

The logo for the Florida Occupant Protection Coalition. It features a red circle above a stylized red seatbelt buckle. To the right of the buckle, the word "FLORIDA" is written in red, and "OCCUPANT PROTECTION COALITION" is written in large, bold, blue letters with a white outline. The background of the entire slide is a light blue hexagonal pattern.

FLORIDA **OCCUPANT** **PROTECTION** **COALITION**

MAY 7, 2025

Two crash test dummies, Larry and Vince, are standing in a parking lot. Larry is on the left, wearing a blue jumpsuit with a name tag that says "LARRY". Vince is on the right, wearing a grey jumpsuit with a name tag that says "VINCE". Both dummies have orange heads with black and yellow checkered patterns. They are both waving their right hands. The background shows a parking lot with several cars and palm trees in the distance.

WELCOME, INTRODUCTIONS, AND AGENDA

Danny Shopf
Cambridge Systematics



WIFI GO TO FDOT_GUEST

- Brenda.young@dot.state.fl.us
- Willem.degreeef@dot.state.fl.us
- Terry.oconnor@dot.state.fl.us

AGENDA

DAY-1

- FOPC Strategic Action Plan Subcommittee Breakout
- Model Policy for State Agencies and Florida Businesses - Update
- Diversion Program Grant Update
- Break
- High Five Program Best Practices
- OP Fact Sheet
- Action Plan Report Out
- Public Comment Period
- Day 1 Recap

AGENDA

DAY-2

- Recap of Day 1
- Florida Safety Belt Use and Child Restraint Use Observational Surveys
- Law Enforcement Awareness Survey
- Break
- UF CPS Scholarship and Stipend Presentation
- Action Plan Report Out
- Public Comment Period
- Wrap Up and Next Steps



ACTION PLAN BREAKOUT SESSIONS

Subcommittee
Group Discussion

The background of the slide is a photograph of two crash test dummies standing in a parking lot. The dummy on the left is wearing a white protective suit with a name tag that says 'LARRY'. The dummy on the right is wearing a similar suit with a name tag that says 'VINCE'. They are both wearing helmets and have their arms raised. In the background, there are palm trees, a tall antenna tower, and several parked cars. The entire image is overlaid with a semi-transparent blue filter.

ACTION PLAN BREAKOUT

- Review Action Steps you are leading
- Identify next steps and set expectations for next FOPC meeting
- Coordinate with other members to make progress on your action step(s)
- Schedule virtual Subcommittee Meeting (prior to Q4 FOPC Meeting)



MODEL POLICY FOR STATE AGENCIES AND FLORIDA BUSINESSES - UPDATE

Willem de Greef
FDOT



DIVERSION PROGRAM GRANT UPDATE

Amy Artuso
Danielle Kessenger
National Safety Council

The background features a collage of light blue hexagonal shapes of various sizes and opacities on the left side. On the right side, there is a photograph of a hand holding a tool, with a white hexagonal outline overlaid on it. The central text 'BREAK' is set against a dark blue rectangular background.

BREAK



HIGH FIVE PROGRAM BEST PRACTICES

Kim Elliot
Preusser Research Group



Rural *High Five* Seat Belt Program

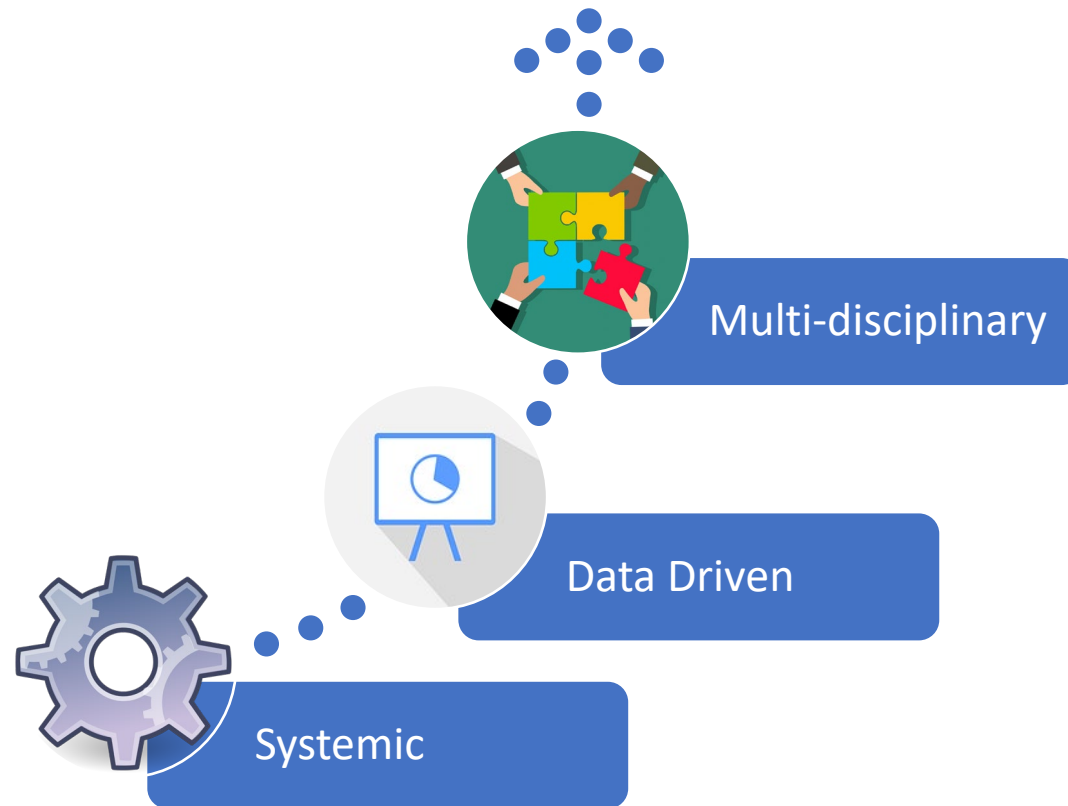
May 7, 2025



History of High Five



- 2014-2015 - Iowa GTSB pilot program
- 2022-2023 NHTSA Demonstration
 - Arkansas and Kentucky
- 2024-2025 State of KY implemented program
- Reports of success spur interest



*What sets High Five
apart from other
programs?*



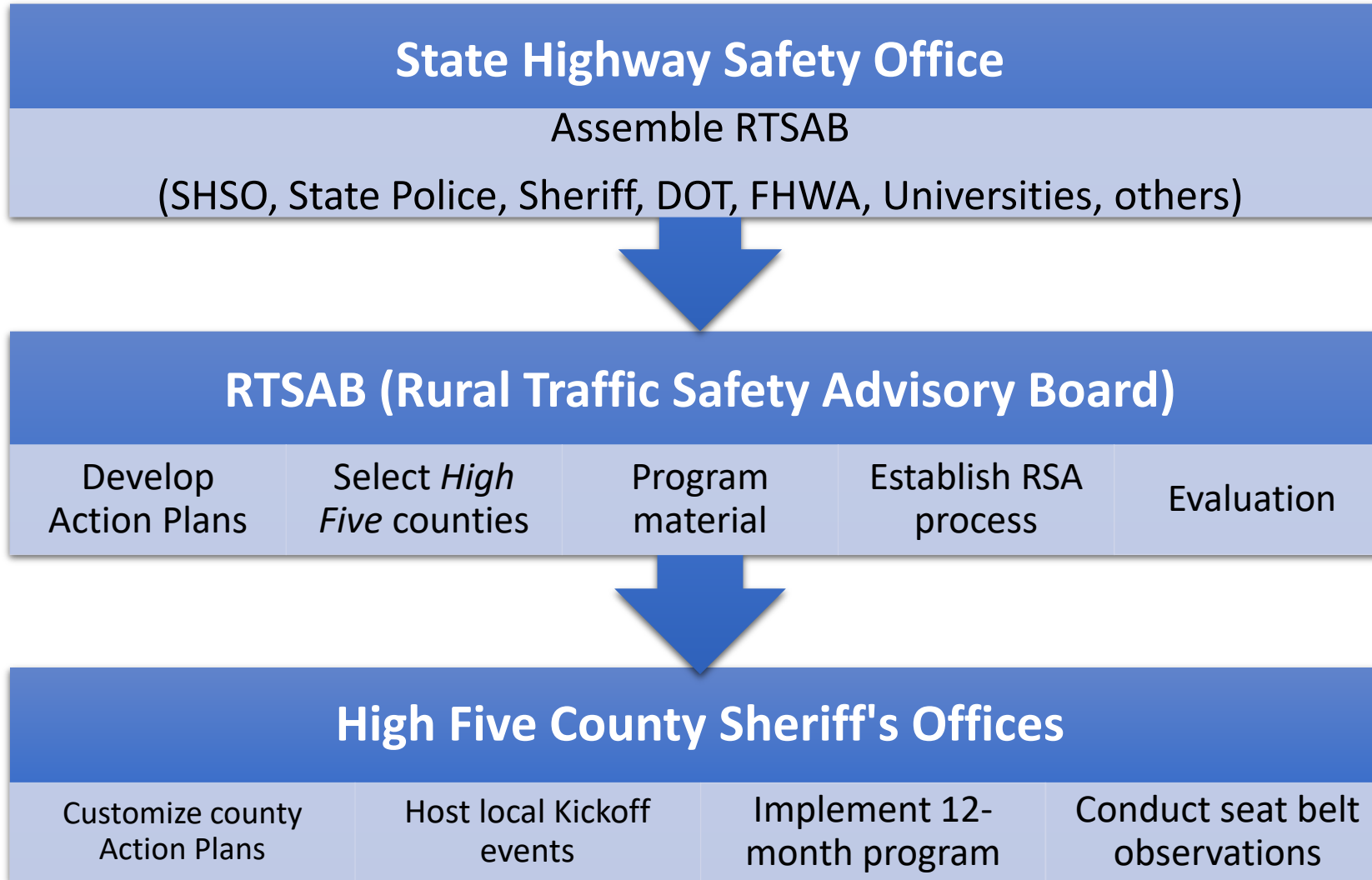
3 E's
(Enforcement,
Education,
ENGINEERING)*

