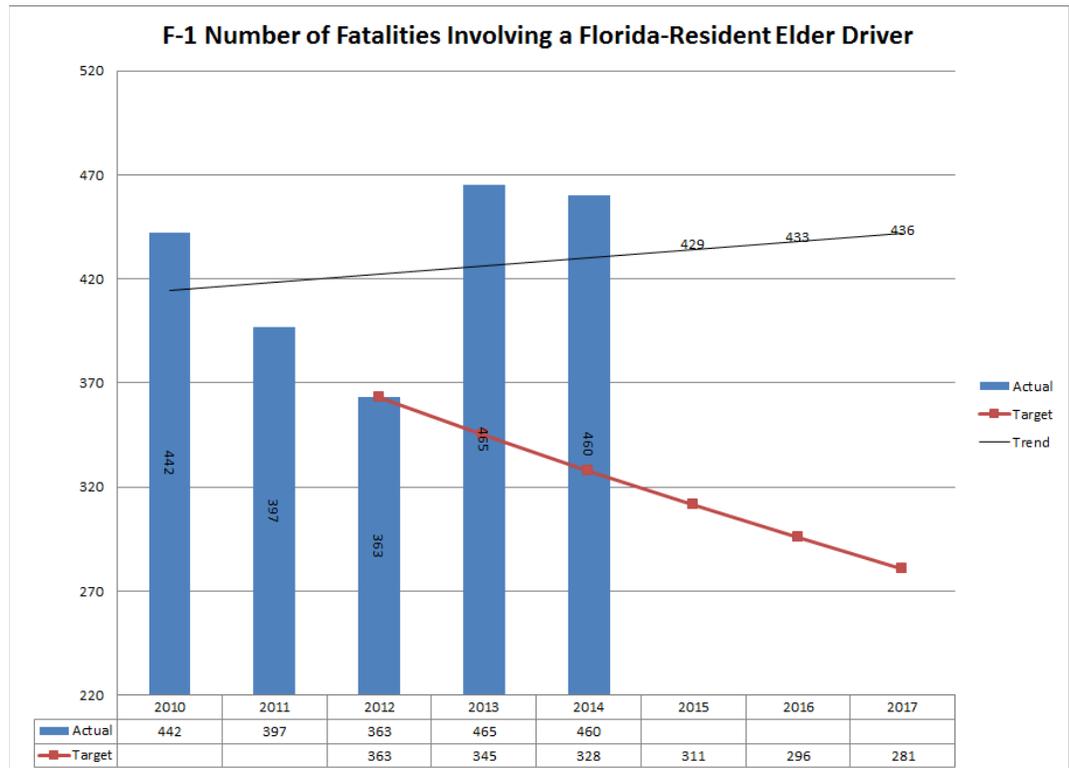
The trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017. While the trend indicates an anticipated increase in the number of bicyclist fatalities, Florida expects the projects chosen for funding and the continued efforts of the State's Bicycle and Pedestrian Coalition to be successful in flattening the increasing trend in the number of bicyclist fatalities.



Number of Fatalities Involving a Florida-Resident Elder Driver

F-1 - To reduce the number of fatalities involving a Florida-resident elder driver (age 65 and older as classified as “Aging Road Users” in the FL SHSP) by 5 percent annually from the 2012 FARS data baseline year total of 363 to 281 by December 31, 2017. The table below reflects the number of fatalities involving a Florida-resident elder driver for each year and the linear trend in these fatalities for Florida. If the linear trend reflected in the 2010-2014 data continues, the number of fatalities for involving a Florida-resident elder driver will decrease to **429** in 2015, **433** in 2016, and **436** in 2017.

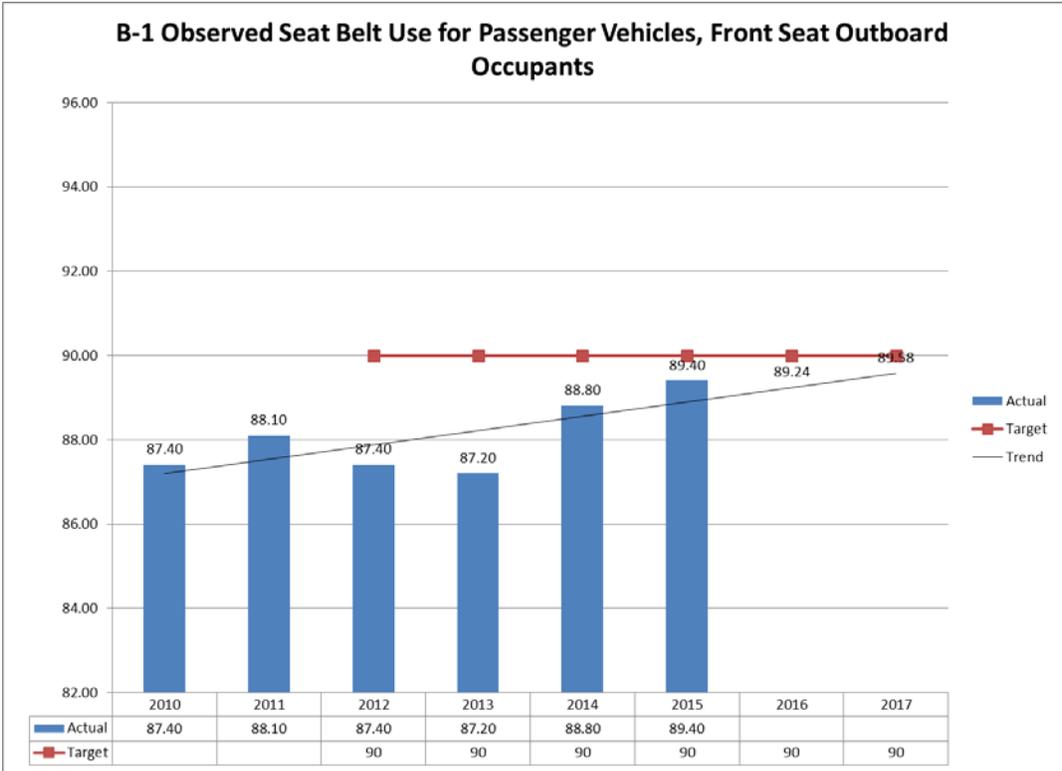
The trend below indicates Florida will not meet its target reduction of 5 percent annually by 2017. While the annual trend line below indicates an anticipated increase in the number of fatalities involving a Florida-resident elder driver, Florida expects the projects chosen for funding and the continued efforts of the State’s Safe Mobility for Life Coalition to be successful in flattening the increasing trend in the number of fatalities involving a Florida-resident elder driver.



Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

B-1- To increase the observed seat belt use for passenger vehicles, front seat outboard occupants, identified through an annual seat belt observational survey, from 89.4 percent in 2015 to at least 90 percent by December 30, 2017. The table below reflects the observed seat belt use for passenger vehicles, front seat outboard occupants each year and the linear trend for Florida. If the linear trend reflected in the 2010-2015 data continues, the seat belt use for passenger vehicles, front seat outboard occupants will increase to **89.24 percent** in 2016 and **89.58 percent** in 2017.

The trend below indicates Florida will not meet its target of 90 percent seat belt use by 2017. However, Florida has increased statewide seat belt use for the last three years, and expects the projects chosen for funding will further increase seat belt use for passenger vehicles, front seat outboard occupants.



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 Challenge, the State's seven Law Enforcement Liaisons (LELs) work with local, county, and state law enforcement agencies to encourage participation in State and 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 (2010-2014), 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. Counties and cities are ranked within population groups in a particular program area, where "1" represents the location with the highest number of serious injuries and fatalities. For example, the "1" next to Hillsborough indicates it has the greatest number of impaired driving-related serious injury and fatal crashes among the 24 counties in Group 1. The rankings in both matrices are based on the five-year period sum of combined serious injury and fatality crash data. Inmate populations are excluded in population counts.

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 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 four Florida-based Challenges to support the goal of preventing crashes and saving lives: Law Enforcement, Motor Unit, DUI, and *Click It or Ticket*. These challenges are a formalized recognition program that recognizes law enforcement agencies for their traffic safety efforts.

These challenges promote and recognize law enforcement agencies for improving traffic safety by encouraging a multi-faceted approach to safer communities. With each challenge the participating law enforcement agencies are encouraged to increase the effectiveness of their enforcement efforts, upgrade traffic safety policies, educate personnel, LEL Program participation, recognize outstanding officers, and enhance enforcement activities. The challenges follow a format similar to the International Association of Chiefs of Police (IACP) National Challenge Program and recognize the top traffic safety initiatives that promote safe driving in Florida communities.

Research shows that an increase in a community's traffic enforcement results in decreased motor vehicle crashes, injuries, and fatalities. In fact, no other program or strategy works as well as high visibility enforcement in making roads safer. LEL programs are a critical link between law enforcement and all traffic safety-related training and public information programs sponsored by FDOT and NHTSA. Funding for each of the challenges will also be used to purchase educational materials that will be used by law enforcement agencies for public outreach.

Florida *Click It or Ticket* Challenge

The Florida *Click It or Ticket* (CIOT) Challenge recognizes agencies that take a multi-faceted approach to addressing safety belt use in their respective communities. Combining the CIOT message with proactive enforcement activities, agencies will promote the CIOT message during three waves using as many media outlets as possible to increase public awareness. The challenge supports the goal of encouraging increased statewide enforcement of safety belt laws to increase safety belt compliance and reduce motor vehicle serious injuries and fatalities involving unbelted occupants.

Florida DUI Challenge

The Florida DUI Challenge recognizes law enforcement agencies that dedicate a significant level of resources to impaired driving enforcement, awareness, and training. The program's goal is to reduce the number of impaired driving-related crashes, serious injuries, and fatalities, by increasing DUI enforcement and public awareness of the State's alcohol-related crash problem. This challenge encourages increased enforcement of DUI laws along with increased public awareness messaging to reduce DUI-related serious injuries and fatalities.

Florida Law Enforcement Challenge

The Florida Law Enforcement 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 area issues that impact the safety of roadway users. Law enforcement agencies submit an application that documents their agency's efforts and effectiveness in these areas. This challenge supports the goal of encouraging increased statewide enforcement of traffic safety laws to reduce traffic crashes, serious injuries, and fatalities.

