



Florida Department of Transportation  
State Safety Office  
Crash Data Academy

# Commercial Motor Vehicle Enforcement

# Crash Data Academy: Commercial Motor Vehicle Enforcement

Presenter:

Lieutenant James Hightower  
Florida Highway Patrol

# Organizational Chart

Florida's Cabinet- Governor, Attorney General, Chief Financial Officer and  
Commissioner of Agriculture

Department of Highway Safety and Motor Vehicles  
Executive Director Terry L. Rhodes

Division of Florida Highway Patrol  
Colonel Gene Spaulding- Director  
Lieutenant Colonel Michael Thomas- Deputy Director

Office of Commercial Vehicle Enforcement (OCVE)  
Chief Troy Thompson – Chief of OCVE  
Major Derek Barrs- Troop J  
Major Jeffery Dixon- Troop I

# Mission and Goals

Within the Florida Highway Patrol (FHP) resides the Office of Commercial Vehicle Enforcement (OCVE). The OCVE is the Governor's designated lead agency responsible for commercial vehicle operations for our state. Along with the other members of FHP, our mission is to promote a safe and secure Florida through professional law enforcement and traffic safety awareness. Our values are Courtesy, Service, and Protection. These simple core values provide the foundation for our troopers to become the best public servants they can be. To that end, the mission for the members of OCVE is as follows:

- Reduce the number and severity of commercial motor vehicle related crashes.
- Protect the state's highway and bridge systems from accelerated damage.
- Remove dangerous motor carriers, drivers, and vehicles from our highways.

# Commercial Vehicle Training

- FLORIDA Size and Weights 80 hours
- North America Standard Part A & B 80 hours
- General Hazardous Materials 40 hours
- Cargo Tank Vehicle 40 hours
- Other Bulk Packages 40 hours
- Non-Bulk Packages 40 hours
- Bus/Motor Coach 24 hours
- Post Crash 80 hours
- Compliance Review 80 hours
- Safety Audits 16 hours
- Field Training 320 hours
  
- **Total Additional Training 840 hours**

# Duties and Responsibilities

- Size and Weight Enforcement
- Safety Enforcement
- Hazardous Materials
- Motor Coach
- Traffic Enforcement
- Post Crash
- Outreach
- Compliance Investigations
- New Entrant Program
- Drug Interdiction
- Cargo Theft
- Mutual Aid
- Homeland Security
- Dyed Diesel Fuel

# Safety is the Name of the Game

- **CY 2016 Florida Crash Stats**
  - 395,515 total crashes investigated Data Source: Florida DHSMV
  - 8,803 reportable crashes involving CMVs Data Source: FMCSA A&I Online
  - 300 CMV related fatalities Data Source: FMCSA A&I Online
- **Florida's Commercial Vehicle Safety Plan**
  - Outreach and Partnerships
  - Inspections and Traffic Enforcement
  - Motor Carrier Interventions
  - Enforcement of Federal Out-of-Service Orders
  - Data Quality

# Size and Weight



- Axle Weight Roads- Creates the greatest damage to roadway design (rutting)
- Gross Weight Bridges- Creates the greatest damage to bridge designs (deterioration)
- Overweight (Vehicles)-
  - Diminishes capacity to stop / slow.
  - Increases maintenance requires for fifth wheel, frame, wheel ends, brake systems, etc.



# Why is Weight Enforcement important?



# Why is Size Enforcement important?



# Use of Technology

- We work closely with FDOT/ Motor Carrier Size and Weight (MCSAW) and use technology and equipment to verify compliance with the State’s size and weight laws.