RTSAB (Rural
Traffic Safety
Advisory Board)

Collaborative
Program Planning

* Consider Evaluation the 4th E

Program Development





Step 1: Assemble RTSAB

Team of high-level professionals representing:

- Highway Safety Office
- Department of Transportation
- Highway Patrol
- Federal Highway Administration

Include:

- Law Enforcement Liaison
- Well-respected Local Sheriff
- Data Scientist
- Engineer

A motivated RTSAB is essential for developing an efficient and effective program.

Step 2: Develop Action Plan (RTSAB)

- Assign responsibilities
- Establish processes
 - High Five county selection
 - Road Safety Assessments
- Evaluation
 - Reporting requirements for agencies
 - Seat belt observations
- Program material
 - Design and print
 - Distribution to participating enforcement agencies
- Funding decisions
 - State and county enforcement
 - Equipment and supplies
- Launch/Kickoff date



Step 3: Select *High Five* Counties

County Characteristics:

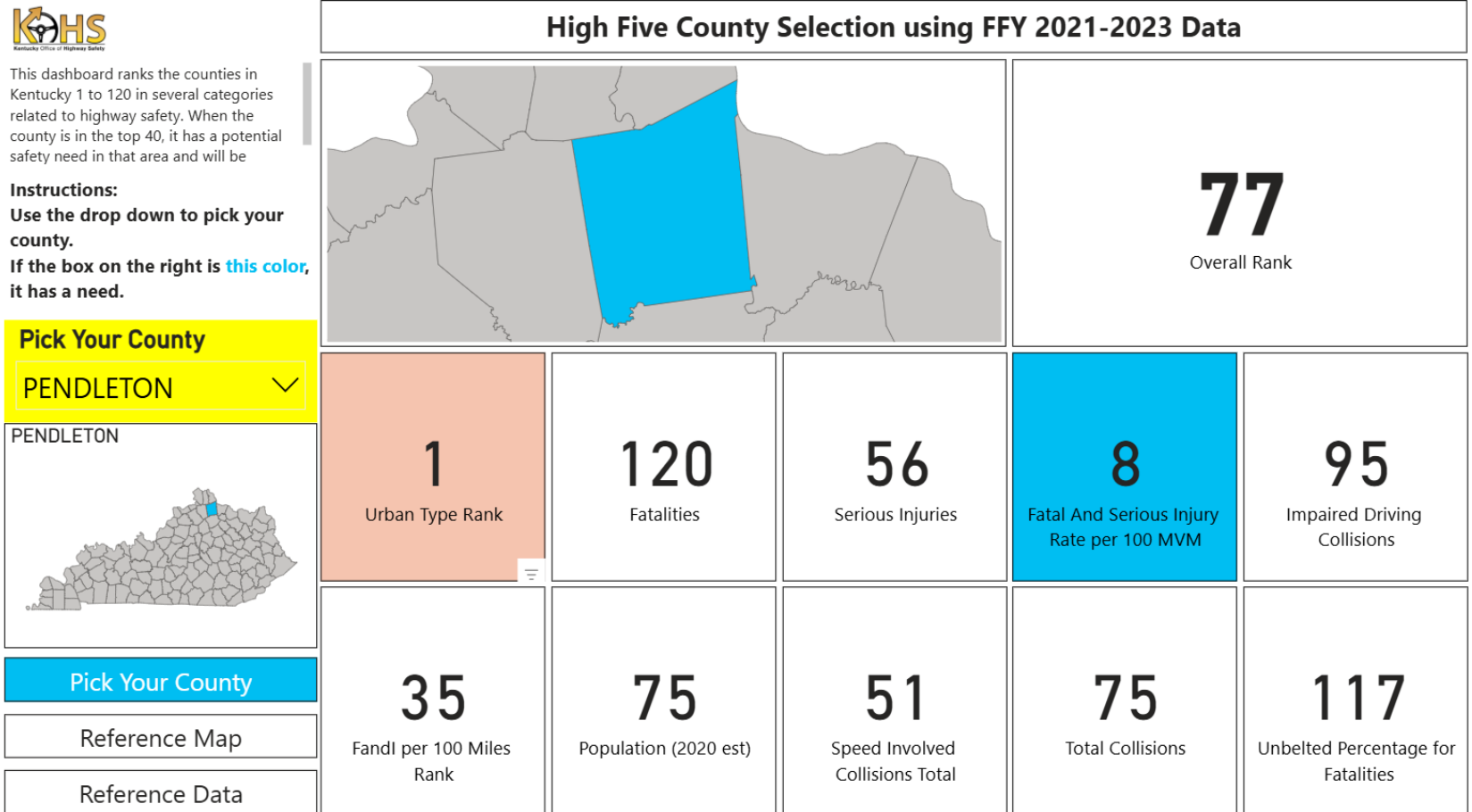
- Rural
- Data shows problem with crashes
- **Willingness to participate** – Highest ranking county may not be the best choice if leadership does not show interest.



REMEMBER:

“Not HIGHEST Five but HIGH Five”

EXAMPLE: KY High Five Dashboard



<https://app.powerbi.gov.us/view?r=evlrioiNGfWZmOWMzUtzTYTNTNHNv00ZDO31WEvOGMtWZmIRmNWmZmU2IwIdC6mIO3N2M3ZIRKtWO3NtNDYzI1N1I11TA2M!e3OTJOWUvVS19>

STEP 4: Develop Program Material

Logos

Informational
Cards

Posters

Banners

Social media
posts

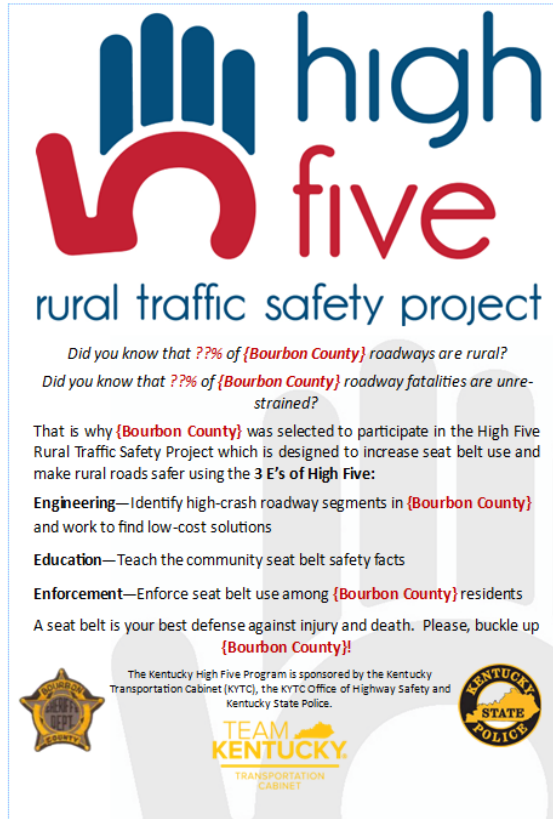
News releases/
Media
Advisory



WHAT ELSE??

TAP INTO CREATIVE MINDS!