Florida Motor Unit Challenge

Law Enforcement Motor Units play an important role in improving traffic safety and Florida recognizes their efforts through the Florida Motor Unit Challenge. This challenge recognizes motor units that reduce crashes by increasing traffic safety education and enforcement efforts at times when no national enforcement waves are scheduled. The challenge application compares the change in crash data from the previous year. This challenge supports the goal of encouraging increased statewide education and enforcement of traffic safety laws by Florida motor units to reduce serious injuries and fatalities.

MEDIA SUPPORT

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

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

- ***Alert Today, Alive Tomorrow*** – increases awareness of and compliance with pedestrian and bicycle laws
- ***Drink + Ride = Lose*** – reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired
- ***Ride Smart*** – encourages motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license
- ***Share the Road*** – reminds motorists to look for and share the road with motorcyclists

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

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

CONTINUOUS FOLLOW-UP AND ADJUSTMENT

The FDOT State Safety Office conducts continuous monitoring of all subgrants. Funded agencies are required to submit monthly and quarterly high visibility enforcement reports describing what occurred during each respective time period. As part of this monitoring, the FDOT State Safety Office requires 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 FY2017 can be found on the following pages:

- Impaired Driving..... page 46
- Motorcycle Safety..... page 52
- Occupant Protection and Child Passenger Safety page 58
- Pedestrian and Bicycle Safety..... page 68
- Speed / Aggressive Driving page 76



FDOT Program Areas

Aging Road Users Program

Today's older drivers are driving longer and more miles per year than in the past. Research shows that older adults can expect to outlive their ability to drive safely by 7 to 10 years. Florida leads the nation in older adults with 18 percent of its population 65 years of age and older. By the year 2030, over 27 percent of Floridians will be over age 65, with half of that group 75 or older. Mirroring this anticipated trend, an increasing proportion of licensed drivers in Florida are older as well.

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. FY2017 projects address aging road user safety from several angles and enlist local agencies to address this important issue in their specific geographic areas.

STRATEGIES

- 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 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)

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

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

Project Name: Elder Road User Program - CarFit

Project Number: CP-17-04-09

Project Description: The Area Agency on Aging of Central Florida will 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: \$225,000

Project Name: Safe Mobility for Life Coalition

Project Number: CP-17-04-10

Project Description: Florida State University’s Pepper Institute will assist Florida’s Safe Mobility for Life Coalition with implementation of their strategic plan, program management, support coalition



meetings, and conduct the program evaluation. This project will also oversee the implementation of Florida’s Aging Road User Strategic Safety Plan.

Budget: \$229,000

Project Name: Aging Road User Information System 2016-2017

Project Number: CP-17-04-11

Project Description: The University of Florida’s Institute for Mobility, Activity, and Participation will house and maintain the Florida Elder Road User Information System, which provides seniors access to local medical and non-medical transportation options so they can remain independent. The University will build upon prior experience, current expectations, and future demands to develop, build, pilot test, refine, and enhance the Elder Road User Information System. Anticipated enhancements to the system include additional automation and incorporation of Spanish and other language options to better meet the goal of long-term sustainability. This project will reduce injuries and fatalities for older road users by giving them options for transportation independence once they can no longer drive safely.

Budget: \$133,370



Community Traffic Safety Program

Florida's Community Traffic Safety Program includes Community Traffic Safety Teams 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 contribute to a minimum 5 percent annual reduction in fatalities.

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

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

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-17-04-01	Florida Department of Transportation – District 1	Public Information & Education Program – District 1	\$30,000
CP-17-04-02	Florida Department of Transportation – District 2	Public Information & Education Program – District 2	\$30,000
CP-17-04-03	Florida Department of Transportation – District 3	Public Information & Education Program – District 3	\$30,000
CP-17-04-04	Florida Department of Transportation – District 4	Public Information & Education Program – District 4	\$30,000
CP-17-04-05	Florida Department of Transportation – District 5	Public Information & Education Program – District 5	\$30,000
CP-17-04-06	Florida Department of Transportation – District 6	Public Information & Education Program – District 6	\$30,000
CP-17-04-07	Florida Department of Transportation – District 7	Public Information & Education Program – District 7	\$30,000

Budget: \$210,000

Project Name: Community Traffic Safety Support

Project Number: CP-17-04-08

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. These materials include, but are not limited to, the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement.

Budget: \$175,000

Comprehensive Traffic Enforcement and Education Program

The Comprehensive Traffic Enforcement and Education Program involves the aggressive enforcement of traffic laws in the following priority areas: Distracted Driving, Impaired Driving, Motorcycle Safety, Occupant Protection and Child Passenger Safety, Pedestrian and Bicycle Safety, Speed/Aggressive Driving, and Teen Driving. Comprehensive projects are funded in communities with a significant number of serious injuries and fatalities that are linked to priority traffic safety areas. Focusing on enhanced enforcement and educational efforts that support critical traffic laws, these efforts will reduce crashes and save lives. Goals of the program are to increase awareness, education, and enforcement of key traffic safety laws that will contribute to a minimum 5 percent annual reduction in fatalities.



STRATEGIES

- Increase public awareness of highway traffic safety programs
- Expand the network of concerned stakeholders to build recognition and awareness of traffic safety
- Support initiatives that enhance traffic safety laws and regulations related to safe driving
- Support and promote effective law enforcement efforts related to safe driving

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

- *Communications and Outreach* (CTW: Chapter 2, Pages 28-31; Chapter 4, Pages 19-22; Chapter 7, Pages 9-12)
- *Deterrence: Enforcement* (CTW: Chapter 1, Pages 21-28)

Project Name: CTEP: Comprehensive Traffic Enforcement Program

Project Number: (see below)

Project Description: The following agency will receive funding for overtime and equipment to conduct strategic enforcement operations that address the following priority areas: Distracted Driving, Impaired Driving, Motorcycle Safety, Occupant Protection and Child Passenger Safety, Pedestrian and Bicycle Safety, Speed/Aggressive Driving, and Teen Driving, because they have high fatalities and serious injuries in all of these program areas. Efforts include enforcement focused on high crash and fatality locations that are reviewed and updated monthly, and traffic safety presentations delivered to local schools, businesses, and civic organizations. Participating agencies have a goal of reducing traffic crashes and fatalities by a minimum of 5 percent. The Traffic Safety Office will monitor all activities to ensure problem locations are addressed and educational components are delivered.

Project Number	Agency	Project Title	Amount
PT-17-12-05	Panama City Beach Police Department	CTEP: Comprehensive Traffic Enforcement Program	\$100,000

Distracted Driving Program

Distracted driving is characterized by any mental or physical activity that takes the driver's focus (i.e., eyes and mind) off the task of driving. 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 of better data collection and crash reporting.

STRATEGIES

- 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 reporting and distracted driving data collection
- Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving
- Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

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

Project Name: Florida Campus Safety Program on Distracted Driving

Project Number: DD-17-04-01

Project Description: Florida Agricultural and Mechanical University (FAMU) will implement a Florida Historically Black College Campus Safety Program that will focus on distracted driving safety intervention at FAMU, Edwards Waters College, and Florida Memorial University. The intervention program will include meeting with university leadership, pre- and post-observational surveys of distracted driving behaviors, student presentations, and data analysis. The goal of this project is to provide culturally relevant material and resources that will reduce the distracted driving behaviors of minority youth.

Budget: \$30,000



Florida Law Enforcement Liaison Program

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 four Florida-based Challenges to support the goal of preventing crashes and saving lives: Law Enforcement, Motor Unit, DUI, and *Click It or Ticket*. These challenges are a formalized recognition program that recognizes law enforcement agencies for their traffic safety efforts. All four challenges are being redesigned in 2017 to comply with the May 18, 2016 memorandum from NHTSA's Chief Counsel. Proposed awards include certificates, plaques, coins, and medals given to agencies under the formalized program.

These challenges promote and recognize law enforcement agencies for improving traffic safety by encouraging a multi-faceted approach to safer communities. With each challenge the participating law enforcement agencies are encouraged to increase the effectiveness of their enforcement efforts, upgrade traffic safety policies, educate personnel, LEL Program participation, recognize outstanding officers, and enhance enforcement activities. The challenges follow a format similar



to the International Association of Chiefs of Police (IACP) National Challenge Program and recognize the top traffic safety initiatives that promote safe driving in Florida communities.

Research shows that an increase in a community's traffic enforcement results in decreased motor vehicle

crashes, injuries, and fatalities. In fact, no other program or strategy works as well as high visibility enforcement in making roads safer. LEL programs are a critical link between law enforcement and all traffic safety-related training and public information programs sponsored by FDOT and NHTSA. Funding for each of the challenges will also be used to purchase educational materials that will be used by law enforcement agencies for public outreach.

Project Name: Florida Law Enforcement Liaison Program

Project Number: PT-17-12-01

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 implemented 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 NHTSA national enforcement waves and the annual Florida Law Enforcement Challenges 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: \$1,065,045

Project Name: Florida *Click It or Ticket* Challenge (CIOT)

Project Number: M2X-17-20-06

Project Description: The Florida *Click It or Ticket* Challenge (CIOT) recognizes agencies that take a multi-faceted approach to addressing safety belt use in their respective communities. Combining the CIOT message with proactive enforcement activities, agencies will promote the CIOT message during three waves using as many media outlets as possible to increase public awareness. The challenge supports the goal of encouraging increased statewide enforcement of safety belt laws to increase safety belt compliance and reduce motor vehicle serious injuries and fatalities involving unbelted occupants.

Budget: \$610,435

Project Name: Florida DUI Challenge

Project Number: M5X-17-06-05

Project Description: The Florida DUI Challenge recognizes law enforcement agencies that dedicate a significant level of resources to impaired driving enforcement, awareness, and training. The program's goal is to reduce the number of impaired driving-related crashes, serious injuries, and fatalities, by increasing DUI enforcement and public awareness of the State's alcohol-related crash problem. This challenge encourages increased enforcement of DUI laws along with increased public awareness messaging to reduce DUI-related serious injuries and fatalities.

Budget: **\$808,385**

Project Name: Florida Law Enforcement Challenge (FLEC)

Project Number: PT-17-12-02

Project Description: The Florida Law Enforcement 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 area issues that impact the safety of roadway users. Law enforcement agencies submit an application that documents their agency's efforts and effectiveness in these areas. This challenge supports the goal of encouraging increased statewide enforcement of traffic safety laws to reduce traffic crashes, serious injuries, and fatalities.