- Virtual Weigh In- Motion
- Portable Scales
- Trailer Scales
- Electronic Screening



MEHTA

SR 9 (I-95) Southbound WIM Station in Martin County

Print # 110322051  
Date: 03/22/11  
Lat/Lon: 27.181296 - 80.395838  
Aerial Photography, Inc. 954-568-0484



# Inspections and Traffic Enforcement

- Analytics and crash trends
- Focus on moving infractions
- Technology
  - Automated Thermal Inspection System (ATIS)
  - Performance Based Brake Tester (PBBT)
- Roadside Inspections



# Roadside Inspections

Roadside Inspections: are examinations of commercial motor vehicles and/or drivers by Motor Carrier Safety Assistance Program (MCSAP) Inspectors to check that CMVs and drivers are in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and/or Hazardous Materials Regulations (HMRs). If an inspection results in serious violations, the driver will be issued a driver or vehicle Out-of-Service Order. These violations must be corrected before the driver or vehicle can return to service. There are seven different levels of inspections with varying degrees of emphasis and detail:

- Level I – North American Standard Inspection.
- Level II – Walk-Around Driver/Vehicle Inspection
- Level III – Driver/Credential Inspection
- Level IV – Special Study Inspection
- Level V – Vehicle-Only Inspection
- Level VI – North American Standard Inspection for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material
- Level VII – Jurisdictional Mandated Commercial Vehicle Inspection



# North American Standard Level VIII Inspection

- In April of 2017 at the annual Commercial Vehicle Safety Alliance (CVSA) Workshop a new inspection level was proposed and approved, the Level VIII.

- Definition:

## North American Standard Level VIII Electronic Inspection:

- An examination that includes those items specified under the North American Standard Electronic Inspection Procedure. An electronic inspection must include, where required and/or applicable, a descriptive location including GPS coordinates; electronic validation of who is operating the vehicle; appropriate driver's license class and endorsement(s) for vehicle being operated; license status; valid medical examiner's certificate and Skill Performance Evaluation (SPE) Certificate; current driver's record of duty status; hours of service compliance; DOT or NSC number; power unit registration; Operating Authority; Unified Carrier Registration (UCR) compliance; Federal Out of Service Orders.
- The North American Standard Level VIII electronic inspection is an inspection conducted electronically or wirelessly while the vehicle is in motion without direct interaction with an enforcement officer. To be considered a complete Level VIII Electronic Inspection, a data exchange must include each of the required and/or applicable data points listed in the CVSA North American Standard Level VIII Electronic Inspection definition.
- The purpose of the Level VIII is to improve safety by increasing the number of interactions a jurisdiction has with industry and by providing additional options and strategies that allow jurisdictions to leverage technology while also increasing efficiency for industry.

# Inspection Procedure

- The North American Standard Inspection Program focuses on commercial vehicle roadside inspection efforts on vehicle and driver safety requirements most often associated with commercial motor vehicle (CMV) crashes. Designed to improve commercial motor vehicle safety.
- For example, there are 37 steps for a Trooper to take when conducting a North American Standard Level I roadside commercial motor vehicle inspection.
- The most important step in this, and all levels of inspections, is to ensure the safety of the driver, trooper, and the motoring public while conducting the inspection.

# Roadside Inspection Activity – Florida

Roadside Inspection Activity (Florida)	FY 2016		
	Fed	State	Total
Number of Inspections	827	110,838	111,665
I. Full	401	16,877	17,278
II. Walk-Around	133	45,330	45,463
III. Driver Only	76	47,981	48,057
IV. Special Study	1	46	47
V. Terminal	216	604	820
VI. Radioactive Materials	0	0	0
Driver OOS Rate	3.11%	6.21%	6.19%
Vehicle OOS Rate	17.47%	23.77%	23.70%
Hazmat OOS Rate	11.21%	3.91%	4.02%

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 5/26/2017. The data presented above are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.