STEP 4: Develop Program Material



POSTER

- Customized for participating counties
- Uses local CSO logo



2-SIDED INFO CARD

- Used in all counties for years to come
- Uses statewide data

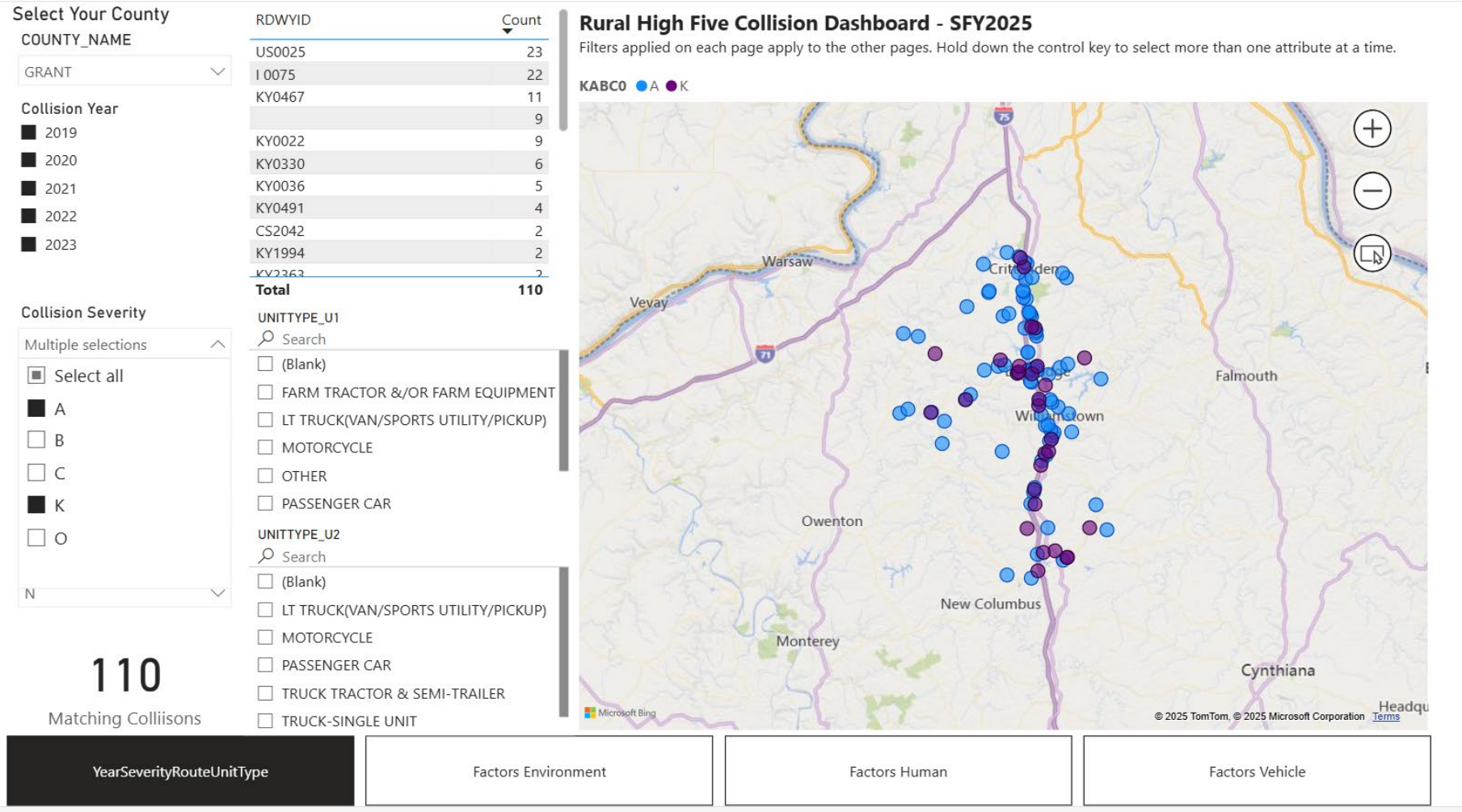
STEP 5: Establish RSA Process

RTSAB will:

- Query and analyze crash data
- Explore possible funding and resources for counties
- Establish what local RSA teams will look like (Will there be one or will the State do it?)
- Review RSA information with county officials
- Follow up to offer support implementation



EXAMPLE: KY High Five RSA Dashboard



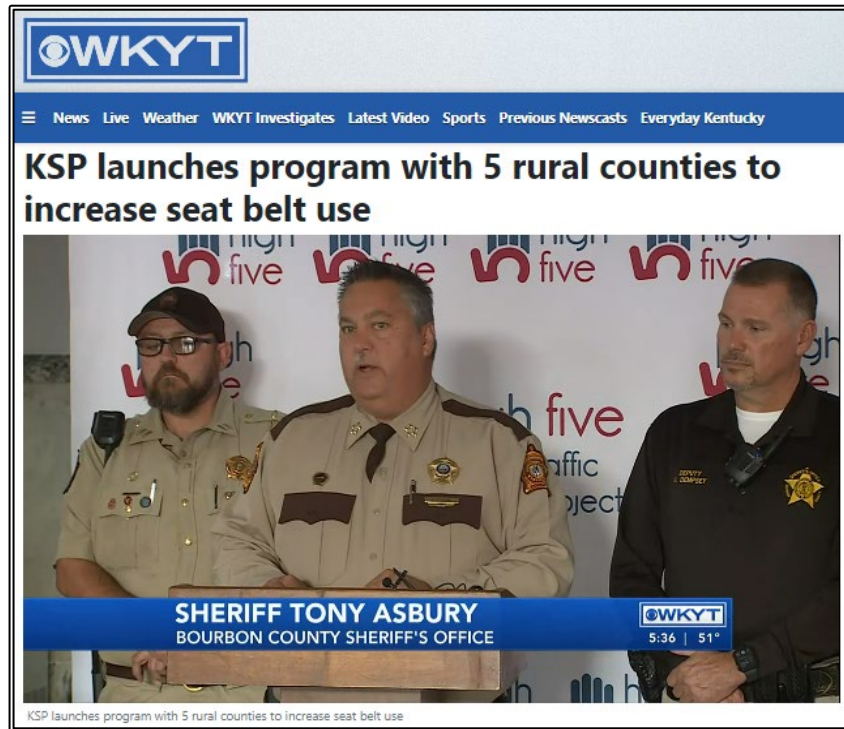
<https://app.powerbigov.us/view?r=eyJrIjoizmQ4MjM1ZWYtODBmYS00MjU3LTgxNjltOTQ1OWI1ODUyMDcyliwidCI6ImQ3N2M3ZjRkLWQ3NjctNDYxZi1iNjI1LTA2Mjg3OTJlOWUyYSJ9>

STEP 6: Informational Meetings

- Face-to-face meetings in each county
- Include RTSAB representatives and those involved at the county level
- Review data that qualified their county for the program
- Discuss program requirements
- Establish who will be responsible for reporting
- Discuss funding
- Plan Kickoff Event
- Discuss evaluation



STEP 7: High Five Kick Off Events



STEP 8: Program Implementation

Enforcement (12-month program period)

Activity requirements:

- Two (2) multi-jurisdictional enforcement projects per month
- Hand out educational cards during traffic stops* and at any other appropriate times while discussing the disproportionate number of unbelted fatalities on rural roads
- Employ a “safe communities approach” (defined for this program as educating the community about traffic safety)
- Issue seat belt citations and/or warnings to violators **depending on local policy and officer discretion**
- Report enforcement activity monthly

*At all stops, not just seat belt violations, when appropriate



EXAMPLE of High Five Activities in KY (reported by State Police)

“High Five” Snap-Shot:

Post 9 - Pike Co.

09/27/2024-Trooper Michael Coleman patrolled US 119 and KY 1056 distributing flyers instead of issuing citations.

10/01/2024-Trooper Michael Coleman patrolled the same area, issuing four seatbelt citations and handing out 6 flyers.

10/29/2024-Trooper Matthew Cornett and Deputy Kevin Belcher conducted a safety checkpoint on Meta Highway distributing 10 flyers. Later that day, they joined Trooper Coleman for another checkpoint on KY 319, where 25 flyers were handed out.

01/24/2025-Trooper Michael Coleman and Deputy Kevin Belcher escorted supervisors and engineers from the Transportation Cabinet through high traffic areas in Pike County, as they worked on problem-solving in high-crash zones.

02/04/2025-Trooper Brennan Eckhart and Deputy Kevin Belcher attended a Belfry Highschool basketball game, distributing flyers to attendees.

02/08/2025-Trooper Coleman set up an informational booth at the Appalachian Wireless Arena during the Boat and RV Show, handing out approximately 45

TEAM
KENTUCKY
flyers



STEP 8: Program Implementation

Education

Enforcement-Lead Activities required (over 12-month program period):

- Local Kickoff Event
- Conduct four (4) outreach events
- Two social media posts per month
- Present *High Five* at each High School in the county
- Hang *High Five* posters in public spaces
- Distribute *High Five* educational cards
- Report publicity & outreach activity