Budget: **\$1,103,170**

Project Name: Florida Motor Unit Challenge (MUC)

Project Number: PT-17-12-03

Project Description: Law Enforcement Motor Units play an important role in improving traffic safety and Florida recognizes their efforts through the Florida Motor Unit Challenge. This challenge recognizes motor units that reduce crashes by increasing traffic safety education and enforcement efforts at times when no national enforcement waves are scheduled. The challenge application compares the change in crash data from the previous year. This challenge supports the goal of encouraging increased statewide education and enforcement of traffic safety laws by Florida motor units to reduce serious injuries and fatalities.

Budget: \$233,260



Impaired Driving Program

The Impaired Driving Program supports a variety of strategies that target individuals driving under the influence of drugs and/or alcohol. In Florida, it is unlawful for a person under the age of 21 to operate a motor vehicle with a blood or breath alcohol concentration (BAC) level of 0.02 or higher (referred to as Zero Tolerance) and 0.08 for drivers 21 and older. 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

- 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 health care providers)
- Improve data collection and analysis

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures That Work: Eighth Edition, 2015* (CTW).

- *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-17-05-01

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 impaired driving legislation, judicial rulings, new technologies, and enforcement options.

Budget: \$100,000



Project Name: DUI Prosecution Support

Project Number: M5CS-17-06-01

Project Description: Tallahassee Community College, via the Florida Public Safety Institute, will receive funding to provide a specialized attorney to the Florida Department of Law Enforcement (FDLE) to represent the Alcohol Testing Program (ATP) and be a DUI resource to Florida prosecutors, law enforcement officers, and toxicologists. The attorney will provide legal assistance and representation to the staff of FDLE ATP who testify in court as to the accuracy and reliability of breath and/or blood alcohol testing. The attorney will assist prosecutors and law enforcement officers with the investigation and prosecution of DUI cases including, but not limited to, breath, urine, and/or

blood testing for impairing substances, and statute and administrative rules regulating these issues. The attorney will also be responsible for litigating all administrative hearings before the Division of Administrative Hearings (DOAH) concerning challenges to the FDLE ATP administrative rules and any appeals resulting from the DOAH litigation.

Budget: \$210,000

Project Name: Traffic Safety Resource Prosecutor Program

Project Number: M5CS-16-06-02

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. Three Traffic Safety Resource Prosecutor (TSRP) positions (2 TSRPs and 1 administrative 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: \$540,000

Project Name: 24/7 Sobriety Monitoring Program Expansion

Project Number: M5CS-17-06-03

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 inquires, ensure supplies are on hand, and track statistics, training and education related to the program.

Budget: \$24,000



Project Name: Mothers Against Drunk Driving Florida - Safe and Aware
Project Number: M5X-17-06-01
Project Description: Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Courtroom monitors will be trained and dispatched to strategic locations in the State. Training for law enforcement officers will be offered on the impacts of drug and alcohol impaired driving, DUI detection and prosecution, and death notification. MADD members will also assist law enforcement at DUI Checkpoints.
Budget: \$300,000

Project Name: DRE Call-Out
Project Number: M5X-17-06-02
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, it is imperative that Florida has DREs available to evaluate drivers and assist in the successful prosecution of drugged driving cases.
Budget: \$50,000

Project Name: Intoxilyzer Certification Equipment Simulators
Project Number: M5X-17-06-03
Project Description: The Florida Highway Patrol (FHP) will purchase Intoxilyzer certification equipment required for the calibration and inspection process of breath analyzers. Simulators will shorten calibration time and reduce inspection challenges by defense attorneys. They will also aid FHP's ability to efficiently certify

breath test equipment. Less time spent by troopers on equipment calibrations will allow more time for patrols to remove violators from the road, leading to fewer alcohol-related crashes, injuries, and deaths.

Budget: \$74,000

Project Name: Enhanced DUI Enforcement Mobile Equipment

Project Number: M5X-17-06-04

Project Description: The Florida Highway Patrol (FHP) will purchase breath analyzers and other approved equipment to more effectively and efficiently process impaired driving arrests in areas with high alcohol-related crashes, injuries and fatalities. The ability of the FHP to efficiently process DUI offenders will minimize the time troopers spend on these arrests, allowing them to spend more time on patrol and remove violators from the road. This will lead to fewer alcohol-related crashes, injuries, and deaths.

Budget: \$151,000

Project Name: DUI Media Survey

Project Number: M5X-17-06-06

Project Description: The University of North Florida Institute of Police Technology and Management will receive funding to hire a consultant to conduct statewide DUI attitude/opinion and awareness surveys about Florida's *Drive Sober or Get Pulled Over* media and enforcement activities.

Budget: \$60,000

Project Name: (see below)

Project Number: (see below)

Project Description: The following enforcement agencies have 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 will 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-17-06-01	City of Ocala Police Department	Ocala Police Department DUI Suppression Program	\$25,000
M5HVE-17-06-02	Hillsborough County Sheriff's Office	HCSO Operation Trident: Outreach, Education and Enforcement Impaired Driving Safety Program	\$125,000
M5HVE-17-06-03	Santa Rosa County Sheriff's Office	DUIs A Problem That Affects Us All	\$50,000
M5HVE-17-06-04	Tampa Police Department	Tampa Enhanced DUI Enforcement Project, "BAC to Basics"	\$175,000
M5HVE-17-06-05	City of Miami Police Department	Miami DUI Checkpoint and Saturation Patrol Overtime Project	\$80,000
M5HVE-17-06-06	City of Tallahassee	DUI Enforcement	\$100,000
M5HVE-17-06-07	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$300,000
M5HVE-17-06-08	Okaloosa County Sheriff's Office	Sober Driving is No Accident	\$75,000
M5HVE-17-06-09	Orlando Police Department	Orlando Police Department DUI Enforcement Team	\$100,000
M5HVE-17-06-10	City of Cape Coral	Cape Coral Impaired Driving Enforcement and Education	\$20,000
M5HVE-17-06-11	Palm Beach County Sheriff's Office	Palm Beach County Impaired Driving Initiative	\$60,000
M5HVE-17-06-12	City of Pensacola	Continuation of DUI Enforcement Grant	\$25,000
M5HVE-17-06-13	City of Boynton Beach	DUI Enforcement	\$40,000

Budget: \$1,175,000

Motorcycle Safety Program

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

- Collect and analyze data on motorcycle crashes, injuries, and fatalities to 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 and increasing rider conspicuity
- 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 safety-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

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures That Work: Eighth Edition, 2015* (CTW).

- *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)

Project Name:	Florida's Comprehensive Motorcycle Safety Program
Project Number:	MC-17-10-01
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will coordinate and implement Florida's Motorcycle Safety Strategic Plan to identify critical issues, establish achievable performance indicators, and evaluate the effectiveness of all motorcycle safety programs comprehensively. CUTR concentrates most of its efforts on the ten counties with the highest number of motorcycle fatalities: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia. However, the goal is to support all motorcycle activities across the State. To help reduce crashes, CUTR will continue a pilot project in Hillsborough and Pinellas Counties to improve awareness of the danger of riding impaired, the importance of conspicuity and helmet use, controlled riding, and the promotion of rider endorsement and lifelong learning.
Budget:	\$525,000



Project Name:	Motorcycle Program Evaluation and Data Collection
Project Number:	MC-17-10-02
Project Description:	The University of South Florida's Center for Urban Transportation Research (CUTR) will conduct behavioral and statistical studies of motorcyclists to determine the effectiveness of grant funded projects on reducing motorcycle

crashes, injuries and fatalities in as identified in the Motorcycle Assessment Team report submitted to the FDOT State Safety Office in February 2008. CUTR will also conduct a survey of riders to determine the effectiveness of the State's comprehensive motorcycle safety program and rider training program. An observational study will be conducted to capture demographic characteristics of riders and their helmet usage rates. The survey results will identify helmet usage trends within Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia Counties, as these have been identified as Florida's top ten high priority counties based upon motorcycle fatalities.

Budget: \$100,000

Project Name: Motorcycle Education and Injury Prevention in Trauma Centers

Project Number: MC-17-10-03

Project Description: The University of Miami will continue the central/south Florida trauma initiative to conduct injury prevention and education pilot programs in level one and level two 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 provide 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 crash-involved motorcyclists about reducing their risks on the road, this project supports the goal of reducing motorcycle-involved fatalities and serious injuries.

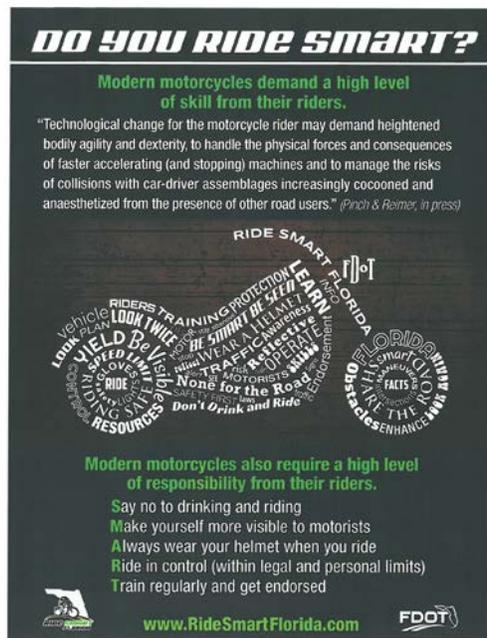
Budget: \$200,000

Project Name: Safe Motorcycle and Rider Techniques (SMART)

Project Number: MC-17-10-04

Project Description: The Osceola County Sheriff’s Office will offer the Safe Motorcycle and Rider Techniques (SMART) training program that is based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the general 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 which will support the goal of reducing motorcycle fatalities and serious injuries in Osceola, Orange, and other neighboring counties. Reductions in these counties will contribute to a significant reduction in overall motorcycle fatalities in Florida.