# Roadside Inspection Activity – National

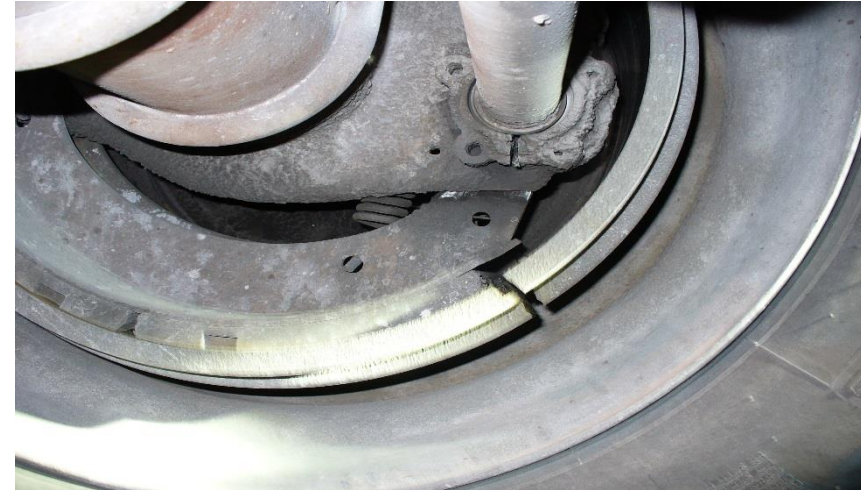
Roadside Inspection Activity (National)	FY 2016		
	Fed	State	Total
Number of Inspections	124,022	3,294,578	3,418,600
I. Full	79,107	946,612	1,025,719
II. Walk-Around	18,468	1,197,219	1,215,688
III. Driver Only	20,434	1,038,606	1,059,040
IV. Special Study	1	11,407	11,408
V. Terminal	6,011	100,488	106,499
VI. Radioactive Materials	0	246	246
Driver OOS Rate	1.41%	5.02%	4.90%
Vehicle OOS Rate	20.29%	20.04%	20.05%
Hazmat OOS Rate	1.69%	4.00%	3.93%

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 5/26/2017. The data presented above are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.

# Violations Discovered During Roadside Inspections



# Violations Discovered During Roadside Inspections



# How is Data Used?

- How is Data Used to reduce CMV related crashes?
  - Compliance Safety Accountability (CSA)
  - Safety Measurement System (SMS).

# Compliance Safety Accountability (CSA) Model

- On-road performance data is collected from inspections and crash data and used, along with investigation results, to build the Safety Measurement System (SMS).
- SMS is comprised of seven Behavior Analysis and Safety Improvement categories (BASICs) to prioritize interventions on carriers the data demonstrates pose the greatest safety risk.
  - Unsafe Driving
  - Hours of Service
  - Vehicle Maintenance
  - Crash Indicator
  - Hazardous Materials
  - Controlled Substance/Alcohol
  - Driver Fitness

# Safety Measurement System (SMS):

- The SMS assesses a motor carrier's compliance with safety-based regulations and is used to identify carriers with potential safety problems. The SMS uses data from roadside inspections and crash reports from the last two years, and data from investigations, to identify and intervene with motor carriers who pose the greatest risk to safety.
- Source: <https://ai.fmcsa.dot.gov/sms>

# SMS

- In each BASIC, the SMS calculates a quantifiable measure of a motor carrier's performance. The SMS groups carriers by BASIC with other carriers that have a similar number of safety events (e.g., crashes, inspections, or violations). The SMS then ranks these carriers based on their BASIC measure, assigning them a percentile from 0 – 100 (the higher the percentile, the worse the safety performance). Various studies have shown that the SMS is effective in helping the Agency identify high crash-risk carriers for interventions, ranging from warning letters to full onsite investigations that could result in an OOS Order or a change to a company's safety rating.