STEP 8: Program Implementation

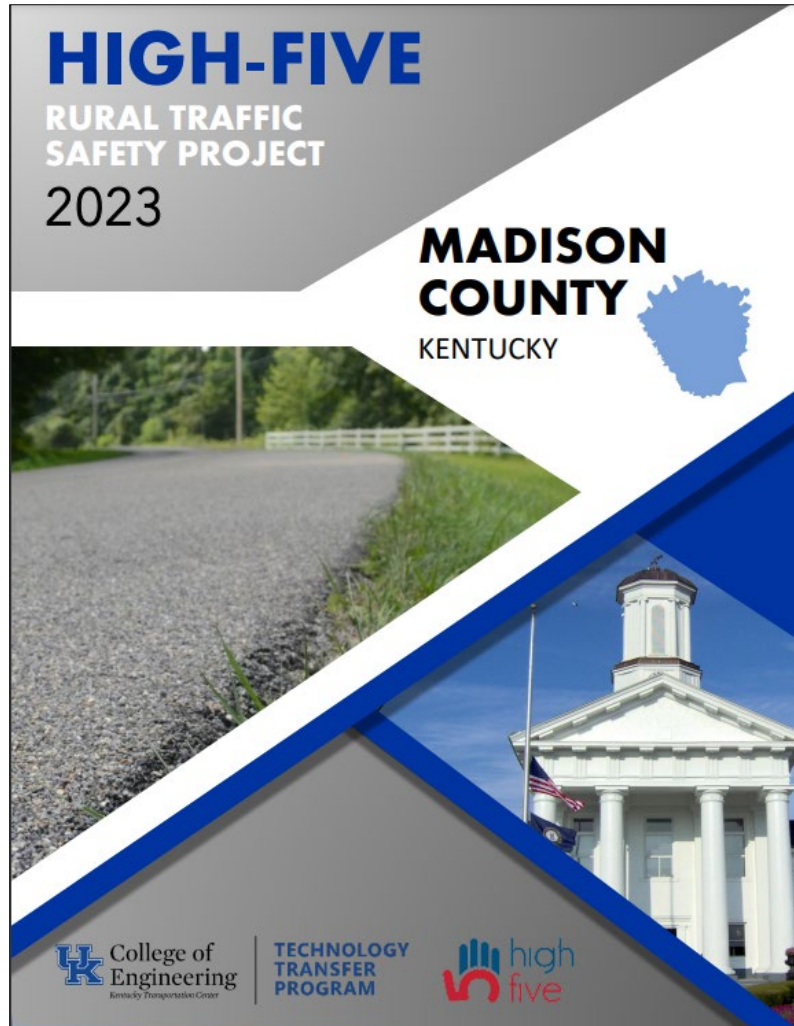


Engineering

- Assemble a county RSA Team
 - RTSAB representation
 - County law enforcement
 - County engineer/County Judge
- Identify problematic road segments in the participating county
- Implement RSAs and identify low-cost engineering solutions
- Identify possible funding options through federal or state resources
- Ideally, have at least one engineering improvement completed before the program implementation period ends (RSA Team)

CONVEY TO LOCAL TEAM THAT THERE IS NO GUARANTEE THAT FUNDING IS AVAILABLE.

Example from KY High Five Program



2023 KY HIGH FIVE SAFETY PROJECT


MADISON

Fixed Objects

Existing Conditions

Fixed objects adjacent to the roadway were noted along Goggins Lane. These objects present a safety hazard to drivers who depart the roadway. Trees were the most common fixed object type encountered, but utility poles were also observed. **Figure 7** shows examples of fixed object (utility pole) on the outside of a horizontal curve on Goggins Lane.

Figure 7: Fixed Objects



Recommendations

It is recommended that fixed objects adjacent to the roadway be evaluated for removal so that a clear zone of a consistent width can be established along the roadway. On low volume rural roads, providing a clear zone consistent with the AASHTO Roadside Design Guide is not cost-effective or practical to implement. For these types of roadways, the following recommendations may be applied:

- Tangents: Provide a minimum clear zone of 2 feet.
- Horizontal Curves: Provide a minimum clear zone of 5 feet on the outside of the curve.
- If an established clear zone exists, such as a fence line, and isolated encroachments are present they should be removed if feasible and cost effective.

Common examples of obstructions in the clear zone include trees, utility poles, headwalls, signs, guardrails, and other fixed objects. Vegetation may be present in the clear zone, but trees must not be greater than 4 in. in diameter.

A-79

STEP 9: EVALUATION

Evaluation

- Seat Belt Observations
Separate sets of surveys conducted:
 - 1) Completed by County Sheriff's Offices - results used internally for motivation/officer engagement.
 - 2) Scientific survey - comprehensive county-wide data collection in participating counties and a control location.
- Program Activity Reports



High Five secret ingredients...

- Willingness to participate
- LELs (or equivalent)
- Respected Sheriff on the RTSAB as well as involved rep from State Police. Dynamic Duo!
- Multijurisdictional efforts – PERCEPTION of enforcement
- Local kickoff events
 - Buy in from participating communities



Costs



\$50k County Sheriff's Office (up to \$10k per County)

\$50k State Police

Funds may be used for:

- Overtime seat belt enforcement
- Education & Outreach
- Equipment/supplies needed to conduct the program (RTSAB sets guidelines for this)

Funds may NOT be used for:

- Road Safety Assessments

Additional funding needed for evaluation and program management

Program Summary



Before Implementation

(Allow 6 months)

- **RTSAB Team**
 - Develop Action Plans
 - Select High Five Counties
 - Develop Program Material
 - Establish RSA Process
 - Conduct Info Meetings
- **Hi-5 Counties**
 - Info Meetings
 - Seatbelt Observations

Implementation

(12-Month Program Period)

- Kickoff Events
- Monthly Enforcement and Education and Outreach Activities
- Conduct RSAs

Evaluation

- Collect Program Documentation
- Evaluate with Observational Surveys

High Five Program Timeline



MONTH →	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Assemble RTSAB																				
Build Action Plan templates																				
Select <i>High Five</i> counties																				
Develop/print materials																				
Informational meetings																				
Baseline seat belt observations																				
Program kick off																				
12-month implementation period																				
Road safety assessments																				
Post seat belt observations																				
Produce results report for sharing/review																				
Choose new <i>High Five</i> counties for Year 2																				
MONTH →	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

TEAMKENTUCKY

TRANSPORTATION CABINET

Search

HOME

NEWS/EVENTS

MAPS/RESOURCES


BUSINESS SERVICES

CITIZEN SERVICES

ABOUT

CONTACT

AFFILIATE SITES



The High Five Rural Traffic Safety Seat Belt Program is a new program to Kentucky starting in 2022. It was funded through the National Highway Traffic Safety Administration (NHTSA) and facilitated by the Preusser Research Group (PRG) for the 2023 Federal Fiscal Year (October 1, 2022 through September 30, 2023). The inspirational program was created in Iowa. It specifically focused on improving seatbelt usage in rural areas. Each round, 5 counties were selected for the program. The NHTSA wanted to verify the results from Iowa and document best practices. The NHTSA and the PRG reached out to the states and partnered with Arkansas and Kentucky. [Click here](#) or scroll down the page to see what made Kentucky a good candidate. The data is driving this approach to preventing injuries and fatalities.

- Fatality Rate per miles driven for Kentucky versus the Nation - [see the numbers](#)
- Fatality Rate per miles driven is higher in Rural areas - [see the numbers](#)

Iowa looked further into their numbers and specifically identified their secondary rural roadways as the locations to focus their efforts. For the first year of the program, the NHTSA and the Kentucky Office of Highway Safety (KOHS) coordinated with local partners in 5 counties:

- Bourbon County
- Grayson County
- Knott County
- Madison County
- Perry County

The KOHS is continuing the program for the state 2025 fiscal year using state funds.

- Grant County
- Lyon County
- Perry County
- Pike County
- Taylor County

KOHS Safety Programs

KOHS Public Message Site

ARIDE-DRE Program

Award Ceremony Photos

Child Passenger Safety

Complete Streets

Daily Fatality Summary

Education Programs

Grants - Overview

High Five

Local Heroes

Media Information

Rail Crossing Safety

Report and Webinar Series


Resources

Rural Road Safety

Safety Partners

Safety Plans

Traffic Records



TEAM KENTUCKY

TRANSPORTATION CABINET

Office of Highway Safety

The High Five Project in Iowa focused on rural roadways. For doing the evaluation selection, the NHTSA and the PRG looked for states where that program might fit. Following are some statistics about Kentucky in general that speak towards its selection.

Length of Public Road System - 26th

Kentucky ranks 26th among states (plus DC) for length of its public road system (source: [FHWA Highway Statistic Series 2020](#))

Q&A



What must the state highway safety office bring to the local effort?

- 1) \$100k grant dollars for participating LEAs
- 2) Design, print & distribute program material to participating LEAs
- 3) Help organize county level kick off press events
- 4) Organize and implement rural road assessment
- 5) Pre-post observational surveys of belt use.

Where does High Five stand with Countermeasures that Work?

- Results from NHTSA's High Five evaluation are not published yet and does not exist in NHTSA's Countermeasures that Work.
- There is anecdotal evidence that a High Five program effort increased seat belt use in all program counties.
- Further testing in more environments is recommended.

THANK YOU!

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Mark Solomon, President
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Oxford, MS 38655
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OCCUPANT PROTECTION FACT SHEET

Alan Amidon
Cambridge Systematics



ACTION PLAN REPORT OUT

Action Step Leaders



PUBLIC COMMENT PERIOD

Brenda Young PE, CPM
FDOT



DAY 1 RECAP

Danny Shopf
Cambridge Systematics



SEE YOU TOMORROW AT 9 AM!