Budget: \$38,500



Project Name: Preventing Street Racing Through Legal Alternatives

Project Number: MC-17-10-06

Project Description: The Florida State University Police Department will 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 is intended to increase the technical skills, confidence, and respect of riders who would otherwise be engaging in risky street racing and stunting on roadways. This program allows experienced

instructors to demonstrate and train riders about the dangers of exceeding the limitations of sport bikes on roadways, as well as the advantages of moving into a high performance environment at a controlled track.

Budget: \$70,000

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

Project Number: MC-17-10-07

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: \$40,000

Project Name: MBPD Motorcycle Safety Campaign

Project Number: MC-17-10-08

Project Description: The Miami Beach Police Department will conduct a data-driven educational and high visibility enforcement program targeting unsafe motorcycle and scooter operation in areas with a high rate of these crashes.

Budget: \$50,000

Project Name: Motorcycle Awareness Survey

Project Number: MC-17-10-05

Project Description: The University of North Florida will conduct a motorcycle awareness study to help evaluate the effectiveness of Florida's Motorcycle Safety Media efforts to inform future motorcycle safety media buys.

Budget: \$60,000

Project Name: Motorcycle Safety Training

Project Number: MC-17-10-09

Project Description: The North Florida Safety Council will give free “Ride Like A Pro” motorcycle training that is similar to the Basic Police Motorcycle Operators Course. The course will be offered to untrained licensed riders, newly licensed riders, and returning riders who desire additional training. It will focus on riders in Duval County, which is one of the top 10 counties in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, thereby reducing motorcycle fatalities and serious injuries.

Budget: \$15,000

Project Name: HCSO Triple L: Listen, Learn and Live Motorcycle Education and Safety Program

Project Number: MC-17-10-10

Project Description: The Hillsborough County Sheriff’s Office Triple L program will concentrate efforts on safety education, enforcement, and community outreach to align with the National Highway Safety Administration’s “Countermeasures That Work” involving Motorcycle safety. The Triple L program will educate riders on safety gear (helmets), motorcycle rider licensing and training, and impairment.

Budget: \$80,000



Occupant Protection and Child Passenger Safety Program



The goal of Florida's Occupant Protection and Child Passenger Safety Program is to 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 a priority in Florida. Serving the State's youngest citizens, certified technicians 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

- Support the Occupant Protection Resource Center which provides stakeholders with occupant protection public information and education materials, information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training
- Promote safety belt and child restraint use to high-risk groups through the Florida Occupant Protection Task Force
- Support the national *Click It or Ticket* mobilization through



overtime enforcement efforts targeting safety belt and child restraint use during day and nighttime hours

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs which Florida supports. Citations reference *Countermeasures That Work: Eighth Edition, 2015* (CTW).

- *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)

Project Name: (see below)

Project Number: (see below)

Project Description: The following local enforcement agencies have high fatality 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 2017 *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-17-20-01	Putnam County Sheriff's Office	Buckle Up Putnam County Phase II	\$10,000
M2HVE-17-20-02	City of Ocala	Ocala Police Department Occupant Protection Program	\$5,000
M2HVE-17-20-03	City of North Miami	North Miami Police Department Occupant Protection Program	\$44,000
M2HVE-17-20-04	City of Tallahassee	Occupant Protection Enforcement	\$75,000

Budget: \$134,000



Project Name: Florida Occupant Protection Resource Center
Project Number: M2X-17-20-01
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 and safety belts, 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. No more than a total of \$105,000 will be spent on the purchase of child safety seats.
Budget: \$537,000

Project Name: Statewide Safety Belt/Public Opinion Survey
Project Number: M2X-17-20-02
Project Description: The University of North Florida Institute of Police Technology and Management will oversee the comprehensive evaluation of the Florida *Click It or Ticket*. A consultant will be hired to conduct a statewide observational safety belt usage survey as well as safety belt attitude/opinion surveys before and after *Click It or Ticket* enforcement activities.
Budget: \$338,120



Project Name: Florida's Task Force on Occupant Protection
Project Number: M2X-17-20-03
Project Description: The University of Florida's Transportation Technology Transfer Center will be the lead agency for the implementation of the Florida Occupant Protection Task Force. The goal of the Task Force is to develop materials and programs to encourage the use of safety belts among 18-34 year males, minorities, and pickup truck drivers. Funding for Task Force administration

costs, public information and educational materials, travel, postage, and printing is included in this project.

Budget: \$137,000

Project Name: Florida Occupant Protection Support Coordinator

Project Number: M2X-17-20-04

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 and training that includes training of hospital staff. The goal of this project is to support the statewide occupant protection plan with dedicated technical expertise. Coordinating occupant protection outreach and resources will contribute to increased occupant restraint use, thereby reducing serious injuries and fatalities.

Budget: \$55,000

Project Name: *Click It or Ticket* Vehicle Wrap and Updated Graphics

Project Number: M2X-17-20-05

Project Description: The Lynn Haven Police Department will receive funding to re-wrap a 2010 truck with *Click It or Ticket* campaign logos. The vehicle will be a focal point at presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as during enforcement operations.

Budget: \$3,000



Paid Media Program

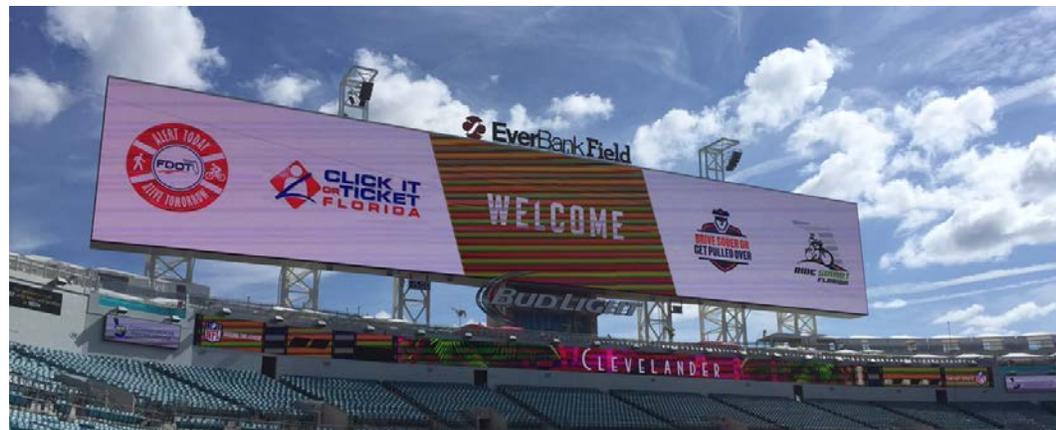
Florida's paid media plan is designed to heighten traffic safety awareness and support enforcement efforts by aggressively marketing State and national traffic safety campaigns. Each media purchase is program-specific and location and medium are selected based on the number of expected impressions, geographic 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

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

- *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)

Project Name: Florida's Bicycle/Pedestrian Focused Initiative: Communications

Project Number: PM-17-07-01

Project Description: 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 *Alert Today, Alive Tomorrow* safety campaign to increase awareness of pedestrian and bicycle safety laws and best safety practices.

Budget: \$400,000



Project Name: Motorcycle Safety Paid Media Campaign

Project Number: PM-17-07-02

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: \$150,000



Project Name: Florida *Click It or Ticket* Campaign

Project Number: M2PE-17-20-01

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: \$1,050,000



Project Name: Impaired Motorcyclist PSA Campaign
Project Number: M5PEM-17-16-01
Project Description: The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple markets to promote the *Drink + Ride = Lose* campaign to reduce fatalities and injuries involving impaired motorcyclists. While this is a statewide campaign, the media buy will be concentrated in counties identified as the top 10 for motorcycle crashes: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia.
Budget: \$300,000

Project Name: DUI Statewide Media Campaign
Project Number: M5PEM-17-16-02
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 over the Labor Day and December holidays. 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-17-16-03
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 2017 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), Daytona Speedway (NASCAR), and Orlando City Soccer (MLS).

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: \$1,900,000



Project Name: Impaired Driving Major College Sports Marketing

Project Number: M5PEM-17-16-04

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. 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: \$432,000

Project Name: Impaired Driving Sports Campaign
Project Number: M5PEM-17-16-05
Project Description: Tallahassee Community College will purchase advertisements with Florida-based television broadcasters that specialize in covering sporting events. The ads will target sports fans and encourage driving sober.
Budget: \$216,000

Project Name: *Share the Road* PSA Campaign
Project Number: M9MA-17-11-01
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: \$257,685



Pedestrian and Bicycle Safety Program

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 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
- 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

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures That Work: Eighth Edition, 2015* (CTW).

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

Project Name:	Florida Comprehensive Pedestrian and Bicycle Safety Program
Project Number:	PS-17-08-01
Project Description:	The University of South Florida's Center for Urban Transportation Research will update 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

Project Name:	Pedestrian and Bicycle Program Evaluation and Data Collection
Project Number:	PS-17-08-02
Project Description:	The University of South Florida's Center for Urban Transportation Research will conduct behavioral and statistical studies suggested by the January 2012 Pedestrian Program Assessment Technical Report. This report directs the State to "develop and deploy a sample survey to assess citizens knowledge of Florida traffic law and their attitudes toward pedestrian safety issues and gather information about their behavior as pedestrians and motorists" and to "conduct regular problem identification and evaluation activities to determine pedestrian fatality, injury, and crash trends." While some activities of this project are statewide, most efforts are currently



concentrated in the top 15 counties for pedestrian and bicycle fatalities and injuries (Alachua, Brevard, Broward, Duval, Hillsborough, Lee, Manatee, Miami-Dade, Monroe, Orange, Palm Beach, Pasco, Pinellas, Sarasota, and Volusia) with the opportunity to expand to the top 20 counties moving forward.

Budget: \$250,000

Project Name: Florida's Pedestrian and Bike Safety Resource Center

Project Number: PS-17-08-03

Project Description: The Florida Pedestrian and Bicycle Resource Center, an effort of the University of Florida Transportation Research Center, will identify, obtain, purchase, and distribute pedestrian and bicycle safety educational materials specific to Florida's at-risk populations, as directed by the State Bicycle/Pedestrian Safety Program Manager. The Center will address recommendations outlined in the January 2012 Pedestrian Program Assessment Technical Report that called upon 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, and developing material specifically for those populations and testing for receptivity and results."