# Carrier Concerns with SMS

- Incorrect data on inspections / crashes
- Regional enforcement disparities
- Not all BASICs directly correlate to crashes
- Insufficient data, particularly for small carriers
- Scores assigned to violation severity weights
- Comparative performance between carriers
- Crash Data
  - Underreporting
  - Preventability



# Inspections with Compliance, Safety, Accountability (CSA)

- Historically,
  - Inspections documented violations for correction and resulted in placing drivers and vehicles out-of-service for imminent hazards
  - We used inspections for internal training purposes
- With CSA data is extremely important.
  - Carriers now actively seek “clean inspections”.
  - Training.
  - Staffing.
  - Interventions.
  - Process drives policies and procedures.
- Efficient, Effective and **Accurate**-
  - Except in exigent circumstances, nearly every stop includes an inspection.
  - Level III inspections is a focal point, think about why we’re upgrading the level of inspection.
  - We require more queries on drivers, vehicles and carriers to ensure accuracy and credentialing.
  - Thorough inspections that correctly identify violations on the inspection report is essential.

# Compliance Safety Accountability (CSA) Model

- Early Contact
  - [Warning Letter](#)
  - Carrier Access to Safety Data and Measurement
  - Targeted Roadside Inspection
- Investigation
  - Offsite Investigation
  - Onsite Focused Investigation
  - Onsite Comprehensive Investigation
- Follow-up
  - Cooperative Safety Plan (CSP)
  - Notice of Violation (NOV)
  - Notice of Claim (NOC)
  - Federal Out-of-Service Order (OOS)

# Roadside Intervention Effectiveness Model (RIEM)

- RIEM is based on the premise that interventions, such as roadside inspections and traffic enforcements, correct vehicle and driver violations thereby preventing crashes and injuries, and saving lives.
- The RIEM relies on roadside inspection and traffic enforcement data collected by Safety Investigators. The Roadside Inspection Program evaluates roadside inspections, while the Traffic Enforcement Program evaluates traffic stops triggered by a moving violation. The RIEM associates each violation of the Federal Motor Carrier Safety Regulations (FMCSR) with a crash probability. Using these probabilities, analysts can estimate the number of crashes prevented as a result of correcting these violations.

# Roadside Intervention Effectiveness Model

## *Roadside Intervention Effectiveness Model*

Roadside Intervention Effectiveness Model - National Results										
	CY 2003	CY 2004	CY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Total Interventions	3,006,785	3,013,640	3,020,905	3,273,062	3,369,517	3,479,745	3,519,644	3,560,333	3,601,941	3,581,900
Roadside Inspections	2,215,669	2,210,842	2,193,954	2,372,802	2,616,868	2,723,576	2,788,728	2,849,350	3,021,002	3,071,817
Traffic Enforcement	791,118	802,798	826,951	900,260	752,649	756,169	730,916	710,983	580,939	510,083
Crashes Prevented	15,427	15,820	16,780	17,015	16,870	17,517	16,939	16,484	14,779	14,424
Roadside Inspections	7,176	7,353	7,575	7,593	8,101	8,464	8,149	8,154	8,311	8,721
Traffic Enforcement	8,251	8,467	9,205	9,422	8,789	9,053	8,789	8,330	6,468	5,703
Injuries Prevented	11,730	11,535	11,634	11,405	10,874	11,137	10,821	10,369	9,080	8,833
Roadside Inspections	5,456	5,362	5,252	5,090	5,222	5,381	5,206	5,129	5,106	5,341
Traffic Enforcement	6,274	6,174	6,382	6,316	5,652	5,755	5,614	5,240	3,974	3,492
Lives Saved	681	611	624	644	638	629	573	521	484	472
Roadside Inspections	317	284	282	287	307	304	275	258	272	285
Traffic Enforcement	364	327	342	357	332	325	297	263	212	187

- Data Source: <https://ai.fmcsa.dot.gov/pe/PEReport.aspx?rp=imNat>

# State Crash Data

Crash Data: Federal Motor Carrier Safety Administration (FMCSA) collects data from states on crashes involving commercial motor vehicles and some non-commercial motor vehicles. Specifically, states report a crash to FMCSA if it involves vehicles with the following conditions:

- Any vehicle weighing more than 10,000 lbs.; or
- Any motor vehicle designed to transport more than eight people, including the driver; or,
- Any vehicle displaying a hazardous materials placard (regardless of weight),

AND that vehicle is involved in a crash while operating on a roadway customarily open to the public, which results in:

- A fatality; or,
- An injury; or,
- A tow-away.