MAY 8, 2025



WIFI GO TO FDOT_GUEST

- Brenda.young@dot.state.fl.us
- Willem.degreeef@dot.state.fl.us
- Terry.oconnor@dot.state.fl.us

AGENDA

DAY-2

- Recap of Day 1
- Florida Safety Belt Use and Child Restraint Use Observational Surveys
- Law Enforcement Awareness Survey
- Break
- UF CPS Scholarship and Stipend Presentation
- Action Plan Report Out
- Public Comment Period
- Wrap Up and Next Steps

AGENDA

DAY-2

- Recap of Day 1
- Model Policy for State Agencies and Florida Businesses - Update
- Carfit Presentation
- Presentation on CPS Diversion Plan
- Break
- OP Newsletter
- Action Plan Report Out
- Public Comment Period
- Wrap Up and Next Steps



DAY 1 RECAP

Danny Shopf
Cambridge Systematics



FLORIDA SAFETY BELT USE AND CHILD RESTRAINT USE OBSERVATIONAL SURVEYS

Robert Chaffee
Mark Solomon
Preusser Research Group

2024 Safety Belt Use In Florida

Preusser Research Group, Inc. Presentation #683

May 7, 2025

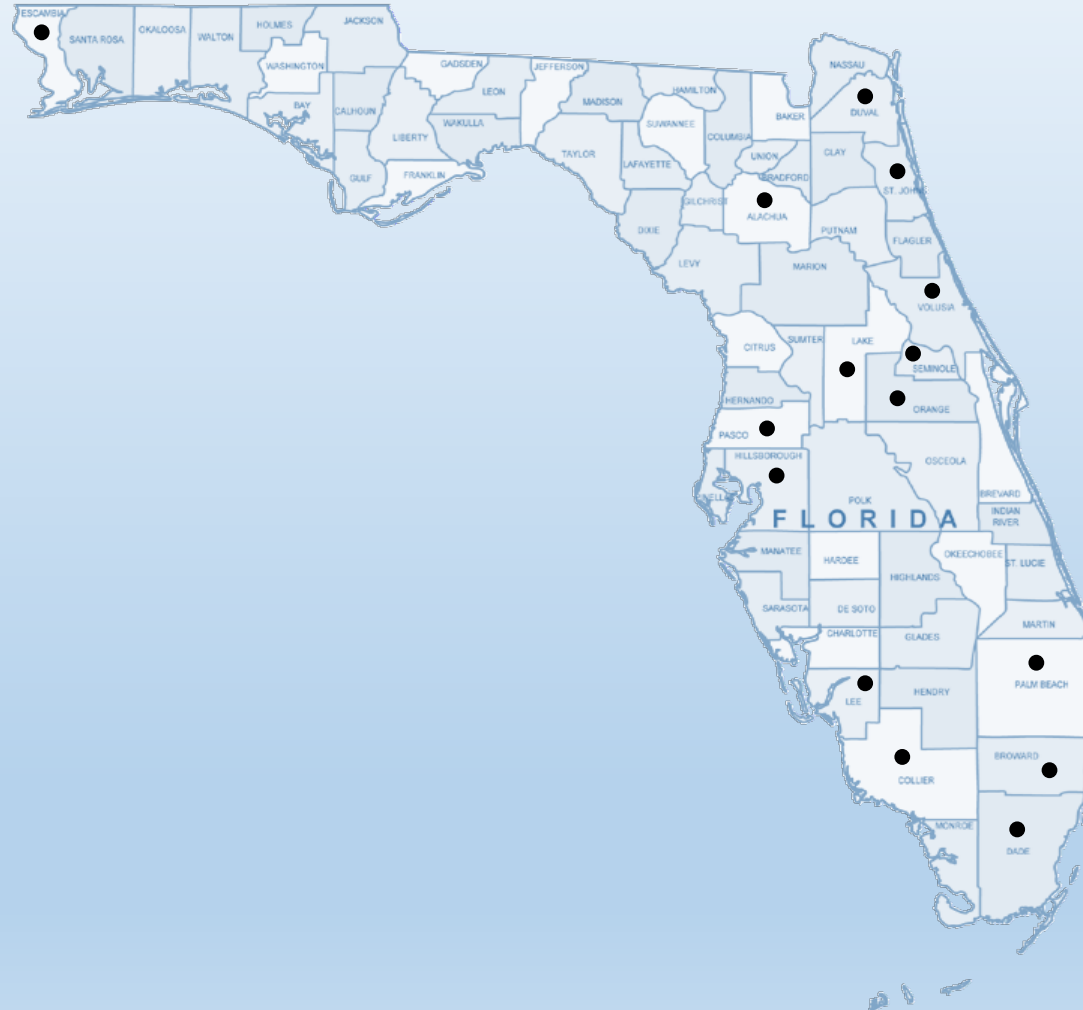


What is the annual survey designed to do?

- Estimate usage during daylight hours
- Provide information on characteristics of belt use
- Provide a “Yardstick” for measuring change over time

What counties are included?

- Escambia
- Alachua
- Duval
- St. Johns
- Volusia
- Seminole
- Lake
- Orange
- Hillsborough
- Pasco
- Lee
- Collier
- Palm Beach
- Broward
- Miami-Dade



Survey Methodology

- 165 sites
- One-hour observations
- Daylight hours (7 a.m.–6 p.m.)
- All days of week

Info collected

- Vehicle type
- Driver: sex; age; race; and belt use
- Passenger: sex; race; age; and belt use (front outboard passengers)



Appendix B. Florida Safety Belt Observation Form

SITE NUMBER: _____ SITE: _____

NOTES: _____

DATE: ____ - ____ - ____ DAY OF WEEK: _____

DIRECTION OF TRAFFIC FLOW (Circle one): N S E W

START TIME: _____ (Observation period will last exactly 60 minutes)

WEATHER CONDITIONS
1 Clear / Sunny 4 Fog
2 Light Rain 5 Wet But Not
3 Cloudy Raining

Veh. #	VEHICLE			DRIVER			PASSENGER		
	Vehicle C = car T = truck S = SUV V = van	Sex M = male F = female U = unsure	Age Y = 16-34 M = 35-59 O = 60 or older U = unknown	Race W = White B = Black H = Hispanic O = Other U = unsure	Use Y = yes N = no U = unsure	Sex M = male F = female U = unsure	Age C = 0-15 Y = 16-34 M = 35-59 O = 60 or older U = unknown	Race W = White B = Black H = Hispanic O = Other U = unsure	Use Y = yes N = no U = unsure
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FLORIDA SAFETY BELT SURVEY
FORM 2017

Page: _____ of _____

B-1

Sample Info

32,512 front seat occupants in 2024 sample
[in comparison 31,633 in 2023 sample]

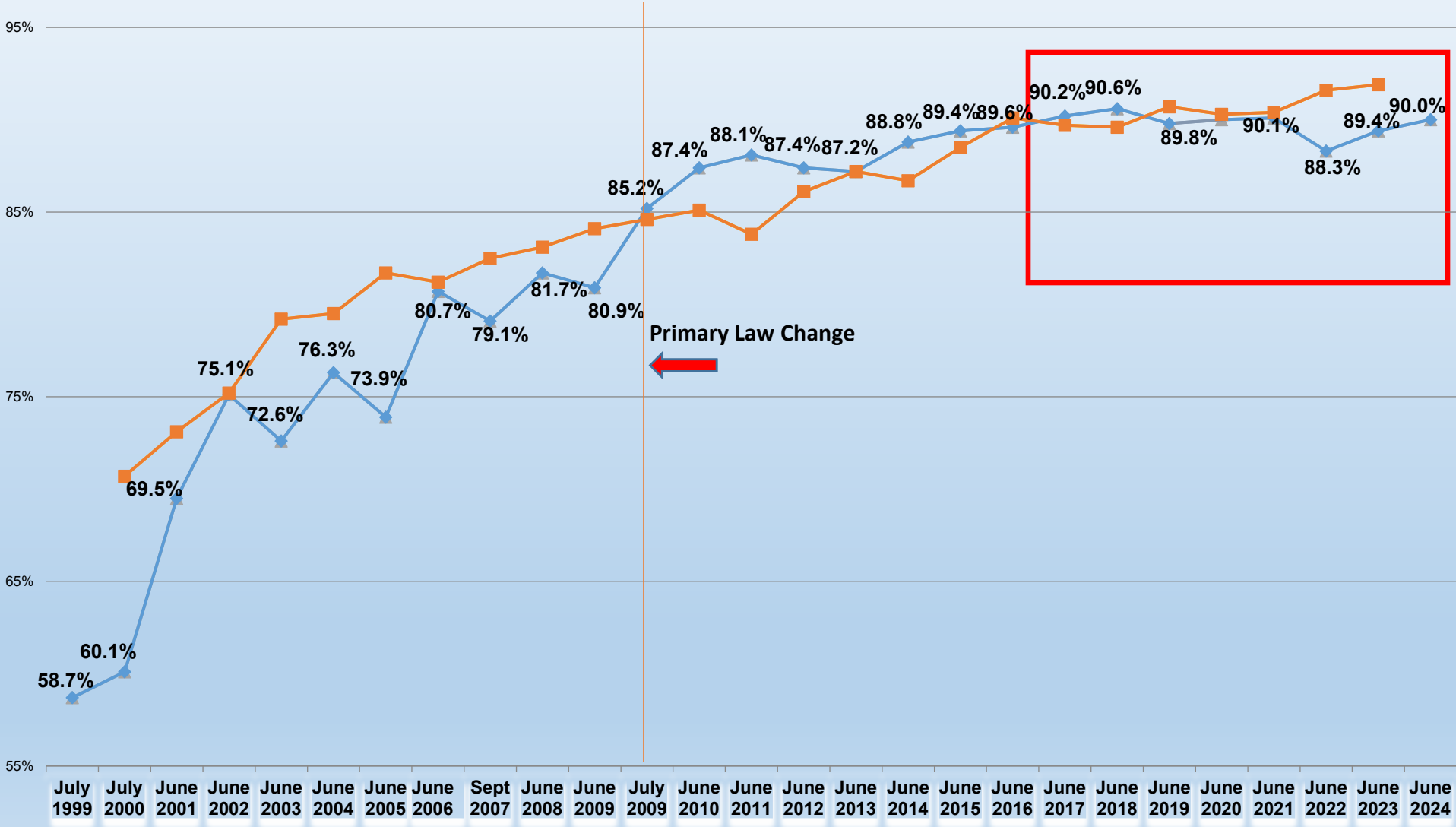
	(n)	%
Occupant Type		
Drivers	26,762	82%
Passengers	5,750	18%
Occupant Sex		
Male	18,148	56%
Female	14,331	44%
Other	33	0%
Occupant Race/Ethnicity		
White	20,610	63%
Black	5,072	16%
Hispanic	5,801	18%
Asian	471	1%
Other/Unsure	558	2%