Budget: \$450,000

Project Name: Sustainability of Implementation of the WalkSafe Curriculum Statewide

Project Number: PS-17-08-04

Project Description: The University of Miami School of Medicine will address pedestrian injury and fatalities among children ages 5-14 through continued implementation of the WalkSafe evidence-based education curriculum for elementary and middle schools. The program utilizes the National Safe Routes to School model that includes education, engineering, evaluation, enforcement, and encouragement. The WalkSafe curriculum will be delivered in Broward, Duval, Escambia, Okaloosa, Orange, Palm Beach, Santa Rosa, and Sarasota Counties.

Budget: \$130,000



Project Name: WalkWise Statewide Educational Campaigns on Pedestrian Safety

Project Number: PS-17-08-05

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 practices. The goal is to increase the knowledge of pedestrians and drivers in Broward, Duval, Hillsborough, Lee, Miami Dade, Palm Beach, and Polk Counties to decrease pedestrian-motor vehicle crashes and increase compliance with Florida's pedestrian safety laws.

Budget: \$100,000

Project Name: Improving Pedestrian and Bicycle Safety via Statewide University Educational Outreach

Project Number: PS-17-08-06

Project Description: The University of South Florida (USF) will develop and carry out pedestrian and bicycle safety campaigns on the USF Tampa Campus during the 5th Annual USF Bulls Walk and Bike Week. USF will contract with the University of Florida and the University of Central Florida to deliver similar pedestrian and bicycle outreach campaigns on those campuses. Online surveys will be conducted at the conclusion of the campaigns to assess the opinion and knowledge retention of audiences targeted during the campaigns.

Budget: \$30,000

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 violations 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 National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

- *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
M5TR-17-06-01	Florida Department of Highway Safety and Motor Vehicles	Legal Training for Hearing Officers	\$117,000
M5TR-17-06-02	Florida Department of Highway Safety and Motor Vehicles	Drug Recognition Expert Training Grant	\$75,000
M5TR-17-06-03	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training - Impaired Driving * Standardized Field Sobriety Testing Training - \$144,270 * DUI Instructor Training - \$32,550 * Advanced Roadside Impaired Driving Enforcement Training - \$84,420 * Spanish Language Training - \$73,581	\$334,821
M5TR-17-06-04	University of North Florida - IPTM	Medical Foundations for Visual Systems	\$35,700
M5TR-17-06-05	University of North Florida - IPTM	Marijuana Impaired Driving Enforcement	\$58,500
M5TR-17-06-06	University of North Florida - IPTM	DRE Instructor Program	\$25,000
M5TR-17-06-07	University of North Florida - IPTM	Drug Recognition Expert Program	\$415,000
PT-17-12-04	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training Support Staff	\$90,000
PT-17-12-06	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training - Traffic Safety * Speed Measurement Training - \$36,120 * Speed Measurement Instructor Training - \$15,000 * Crash Scene Mapping with Speed Lasers Training - \$25,000 * Basic Traffic Homicide Investigation Training - \$65,000 * Advanced Traffic Homicide Investigation Training - \$60,000 * Traffic Crash Reconstruction Training - \$65,000	\$266,120
PT-17-12-07	University of North Florida - IPTM	Public Traffic Safety Professionals Training - Traffic Safety * Data-Driven Approaches to Crime and Traffic Safety - \$35,700 * Human Factors in Traffic Crash Reconstruction - \$25,000 * Event Data Recorder Use in Traffic Crash Reconstruction Level I - \$45,000 * Investigation of Motorcycle Crashes Level I - \$45,000 * Pedestrian/Bicycle Crash Investigation Level I - \$35,000 * Police Motorcycle Instructor - \$40,000	\$225,700
Budget:		\$1,642,841	



Program Administration

Project Name:	Operation of the Highway Traffic Safety Grant Section
Project Number:	PA-17-01-01
Project Description:	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 us the best formula for investing in making a difference in "driving down fatalities." Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.
Budget:	\$300,000

Project Name:	Highway Safety Travel and Training
Project Number:	PA-17-01-02
Project Description:	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 provides funding 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 traffic safety meetings, conferences, and workshops.
Budget:	\$40,000

Speed/Aggressive Driving Program

Speeding is increasing as a primary factor in serious injury and fatal crashes in Florida and it continues to be a growing problem at the local level. To combat this trend, 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.

Law enforcement agencies participating in these projects must develop a systematic speed and aggressive driving enforcement plan that is supported by data and public information. Plan implementation may include the use of Radar, VASCAR, LiDAR, and other speed enforcement methods. Adhering to the enforcement and public information plans is key to making an impact in reducing speed and aggressive driving in the identified communities. The FY2017 projects include local agencies addressing these problems in several geographic areas throughout Florida.



STRATEGIES

- Support and promote effective law enforcement efforts to reduce aggressive driving
- Support and promote effective law enforcement efforts to reduce speed-related crashes
- Increase training and education on the problems of speed/aggressive driving
- Identify and support initiatives that reduce instances of speeding and aggressive driving

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

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

Project Name: Speed/Aggressive Driving Enforcement and Education

Project Number: (see below)

Project Description: The following enforcement agencies have high fatality and serious injuries due to speed/aggressive driving and 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 5 percent based on 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-17-13-01	Hillsborough County Sheriff's Office	HCSO Speed: Know Your Limits	\$75,000
SC-17-13-02	Santa Rosa County Sheriff's Office	Commitment to Traffic Safety Through Speed Reduction	\$63,000
SC-17-13-03	City of Coral Springs	Speed and Aggressive Driving Grant	\$38,000
SC-17-13-04	Tampa Police Department	Aggressive Driving and Traffic Safety Enforcement in Tampa	\$125,000
SC-17-13-05	Fort Myers Police Department	Fort Myers Speed and Aggressive Driving Enforcement and Education Program	\$63,000
SC-17-13-06	Madison County Sheriff's Office	MCSO Speed/Aggressive Driving 2017	\$75,000

Budget: \$439,000

Teen Driver Safety Program

Teen Drivers have been identified as an At-Risk Road User Emphasis Area in Florida's SHSP. Florida's Statewide Teen Driver Safety program targets drivers 15 to 19 years of age, 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 Florida Teen Safe Driving Coalition was established to include participation of the 4 E's in developing a statewide program that includes peer-to-peer education and prevention strategies in schools and communities. These efforts are designed to increase seat belt use and reduce speeding, impaired and distracted driving, underage drinking, and other unsafe behaviors that lead to teen-driver crashes, injuries and fatalities. The FY2017 projects address teen driving issues from several angles, and include both statewide projects and local efforts to address problems in specific geographic areas.

STRATEGIES

- Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support for 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 related to safe teen driving

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

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

Project Name: Florida Teen Traffic Safety
Project Number: TSP-17-04-01
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: \$250,000

Project Name: Teen Driving Safety
Project Number: TSP-17-04-02
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, distracted driving, alert vs. impaired driving, and seatbelt 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: \$75,000

Project Name: Teens Reaching Teens - Matters of Life and Death
Project Number: TSP-17-04-03
Project Description: The Tallahassee Community College - Florida Public Safety Institute will continue to provide coordination for the Florida Teen Safe Driving Coalition's (FTSDC) annual symposium which creates and cultivates teen peer advocacy groups across the State. Participating teens will be educated about the proven provisions of the State's Graduated Driver's License (GDL) law, the importance of seatbelt use, the hazards of distracted driving and texting, and how to educate their peers and community leaders about these and other traffic safety issues. The project's goal is to train at least 30 student leaders and assist with at least one local outreach effort in each teen advocate's community. The project will also allow for the continuation of the Florida Teen Safe Driving Coalition student advisory board. This program seeks to provide peer-to-peer education for pre-licensed drivers, teen-to-parent education on the critical role parents play in coaching and monitoring their novice driver, and teen-to-community education on young driver risks, behaviors and fatality rates.
Budget: \$100,000

Project Name: Engaging Older Teen Drivers – Pilot Year 2
Project Number: TSP-17-04-04
Project Description: The Florida Department of Highway Safety and Motor Vehicles will continue to pilot a program in Leon County to engage older teen drivers at post-secondary institutions through hands-on activities and outreach that address the dangers of distracted driving. During this second 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.
Budget: \$32,000

Project Name: Teen Driver Challenge

Project Number: TSP-17-04-05

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 of 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: \$35,000



Traffic Records Program



The 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
- Provide the ability to link traffic records data together
- Facilitate access to traffic records data
- Promote the use of traffic records data

EFFECTIVENESS OF PROGRAM

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs as documented in *Countermeasures that Work: Eighth Edition, 2015* (CTW).

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

Project Name: Traffic Records Program
Manager/TRCC Coordinator

Project Number: TR-17-09-01

Project Description: Tallahassee Community College will hire 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 State Safety Office.



Budget: \$57,000

Project Name: Traffic Records Coordinating Committee Support

Project Number: TR-17-09-02

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 update Florida's TRCC Action Plan status as well as host and maintain the Florida TRCC website.

Budget: \$95,000

Project Name: Crash and Citation Data Accuracy Improvement Project

Project Number: TR-17-09-03

Project Description: The Florida Department of Highway Safety and Motor Vehicles (DHSMV) will hire several employees tasked with improving the accuracy of Florida crash and citation data. An Other Personnel Services (OPS) Management Analyst will be hired to review data vendor software and identify suggested "warnings" for data elements with consistent errors. An OPS Trainer will be hired to create and deliver law enforcement training to reduce these errors.

A consultant will be hired to create an application to capture all reported fatalities through the Florida Integrated Report Exchange System (FIRES) database for comparison against fatalities reported through the Fatality Serious Bodily Injury (FSBI) and Homicide Investigation Tracking System (HITS). These are ultimately transferred to FARS after Florida performs quality assurance.

Budget: \$162,000

Project Name: TraCS Support, Enhancement, and Training

Project Number: M3DA-17-18-01

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). TraCS staff will also work with local law enforcement agencies to implement electronic transmission of crash and citation forms to DHSMV. Four full-time programmer/developers, a network administrator, a part-time office manager, and a part-time program manager will be funded.



Budget: \$346,695(405c) / \$200,000(402)

Project Name: Electronic License and Vehicle Information System (ELVIS)

Project Number: M3DA-17-18-02

Project Description: Florida State University will develop 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.

Budget: \$312,490

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

Project Number: M3DA-17-18-03

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 December 2016. The grant will fund two contract employees, along with data hosting services.