# Data Quality

- Federal Motor Carrier Safety Administration (FMCSA) relies on the States for accurate and comprehensive data on eligible crashes and inspections to focus resources to further reduce crashes. Each month, States are given an Overall State Rating (Good, Fair, or Poor) based on their reporting of safety data. The Overall Rating is based on eight performance measures and one indicator. The results are accessible through the Data Quality link on the Federal Motor Carrier Safety Administration Analysis and Information website.



- Florida has a rating of GOOD as of May 27, 2017 because our State has a minimum of one crash measure rated as good, one inspection measure rated as good, and zero measures rated as poor.

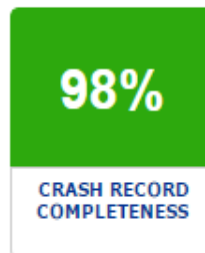
- Source: <https://ai.fmcsa.dot.gov/default.aspx>
- Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>

# Rating 1 - Crash Record Completeness

- **Crash Record Completeness:** This measure evaluates driver information and vehicle information in fatal and non-fatal crash records representing interstate, intrastate, and non-motor carriers, and includes large trucks and buses.
- The driver information evaluation includes the following: driver license number, driver date of birth, driver first name, driver last name, and license class. The vehicle information evaluation includes the following: Vehicle Identification Number (VIN), license plate number, vehicle configuration, cargo body type, and Gross Vehicle Weight Rating (GVWR). In both evaluations, a record is considered incomplete if any of the required information is missing.
- **Why does this matter?** Complete driver and vehicle information helps FMCSA associate crashes to the right driver, vehicle, and carrier. Crashes are included on the driver's and carrier's safety records and are used by the SMS to prioritize carriers for interventions that pose the greatest safety risk.

## Measures: Crash Record Completeness

- Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>

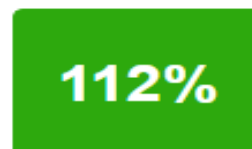


98% of your State's evaluated crash records have complete driver and vehicle information. These crashes occurred between 01/01/2015 and 12/31/2015. Your rating is good because your percentage is greater than or equal to 85%. Learn how this rating is calculated.

# Rating 2- Fatal Crash Completeness

- **Fatal Crash Completeness:** This measure evaluates fatal crash records representing interstate, intrastate, and non-motor carriers, and includes only large trucks. It determines a rating based on a comparison of the number of State-reported fatal crash records in the Motor Carrier Management Information System (MCMIS) to the number of your State’s crash records in Fatality Analysis Reporting System (FARS).
- FARS is the national database of fatal motor vehicle crashes maintained by the National Highway Traffic Safety Administration (NHTSA).

- Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>



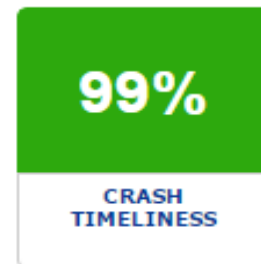
FATAL CRASH COMPLETENESS

112% of your State’s evaluated fatal crash records were reported to MCMIS as compared to the number of fatal crash records in FARS. These crashes occurred in calendar year 2015. Your rating is good because the number of MCMIS records as a percentage of FARS records is greater than or equal to 90%. Learn how this rating is calculated.



# Rating 3- Crash Timeliness

- **Crash Timeliness:** This measure evaluates fatal and non-fatal crash records representing interstate, intrastate, and non-motor carriers, and includes large trucks and buses. Crash records are timely if they are submitted within 90 days of the incident.
- Crash records reported to MCMIS are used by the SMS to assess carrier safety performance and prioritize carriers for interventions. The SMS weights crashes based partly on the time elapsed since the crash occurred.