	(n)	%
Vehicle Type		
Passenger Cars	12,191	37%
SUVs	13,091	40%
Vans	2,045	6%
Pickup Trucks	5,185	16%
Road Type		
Interstates	7,087	22%
Principal Arterials	8,341	26%
Minor Arterials	7,734	24%
Collectors	5,926	18%
Local Roads	3,424	11%

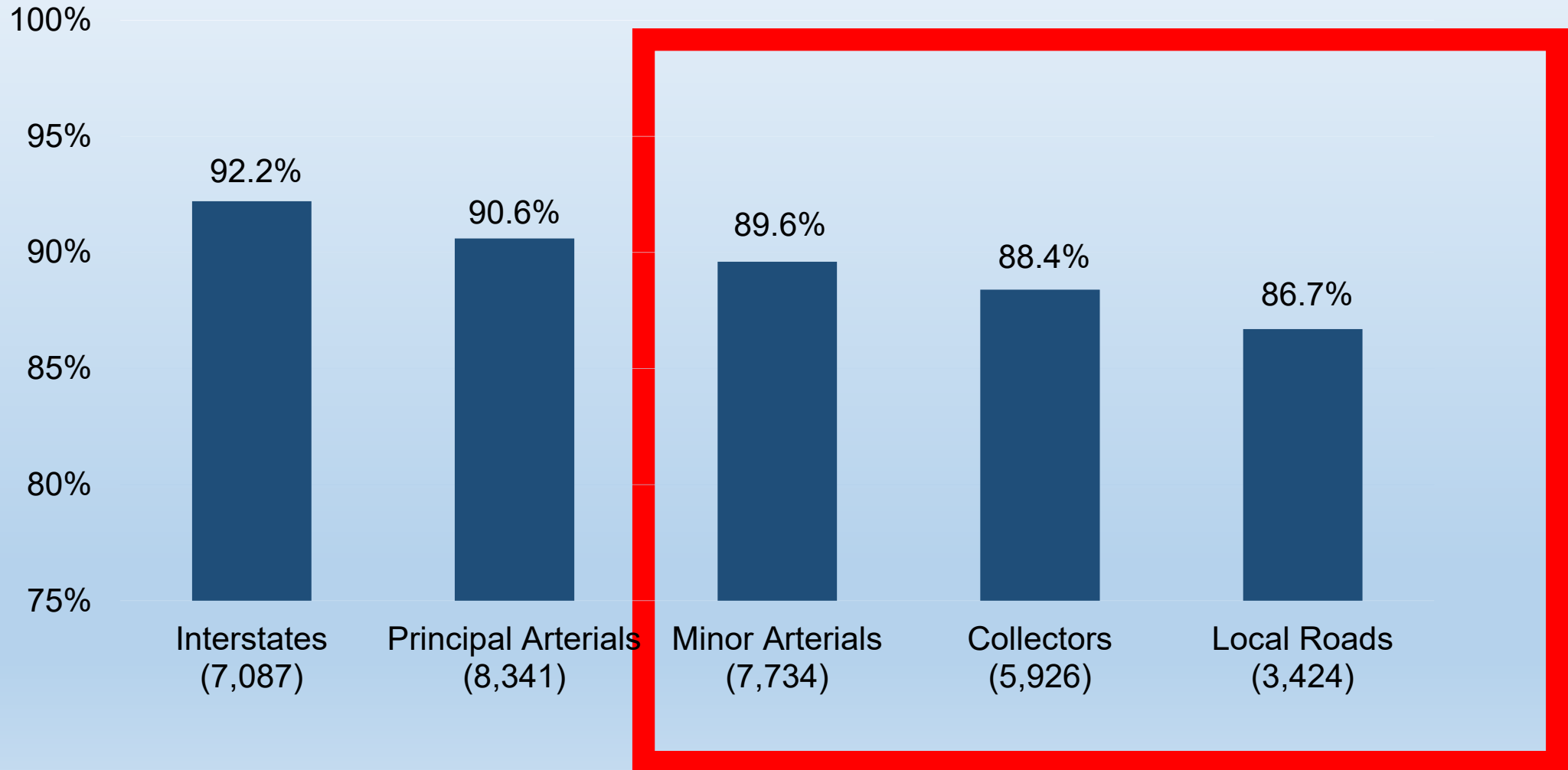
**So what is the
2024 Florida seat belt use rate?**