Budget: \$346,695

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

Project Number: M3DA-17-18-04

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 base map databases (e.g., crashes, roadway characteristics, citations) as needed, provide new analytical functionality for pedestrian and bicycle crash analysis, monitor and update servers as needed, and promote the use of S4 Analytics through webinars and demonstrations at State and national conferences.



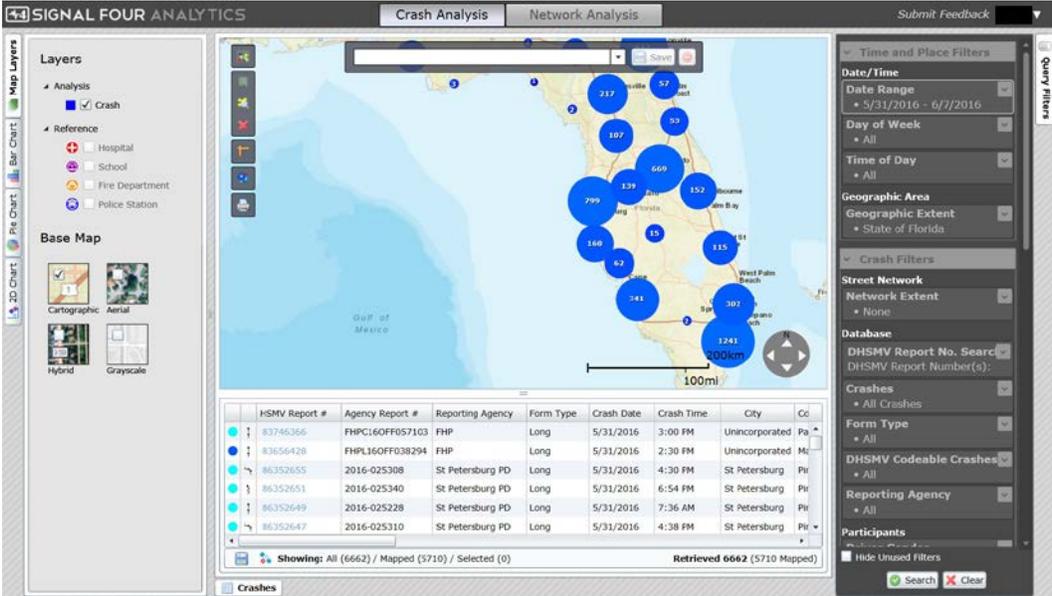
Budget: \$169,000

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

Project Number: M3DA-17-18-05

Project Description: This project with the University of Florida (UF) will address the 70 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 to the State. 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 is being developed using the Florida unified base map. This is the fourth 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: \$96,000



Florida FY 2017 HSP - Project List

Fundline Source	NHTSA Program Category	FDOT Program Area	Project Number	Agency	Project Title	HSP Amount
402	Community Traffic Safety	Aging Road Users	CP-17-04-09	Area Agency on Aging of Central Florida, Inc., dba Senior Resource Alliance	Elder Road User Program - CarFit	\$ 225,000
402	Community Traffic Safety	Aging Road Users	CP-17-04-10	Florida State University	Safe Mobility for Life Coalition	\$ 225,000
402	Community Traffic Safety	Aging Road Users	CP-17-04-11	UF, Department of Occupational Therapy	Aging Road User Information System 2016-2017	\$ 133,370
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-17-04-01	Florida Department of Transportation - District 1	Public Information & Education Program - District 1	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-17-04-02	Florida Department of Transportation - District 2	Public Information & Education Program - District 2	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-17-04-03	Florida Department of Transportation - District 3	Public Information & Education Program - District 3	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-17-04-04	Florida Department of Transportation - District 4	Public Information & Education Program - District 4	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-17-04-05	Florida Department of Transportation - District 5	Public Information & Education Program - District 5	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-17-04-06	Florida Department of Transportation - District 6	Public Information & Education Program - District 6	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-17-04-07	Florida Department of Transportation - District 7	Public Information & Education Program - District 7	\$ 30,000
402	Community Traffic Safety	Community Traffic Safety Outreach	CP-17-04-08	University of South Florida - CUTR	Community Traffic Safety Support	\$ 175,000
402	Community Traffic Safety	Distracted Driving	DD-17-04-01	Florida A & M University	Florida Campus Safety Program on Distracted Driving	\$ 30,000
402	Impaired Driving	Impaired Driving	AI-17-05-01	Tallahassee Community College - FPSI	Florida Impaired Driving Coalition	\$ 100,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-05	University of South Florida - CUTR	Florida's Comprehensive Motorcycle Safety Program	\$ 525,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-02	University of South Florida - CUTR	Motorcycle Program Evaluation and Data Collection	\$ 100,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-03	University of Miami	Motorcycle Education and Injury Prevention Program In Trauma Centers	\$ 200,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-04	Ocala County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	\$ 38,500
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-09	University of North Florida - IPTM	Motorcycle Awareness Survey	\$ 60,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-06	Florida State University Police Department	Preventing Street Racing Through Legal Alternatives	\$ 70,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-07	Gainesville Police Department	City of Gainesville Motorcycle/Scooter Safety and Education Program	\$ 40,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-08	City of Miami Beach	MBPD Motorcycle Safety Campaign	\$ 50,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-09	Northeast Florida Safety Council	Motorcycle Safety Training	\$ 15,000
402	Motorcycle Safety	Motorcycle Safety	MC-17-10-10	Hillsborough County Sheriff's Office	HCSD Triple L: Listen, Learn and Live Motorcycle Education and Safety Program	\$ 80,000
402	Paid Media	Motorcycle Safety	PM-17-07-02	University of South Florida - CUTR	Motorcycle Safety Paid Media Campaign	\$ 150,000
402	Paid Media	Pedestrian and Bicycle Safety	PM-17-07-01	University of South Florida - CUTR	Florida Bicycle/Pedestrian Focused Initiative: Communications	\$ 400,000
402	Pedestrian & Bicycle Safety	Pedestrian and Bicycle Safety	PS-17-08-01	University of South Florida - CUTR	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$ 650,000
402	Pedestrian & Bicycle Safety	Pedestrian and Bicycle Safety	PS-17-08-02	University of South Florida - CUTR	Pedestrian and Bicycle Program Evaluation and Data Collection	\$ 250,000
402	Pedestrian & Bicycle Safety	Pedestrian and Bicycle Safety	PS-17-08-03	University of Florida Board of Trustees	Florida's Bicycle/Pedestrian Protection Resource Center	\$ 450,000
402	Pedestrian & Bicycle Safety	Pedestrian and Bicycle Safety	PS-17-08-04	University of Miami Miller School Medicine	Sustainability of Implementation of the WalkSafe Curriculum Statewide	\$ 130,000
402	Pedestrian & Bicycle Safety	Pedestrian and Bicycle Safety	PS-17-08-05	University of South Florida - CUTR	WalkWise Statewide Educational Campaigns on Pedestrian Safety	\$ 100,000
402	Pedestrian & Bicycle Safety	Pedestrian and Bicycle Safety	PS-17-08-06	University of South Florida - CUTR	Improving Pedestrian and Bicycle Safety via Statewide University Educational Outreach	\$ 30,000
402	Pedestrian & Bicycle Safety	Planning and Administration	PA-17-01-01	FDOT - State Safety Office	Operation of the Highway Traffic Safety Grant Section	\$ 300,000
402	Pedestrian & Bicycle Safety	Planning and Administration	PA-17-01-02	FDOT - State Safety Office	Highway Safety Travel and Training	\$ 40,000
402	Police Traffic Services	Police Traffic Services - Combined Areas	PT-17-12-05	Panama City Beach Police Department	CTEP: Comprehensive Traffic Enforcement Program	\$ 100,000
402	Police Traffic Services	Police Traffic Services - LEL	PT-17-12-01	University of North Florida - IPTM	Florida Law Enforcement Liaison Program	\$ 1,065,045
402	Police Traffic Services	Police Traffic Services - LEL	PT-17-12-02	University of North Florida - IPTM	Florida Law Enforcement Challenge	\$ 1,103,170
402	Police Traffic Services	Police Traffic Services - LEL	PT-17-12-03	University of North Florida - IPTM	Florida Motor Unit Challenge	\$ 233,280
402	Police Traffic Services	Public Traffic Safety Professionals Training	PT-17-12-04	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training Support Staff	\$ 90,000