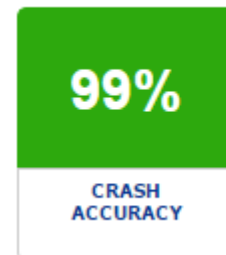


99% of your State's evaluated crash records were reported within 90 days of the crash. These crashes occurred between 01/01/2015 and 12/31/2015. Your rating is good because your percentage is greater than or equal to 90%. Learn how this rating is calculated.

- Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>

# Rating 4- Crash Accuracy

- **Crash Accuracy:** This measure evaluates crash records representing interstate carriers and intrastate carriers that carry hazardous materials, and includes large trucks and buses. It analyzes the crash records to confirm the carrier information is matched to a carrier registered with FMCSA.
- Accurate carrier information helps FMCSA prioritize carriers for intervention that pose the greatest safety risk. Crash records matched to a carrier that is registered with FMCSA are included on a carrier’s safety record and are used by the SMS to assess carrier safety performance.



99% of your State's evaluated crash records matched with a carrier that is registered with FMCSA. These crashes occurred between 01/01/2015 and 12/31/2015. Your rating is good because your percentage is greater than or equal to 95%. Learn how this rating is calculated.

- Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>

# Rating 5- Inspection Record Completeness

- Inspection Record Completeness: This measure evaluates driver information and vehicle information in Level 1, 2, and 3 roadside inspection records representing interstate and intrastate carriers, and includes large trucks and buses.
- The driver information evaluation includes the following: driver license number, driver date of birth, driver first name, and driver last name. The vehicle information evaluation includes two data fields: vehicle license number and Gross Vehicle Weight Rating (GVWR). In both evaluations, a record is considered incomplete if any of the required information is either missing or invalid.
- Why does this matter? Complete driver and vehicle information helps FMCSA associate an inspection to the right driver, vehicle, and carrier. Inspections are included on the driver’s and carrier’s safety records and are used by the SMS to prioritize carriers for interventions that pose the greatest safety risk.

• Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>

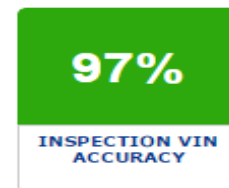


100% of your State’s evaluated inspection records have complete driver and vehicle information. These inspections occurred between 01/01/2015 and 12/31/2015. Your rating is good because your percentage is greater than or equal to 85%. Learn how this rating is calculated.

# Rating 6- Inspection VIN Accuracy

- **Inspection VIN Accuracy:** This measure evaluates roadside inspection records (Levels 1-6) representing interstate and intrastate carriers, and includes large trucks and buses. It analyzes the VIN of the first vehicle unit only—all trailing units are excluded. A VIN is invalid if it is less than 17 characters, contains invalid character(s), or does not pass a checksum analysis; for this measure, a VIN that contains the same 17 numbers, such as all 9's, is considered invalid.
- **Why does this matter?** Accurate VINs help FMCSA associate inspections to the right vehicle, which can help prioritize carriers or drivers for interventions that pose the greatest safety risk.

• Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>



97% of your State's evaluated inspection records have a valid VIN for the first vehicle unit. These inspections occurred between 01/01/2015 and 12/31/2015. Your rating is good because your percentage is greater than or equal to 85%. Learn how this rating is calculated.

# Rating 7- Inspection Timeliness

- **Inspection Timeliness:** This measure evaluates inspection records representing interstate and intrastate carriers, and includes large trucks and buses. Inspection records are timely if they are submitted within 21 days of the date of inspection.
- **Why does this matter?** Inspection records reported to MCMIS are used by the SMS to assess carrier safety performance and prioritize carriers for interventions. The SMS weights inspections based partly on the time elapsed since the inspection occurred.

- Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>

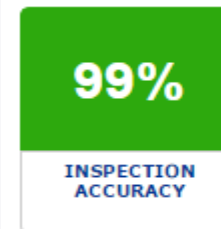


99% of your State's evaluated inspection records were reported within 21 days of the inspection. These inspections occurred between 01/01/2015 and 12/31/2015. Your rating is good because your percentage is greater than or equal to 90%. Learn how this rating is calculated.