90.0%

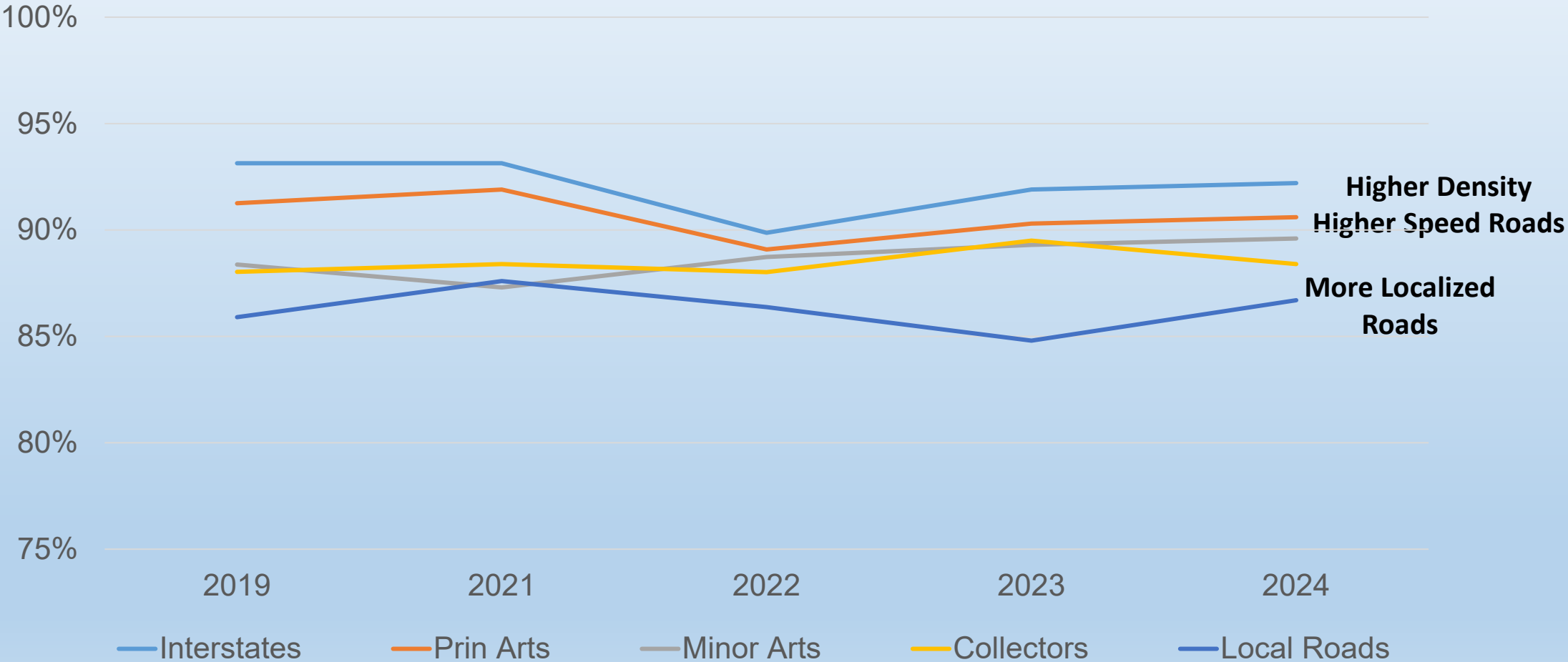
Seat Belt Usage Trend Line



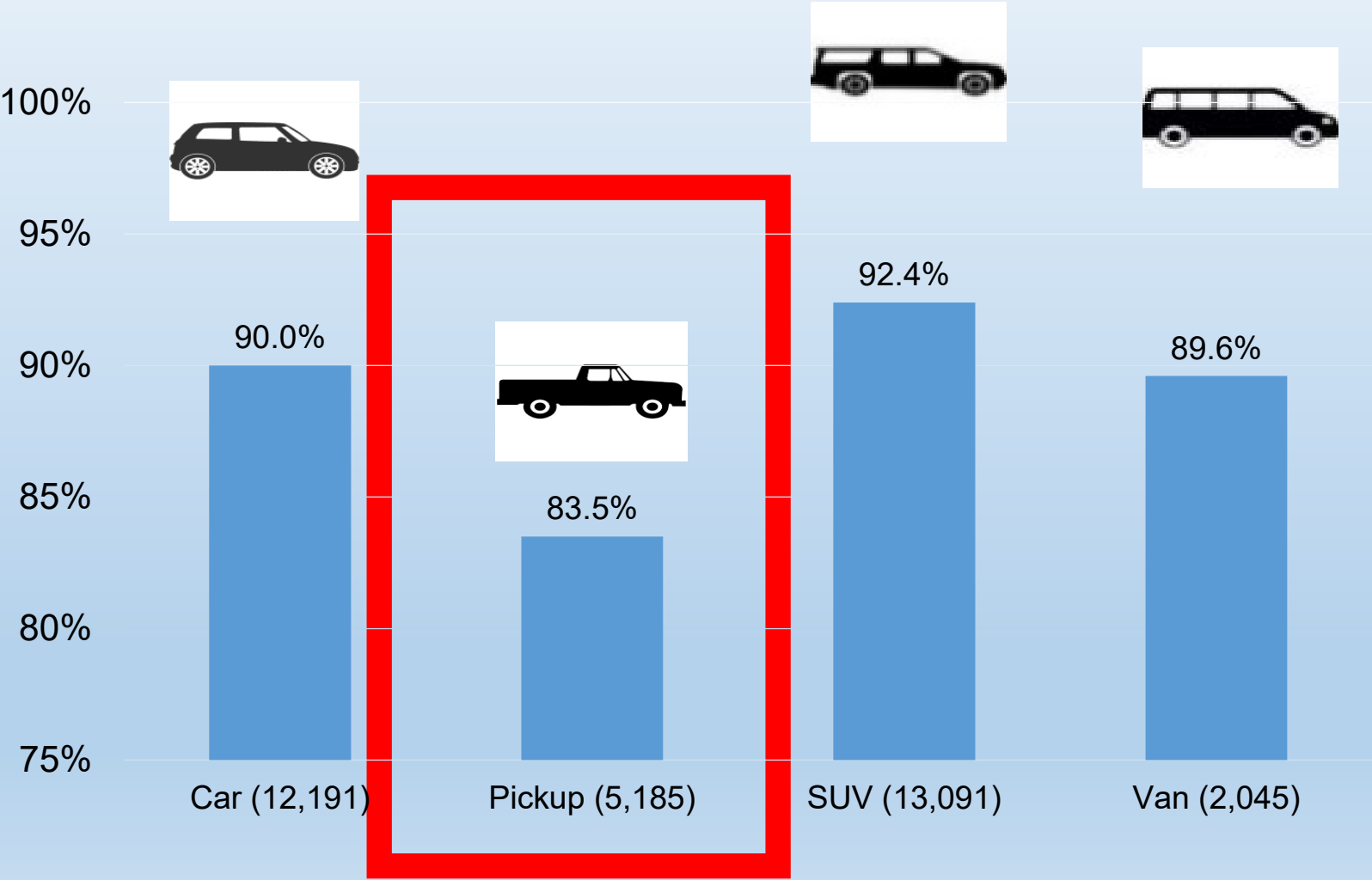
By Road Type



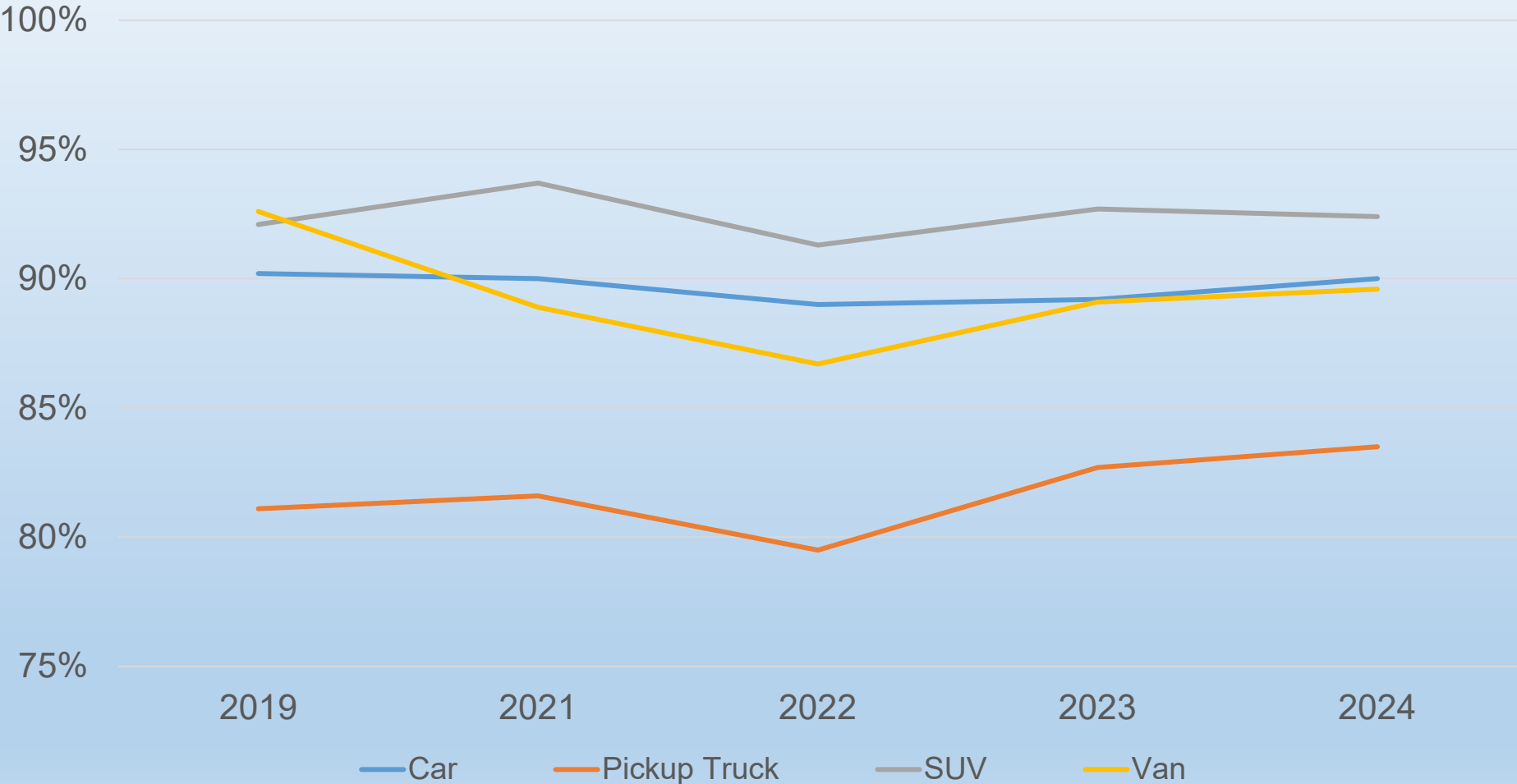
Trend for Road Type