Fundline Source	NHTSA Program Category	FDOT Program Area	Project Number	Agency	Project Title	FY17 Amount
402	Police Traffic Services	Public Traffic Safety Professionals Training	PT-17-13-06	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training - Traffic Safety Speed Measurement Training - \$36,120 Speed Measurement Instructor Training - \$15,000 Crash Scene Mapping with Speed Lasers Training - \$25,000 Basic Traffic Homicide Investigation Training - \$65,000 Advanced Traffic Homicide Investigation Training - \$60,000 Traffic Crash Reconstruction Training - \$65,000	\$ 266,120
402	Police Traffic Services	Public Traffic Safety Professionals Training	PT-17-13-07	University of North Florida - IPTM	Public Traffic Safety Professionals Training - Traffic Safety Data-Driven Approaches to Crime and Traffic Safety - \$35,700 Human Factors In Traffic Crash Reconstruction - \$25,000 Event Data Recorder Use In Traffic Crash Reconstruction Level I - \$45,000 Investigation of Motorcycle Crashes Level I - \$45,000 Pedestrian/Bicycle Crash Investigation Level I - \$35,000 Police Motorcycle Instructor - \$40,000	\$ 225,700
402	Speed Management	Speed/Aggressive Driving	SC-17-13-01	Hillsborough County Sheriff's Office	MCSD Speed: Know Your Limits	\$ 75,000
402	Speed Management	Speed/Aggressive Driving	SC-17-13-02	Santa Rosa County Sheriff's Office	Commitment to Traffic Safety Through Speed Reduction	\$ 63,000
402	Speed Management	Speed/Aggressive Driving	SC-17-13-03	City of Coral Springs	Speed and Aggressive Driving Grant	\$ 38,000
402	Speed Management	Speed/Aggressive Driving	SC-17-13-04	Tampa Police Department	Aggressive Driving and Traffic Safety Enforcement In Tampa	\$ 125,000
402	Speed Management	Speed/Aggressive Driving	SC-17-13-05	Fort Myers Police Department	Fort Myers Speed and Aggressive Driving Enforcement and Education Program	\$ 63,000
402	Speed Management	Speed/Aggressive Driving	SC-17-13-06	Madison County Sheriff's Office	MCSD Speed/ Aggressive Driving 2017	\$ 75,000
402	Teen Safety Program	Teen Driver Safety	TSP-17-04-01	Tallahassee Community College - FPSI	Florida Teen Traffic Safety	\$ 250,000
402	Teen Safety Program	Teen Driver Safety	TSP-17-04-02	Florida Department of Highway Safety and Motor Vehicles	Teen Driving Safety	\$ 75,000
402	Teen Safety Program	Teen Driver Safety	TSP-17-04-03	Tallahassee Community College - FPSI	Teens Reaching Teens- Matters of Life or Death	\$ 100,000
402	Teen Safety Program	Teen Driver Safety	TSP-17-04-04	Florida Department of Highway Safety and Motor Vehicles	Engaging Older Teen Drivers - Pilot Year 2	\$ 32,000
402	Teen Safety Program	Teen Driver Safety	TSP-17-04-05	Florida Sheriff's Association	Teen Driver Challenge	\$ 35,000
402	Traffic Safety Information	Traffic Records	TR Combined M3DA-01	Florida State University	TRCs Support, Enhancement and Training	\$ 200,000
402	Traffic Safety Information	Traffic Records	TR-17-09-01	Tallahassee Community College - FPSI	Traffic Records Program Manager/ TRCC Coordinator	\$ 57,000
402	Traffic Safety Information	Traffic Records	TR-17-09-02	Tallahassee Community College - FPSI	Traffic Records Coordinating Committee Support	\$ 95,000
402	Traffic Safety Information	Traffic Records	TR-17-09-03	Florida Department of Highway Safety and Motor Vehicles	Crash and Citation Data Accuracy Improvement Project	\$ 162,000
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2HVE-17-20-01	Putnam County Sheriff's Office	Buckle Up Putnam County Phase II	\$ 10,000
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2HVE-17-20-02	City of Ocala	Ocala Police Department Occupant Protection Program	\$ 5,000
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2HVE-17-20-03	City of North Miami	North Miami Police Department Occupant Protection Program	\$ 44,000
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2HVE-17-20-04	City of Tallahassee	Occupant Protection Enforcement	\$ 75,000
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2X-17-20-01	University of Florida Board of Trustees	Florida's Occupant Protection Resource Center	\$ 537,000
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2X-17-20-02	University of North Florida - IPTM	Statewide Safety Belt and Public Opinion Surveys	\$ 338,120
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2X-17-20-03	University of Florida Board of Trustees	Florida's Task Force on Occupant Protection	\$ 137,000
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2X-17-20-04	Tallahassee Community College - FPSI	Florida Occupant Protection Support Coordinator	\$ 55,000

Baseline Source	NMISA Program Category	FDOT Program Area	Project Number	Agency	Project Title	JSP Amount
405 (b)	Occupant Protection	Occupant Protection and Child Passenger Safety	M2X-17-20-05	Lynn Haven Police Department	Click It or Ticket Vehicle Wrap and Updated Graphics	\$ 3,000
405 (b)	Paid Media	Paid Media - Occupant Protection and Child Passenger Safety	M2PE-17-20-01	Tallahassee Community College - FPSI	Florida Click It or Ticket Campaign	\$ 1,050,000
405 (b)	Police Traffic Services	Police Traffic Services - LEL	M2X-17-20-06	University of North Florida - IPTM	Florida Click It or Ticket Challenge	\$ 610,435
405 (c)	Traffic Safety Information	Traffic Records	M3DA-17-18-01	Florida State University	TraCs Support, Enhancement, and Training	\$ 366,486
405 (c)	Traffic Safety Information	Traffic Records	M3DA-17-18-02	Florida State University	Electronic License and Vehicle Information System (ELVIS)	\$ 312,490
405 (c)	Traffic Safety Information	Traffic Records	M3DA-17-18-03	Department of Health	Field Data Collection for NEMESIS Compliance	\$ 346,695
405 (c)	Traffic Safety Information	Traffic Records	M3DA-17-18-04	University of Florida Board of Trustees	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$ 169,000
405 (c)	Traffic Safety Information	Traffic Records	M3DA-17-18-05	University of Florida Board of Trustees	A Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	\$ 96,000
405 (d)	Impaired Driving	Impaired Driving	MSCS-17-06-02	Tallahassee Community College - FPSI	DUI Prosecution Support	\$ 210,000
405 (d)	Impaired Driving	Impaired Driving	MSCS-17-06-02	Tallahassee Community College - FPSI	Traffic Safety Resource Prosecutor Program	\$ 540,000
405 (d)	Impaired Driving	Impaired Driving	MSCS-17-06-03	City of Jacksonville	24/7 Sobriety Monitoring Program Expansion	\$ 24,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-01	City of Ocala Police Department	Ocala Police Department DUI Suppression Program	\$ 25,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-02	Hillsborough County Sheriff's Office	HCOO Operation Trident: Outreach, Education and Enforcement Impaired Driving Safety Program	\$ 125,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-03	Santa Rosa County Sheriff's Office	DUIs A Problem That Affects Us All	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-04	Tampa Police Department	Tampa Enhanced DUI Enforcement Project, "BAC to Basics"	\$ 175,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-05	City of Miami Police Department	Miami DUI Checkpoint and Saturation Patrol Overtime Project	\$ 80,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-06	City of Tallahassee	DUI Enforcement	\$ 100,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-07	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$ 300,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-08	Ocala County Sheriff's Office	Sober Driving Is No Accident	\$ 75,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-09	Orlando Police Department	Orlando Police Department DUI Enforcement Team	\$ 100,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-10	City of Cape Coral	Cape Coral Impaired Driving Enforcement and Education	\$ 20,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-11	Palm Beach County Sheriff's Office	Palm Beach County Impaired Driving Initiative	\$ 80,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-12	City of Pensacola	Continuation of DUI Enforcement Grant	\$ 25,000
405 (d)	Impaired Driving	Impaired Driving	MSHVE-17-06-13	City of Boynton Beach	DUI Enforcement	\$ 40,000
405 (d)	Impaired Driving	Impaired Driving	MSX-17-06-01	Mothers Against Drunk Driving (MADD) Florida	Mothers Against Drunk Driving Florida - Safe and Aware	\$ 300,000
405 (d)	Impaired Driving	Impaired Driving	MSX-17-06-02	University of North Florida - IPTM	DRE Call Out	\$ 50,000
405 (d)	Impaired Driving	Impaired Driving	MSX-17-06-03	Florida Department of Highway Safety and Motor Vehicles	Intoxlyzer Certification Equipment Simulators Grant	\$ 74,000
405 (d)	Impaired Driving	Impaired Driving	MSX-17-06-04	Florida Department of Highway Safety and Motor Vehicles	Enhanced DUI Enforcement Mobile Equipment	\$ 151,000
405 (d)	Impaired Driving	Impaired Driving	MSX-17-06-06	University of North Florida - IPTM	DUI Media Survey	\$ 60,000
405 (d)	Paid Media	Paid Media - Impaired Driving	MSPEM-17-16-02	Tallahassee Community College - FPSI	DUI Statewide Media Campaign	\$ 650,000
405 (d)	Paid Media	Paid Media - Impaired Driving	MSPEM-17-16-03	Tallahassee Community College - FPSI	Impaired Driving Professional Sports Marketing	\$ 1,300,000
405 (d)	Paid Media	Paid Media - Impaired Driving	MSPEM-17-16-04	Tallahassee Community College - FPSI	Impaired Driving Major College Sports Marketing	\$ 432,000
405 (d)	Paid Media	Paid Media - Impaired Driving	MSPEM-17-16-05	Tallahassee Community College - FPSI	Impaired Driving Sports Campaign	\$ 216,000
405 (d)	Paid Media	Paid Media - Motorcycle Safety	MSPEM-17-16-01	University of South Florida - CUTR	Impaired Motorcyclist PSA Campaign	\$ 300,000
405 (d)	Police Traffic Services	Police Traffic Services - LEL	MSX-17-06-05	University of North Florida - IPTM	Florida DUI Challenge	\$ 806,385
405 (d)	Impaired Driving	Public Traffic Safety Professionals Training	MSTR-17-06-01	Florida Department of Highway Safety and Motor Vehicles	Legal Training for Hearing Officers	\$ 117,000
405 (d)	Police Traffic Services	Public Traffic Safety Professionals Training	MSTR-17-06-02	Florida Department of Highway Safety and Motor Vehicles	Drug Recognition Expert Training Grant	\$ 75,000
405 (d)	Police Traffic Services	Public Traffic Safety Professionals Training	MSTR-17-06-03	Tallahassee Community College - FPSI	Public Traffic Safety Professionals Training - Impaired Driving Standardized Field Sobriety Testing Training - \$144,270 DUI Instructor Training - \$32,550 Advanced Roadside Impaired Driving Enforcement Training - \$84,420 Spanish Language Training - \$73,581	\$ 334,821
405 (d)	Police Traffic Services	Public Traffic Safety Professionals Training	MSTR-17-06-04	University of North Florida - IPTM	Medical Foundations for Visual Systems	\$ 35,700

<u>Funding Source</u>	<u>NHTSA Program Category</u>	<u>FDOT Program Area</u>	<u>Project Number</u>	<u>Agency</u>	<u>Project Title</u>	<u>JSP Amount</u>
405 (d)	Police Traffic Services	Public Traffic Safety Professionals Training	MSTB-17-06-05	University of North Florida - IPTM	Marijuana Impaired Driving Enforcement	\$ 58,500
405 (d)	Police Traffic Services	Public Traffic Safety Professionals Training	MSTB-17-06-06	University of North Florida - IPTM	DRE Instructor Program	\$ 25,000
405 (d)	Police Traffic Services	Public Traffic Safety Professionals Training	MSTB-17-06-07	University of North Florida - IPTM	Drug Recognition Expert Program	\$ 415,000
405 (f)	Paid Media	Paid Media - Motorcycle Safety	MSMA-17-11-01	University of South Florida - CUTR	Share the Road PSA Campaign	\$ 257,685