# Rating 8- Inspection Accuracy

- **Inspection Accuracy:** This measure evaluates inspection records representing interstate carriers and intrastate carriers that carry hazardous materials, and includes large trucks and buses. It analyzes the inspection records with carrier information that matched to a carrier in the Motor Carrier Management Information System (MCMIS). It analyzes the inspection records to confirm the carrier information is matched to a carrier registered with FMCSA.
- **Why does this matter?** Accurate carrier information helps FMCSA prioritize carriers for intervention that pose the greatest safety risk. Inspection records matched to a carrier that is registered with FMCSA are included on a carrier's safety record and are used by the SMS to assess carrier safety performance.

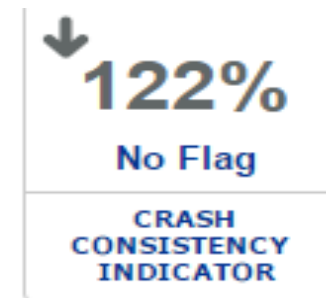
- Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>



99% of your State's evaluated inspection records matched with a carrier that is registered with FMCSA. These inspections occurred between 01/01/2015 and 12/31/2015. Your rating is good because your percentage is greater than or equal to 95%. Learn how this rating is calculated.

# Crash Consistency Overriding Indicator

- Your rating is **‘no flag’**, which indicates that the estimated number of non-fatal crash records reported is greater than or equal to 50%. The crashes evaluated occurred between 01/01/2015 and 12/31/2015 and were compared to the previous three year reporting average. Your 122% value indicates that your State is consistently reporting non-fatal crash records.



- Data Source: <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>

# DATA Qs

- DataQs allows for drivers and motor carriers to request and track a review of Federal and State crash and inspection data issued by FMCSA and State partners that they feel may be incomplete or incorrect. The system automatically forwards Request for Data Reviews (RDRs) to the appropriate office for resolution and collects updates and responses for current requests.
- Everyone has a role in improving data quality. DataQs enables motor carriers, drivers, Federal Motor Carrier Safety Administration (FMCSA) and State Partners like Florida, and the public to help improve the accuracy of motor carrier and driver data. Better data leads to safer roads.