Florida FY 2017 HSP - \$5,000 Equipment List

Florida FY 2017 HSP - \$5,000 Equipment List

FDOT Program Area					
Project Number	Funding Source	Agency / Project Name	Item	Maximum Units	Maximum Unit Cost
Aging Road Users					
NA					
Community Traffic Safety Outreach					
NA					
Distracted Driving					
NA					
Impaired Driving					
MSCS-17-06-01	405 (d)	Tallahassee Community College – FPSI / DUI Prosecution Support	Vehicle	1	\$26,000
MSCS-17-06-02	405 (d)	Tallahassee Community College – FPSI / Traffic Safety Resource Prosecutor Program	Vehicle	2	\$26,000
MSHVE-17-06-07	405 (d)	Miami-Dade Police Department / Specialized Enforcement Operations Targeting Impaired Driving	Intoxilyzer and Printer	1	\$7,000
MSHVE-17-06-09	405 (d)	Orlando Police Department / Orlando Police Department DUI Enforcement Team	Intoxilyzer and Printer	1	\$7,000
MSX-17-06-04	405 (d)	Florida Department of Highway Safety and Motor Vehicles / Enhanced DUI Enforcement Mobile Equipment	Intoxilyzer and Printer In-Car Video System	10 10	\$7,000 \$5,800
Motorcycle Safety					
NA					
Occupant Protection and Child Passenger Safety					
NA					
Paid Media					
NA					
Pedestrian and Bicycle Safety					
NA					

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Florida FY 2017 HSP - \$5,000 Equipment List

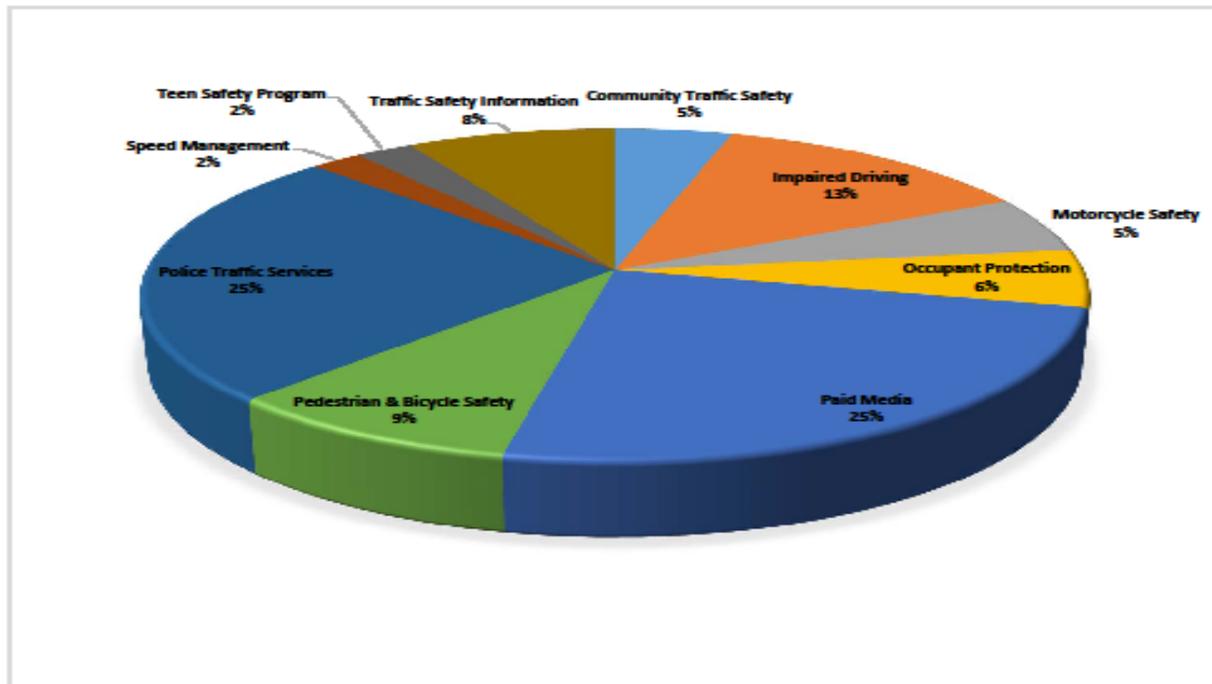
Planning and Administration					
NA					
Police Traffic Services – Combined Areas					
PT-17-12-05	402	Panama City Beach Police Department / CTEP: Comprehensive Traffic Enforcement Program	Speed Sign and Data Collector	3	\$7,000
Police Traffic Services – LEL					
PT-17-12-01	402	University of North Florida – IPTM / Florida Law Enforcement Liaison Program	Vehicle	8	\$26,000
Public Traffic Safety Professionals Training					
NA					
Speed/Aggressive Driving					
NA					
Teen Driver Safety					
NA					
Traffic Records					
NA					

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Florida FY 2017 HSP - NHTSA Financial Summary

FY 2017 Highway Safety Plan NHTSA Financial Summary

NHTSA Program Area	Column Labels					Grand Total	% of Total
	402	405 (b)	405 (c)	405 (d)	405 (f)		
Community Traffic Safety	\$ 1,002,370					\$ 1,002,370	5%
Impaired Driving	\$ 100,000			\$ 2,701,000		\$ 2,801,000	13%
Motorcycle Safety	\$ 1,178,500					\$ 1,178,500	5%
Occupant Protection		\$ 1,204,120				\$ 1,204,120	6%
Paid Media	\$ 550,000	\$ 1,050,000		\$ 3,498,000	\$ 257,685	\$ 5,355,685	25%
Pedestrian & Bicycle Safety	\$ 1,950,000					\$ 1,950,000	9%
Police Traffic Services	\$ 3,083,295	\$ 610,435		\$ 1,752,406		\$ 5,446,136	25%
Speed Management	\$ 439,000					\$ 439,000	2%
Teen Safety Program	\$ 492,000					\$ 492,000	2%
Traffic Safety Information	\$ 514,000		\$ 1,270,880			\$ 1,784,880	8%
Grand Total	\$ 9,309,165	\$ 2,864,555	\$ 1,270,880	\$ 7,951,406	\$ 257,685	\$ 21,653,691	100%



Florida FY 2017 HSP - GTS Cost Summary

Highway Safety Plan Cost Summary

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 For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Alcohol								
	AL-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	Alcohol Total		\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
Motorcycle Safety								
	MC-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$1,178,500.00	\$1,178,500.00	\$293,500.00
	Motorcycle Safety Total		\$0.00	\$0.00	\$0.00	\$1,178,500.00	\$1,178,500.00	\$293,500.00
Pedestrian/Bicycle Safety								
	PS-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$1,950,000.00	\$1,950,000.00	\$710,000.00
	Pedestrian/Bicycle Safety Total		\$0.00	\$0.00	\$0.00	\$1,950,000.00	\$1,950,000.00	\$710,000.00
Police Traffic Services								
	PT-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$3,083,295.00	\$3,083,295.00	\$1,928,250.00
	Police Traffic Services Total		\$0.00	\$0.00	\$0.00	\$3,083,295.00	\$3,083,295.00	\$1,928,250.00
Traffic Records								
	TR-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$514,000.00	\$514,000.00	\$0.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$514,000.00	\$514,000.00	\$0.00
Community Traffic Safety Project								
	CP-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$972,370.00	\$972,370.00	\$859,014.00
	Community Traffic Safety Project Total		\$0.00	\$0.00	\$0.00	\$972,370.00	\$972,370.00	\$859,014.00
Speed Management								
	SC-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$439,000.00	\$439,000.00	\$439,000.00
	Speed Management Total		\$0.00	\$0.00	\$0.00	\$439,000.00	\$439,000.00	\$439,000.00
Paid Advertising								
	PM-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$550,000.00	\$550,000.00	\$0.00

https://gts.nhtsa.gov/gts/reports/new_report1.asp?report=2&transid=71399&summary=no&... 6/8/2016



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$550,000.00	\$550,000.00	\$0.00
	Distracted Driving							
	DD-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	Distracted Driving Total		\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	Teen Safety Program							
	TSP-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$492,000.00	\$492,000.00	\$492,000.00
	Teen Safety Program Total		\$0.00	\$0.00	\$0.00	\$492,000.00	\$492,000.00	\$492,000.00
	NHTSA 402 Total		\$0.00	\$0.00	\$0.00	\$9,309,165.00	\$9,309,165.00	\$4,721,764.00
	MAP 21 405b OP Low							
	405b Low HVE							
	M2HVE-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$134,000.00	\$134,000.00	\$0.00
	405b Low HVE Total		\$0.00	\$0.00	\$0.00	\$134,000.00	\$134,000.00	\$0.00
	405b Low Public Education							
	M2PE-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$1,050,000.00	\$1,050,000.00	\$0.00
	405b Low Public Education Total		\$0.00	\$0.00	\$0.00	\$1,050,000.00	\$1,050,000.00	\$0.00
	405b OP Low							
	M2X-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$1,680,555.00	\$1,680,555.00	\$0.00
	405b OP Low Total		\$0.00	\$0.00	\$0.00	\$1,680,555.00	\$1,680,555.00	\$0.00
	MAP 21 405b OP Low Total		\$0.00	\$0.00	\$0.00	\$2,864,555.00	\$2,864,555.00	\$0.00
	MAP 21 405c Data Program							
	405c Data Program							
	M3DA-2017-00-00-00		\$0.00	\$0.00	\$0.00	\$1,290,671.00	\$1,290,671.00	\$0.00
	405c Data Program Total		\$0.00	\$0.00	\$0.00	\$1,290,671.00	\$1,290,671.00	\$0.00
	MAP 21 405c Data Program Total		\$0.00	\$0.00	\$0.00	\$1,290,671.00	\$1,290,671.00	\$0.00

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https://gts.nhtsa.gov/gts/reports/new_report1.asp?report=2&transid=71399&summary=no&... 6/8/2016



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
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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:

Fiscal Year:

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subward_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;

- 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 –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - 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. 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.

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 into the HVE Database;
 - 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.

 06/20/16
Signature Governor's Representative for Highway Safety Date

Jim Boxold
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:

Fiscal Year:

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

06/20/16
Date

Printed name of Governor's Representative for Highway Safety