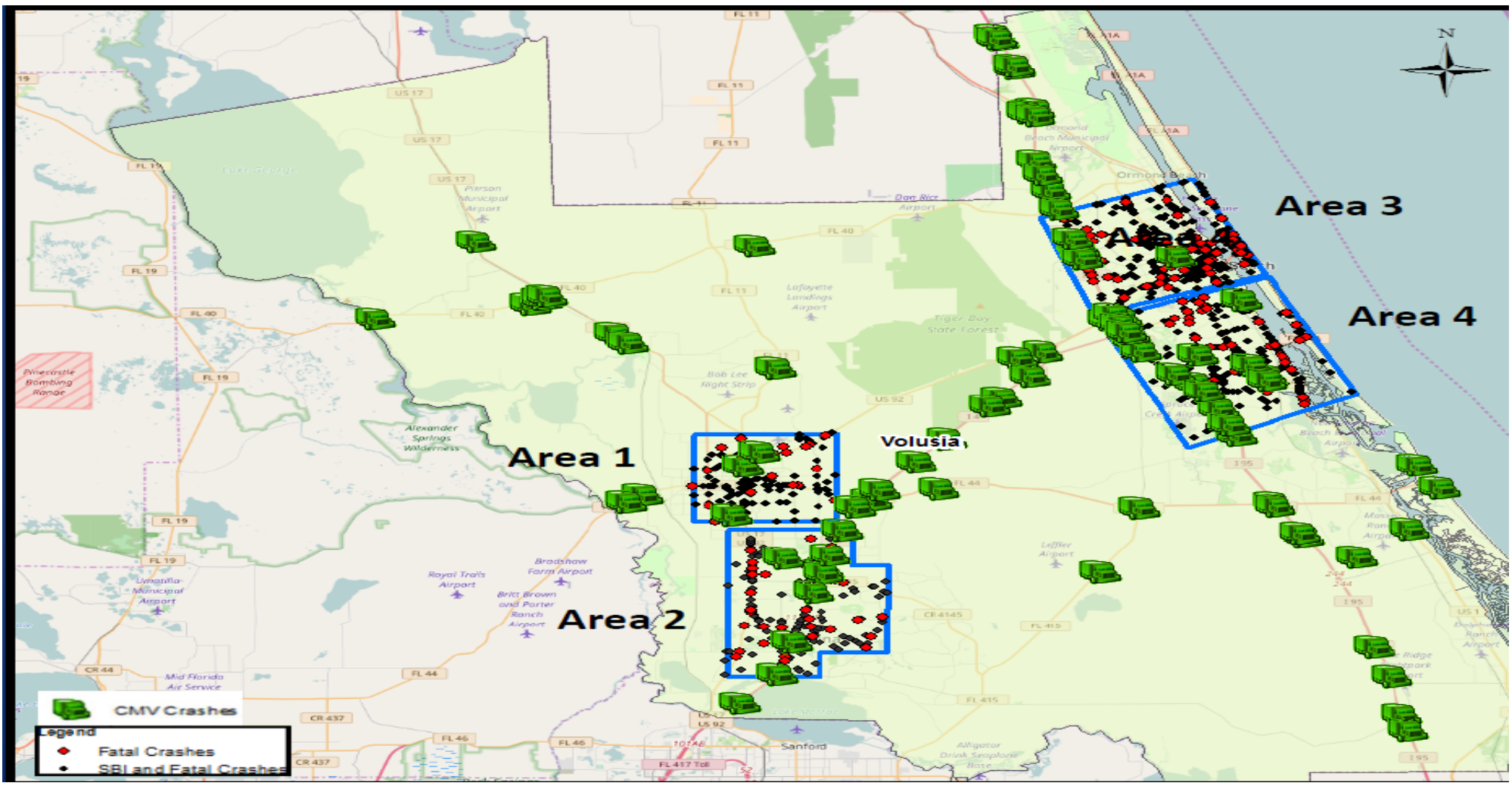


# ARRIVE ALIVE



- The Florida Highway Patrol (FHP) launched Arrive Alive in January 2017, which is a data-driven statewide initiative seeking to reduce fatalities and serious bodily injury crashes on Florida’s roadways. Arrive Alive is a partnership between various highway safety, law enforcement and engineering entities including the Florida Sheriffs’ Association, Florida Police Chiefs’ Association, Florida Department of Transportation (FDOT), Federal Motor Carrier Safety Administration, National Transportation Highway Safety Administration and other public safety partners.
- The Arrive Alive initiative is the most comprehensive collaborative, data-driven campaign strictly devoted to safer roadways and communities.
- The Arrive Alive initiative has incorporated law enforcement presence, media outreach and road safety assessments in high crash and high crime areas through a strategic and data driven approach.

# ARRIVE ALIVE



# High Automated Commercial Vehicles (HACV'S)

- FMCSA has formed three workgroups related to HACV's
  - Pilot/exemption
  - Data/research
  - Guidance/rulemaking

The workgroups will lead FMCSA on a path to achieve their goal of enabling the safe operations of HACVs on the nation's highways to improve safety, prevent crashes, and efficiently move passengers and commerce.

# Partnership and Data

- The Florida Highway Patrol works closely with many partners for one common goal of making Florida's Highways Safer for its citizens and visitors.
- With the use of Data and Emerging Technologies we hope to achieve positive results in highway safety.

# Conclusion

- The Florida Highway Patrol and its members strive toward efficiency and effectiveness with resources. We use data for training, best practices and scheduling.
- Accurate and thorough documentation of inspections and crashes is a focus.
- It's about preventing crashes, fatalities, injuries and property damage for a Safer Florida.

# Questions?