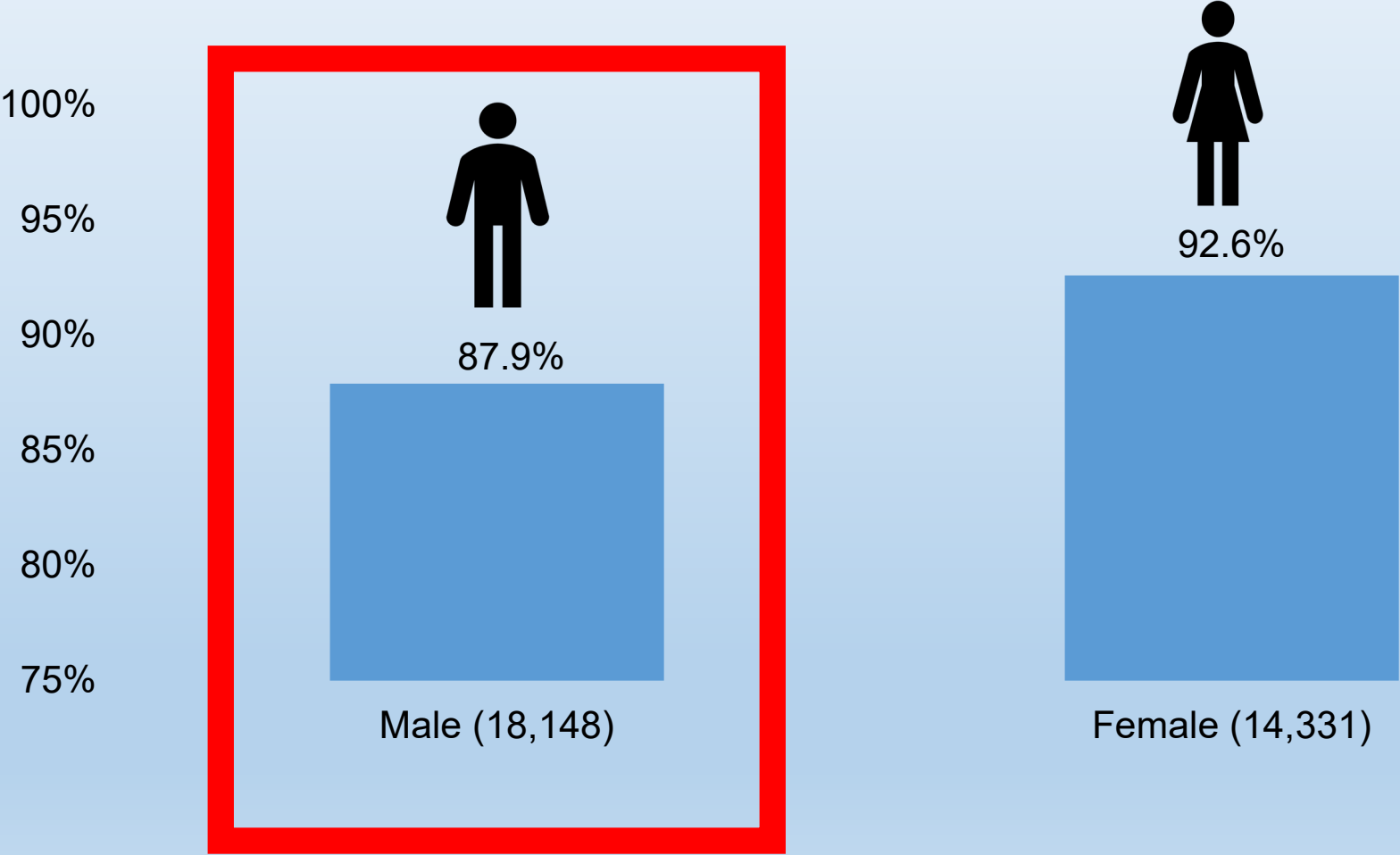
By Vehicle Type



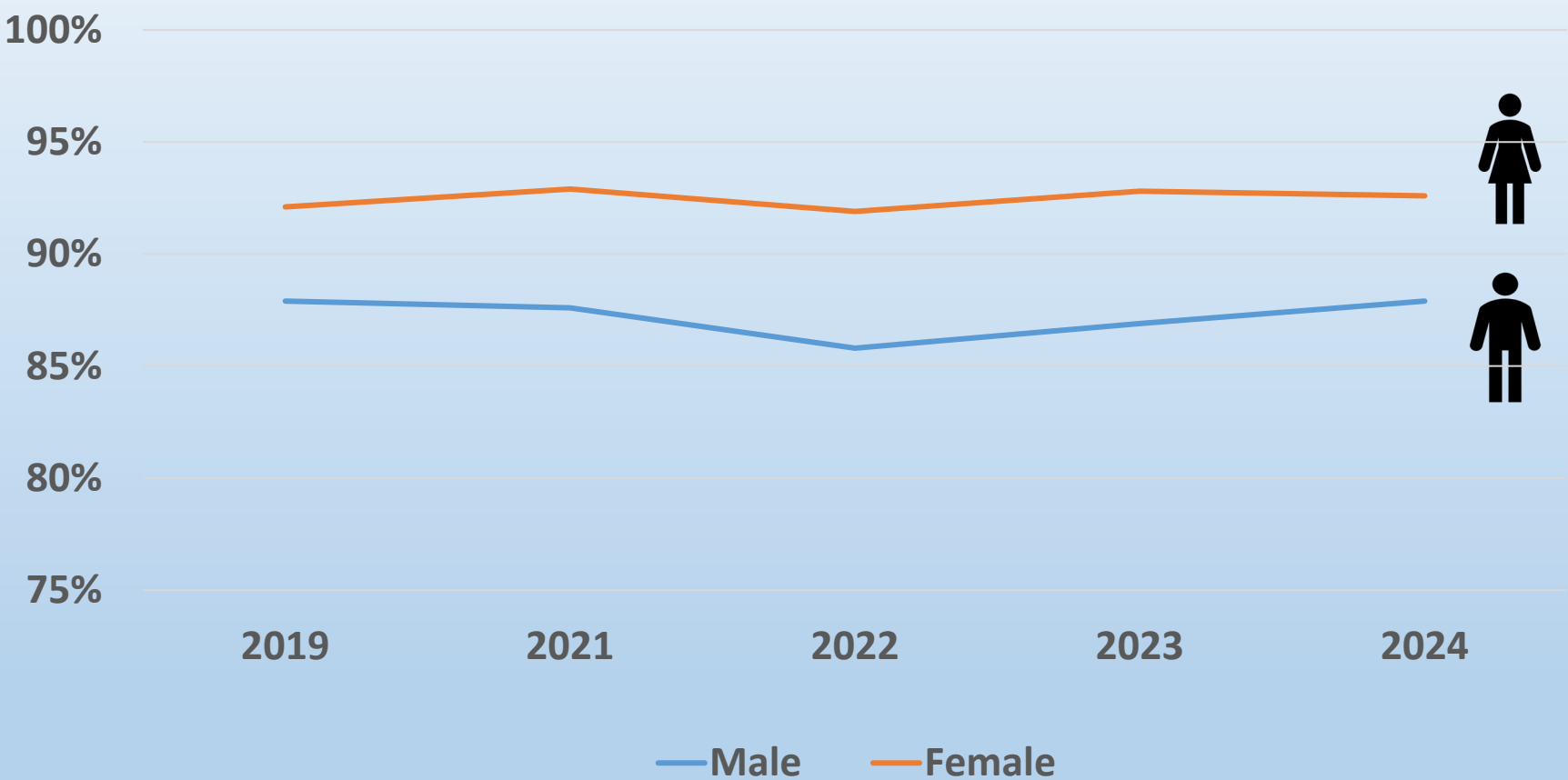
Trend for Vehicle Type



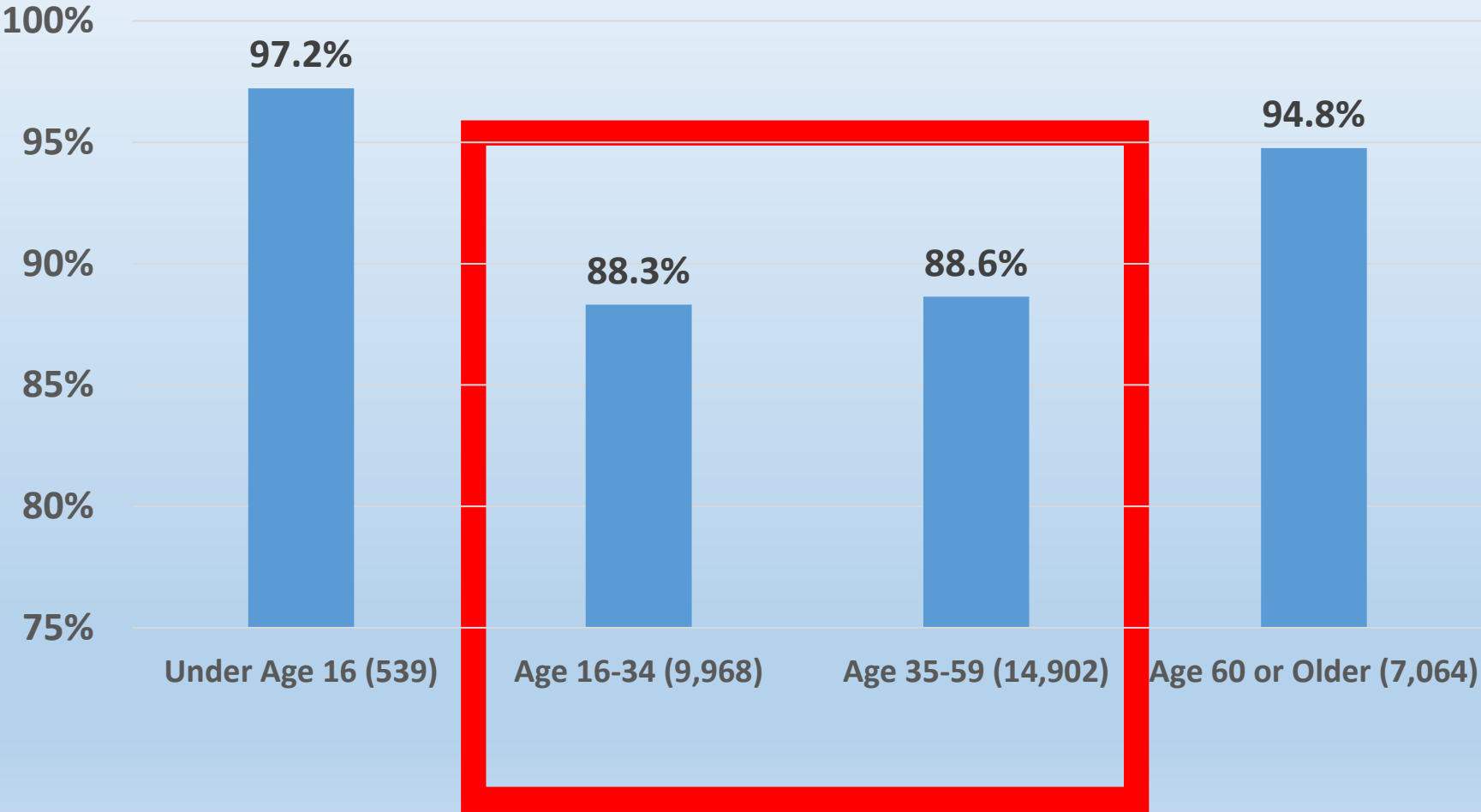
By Occupant Sex



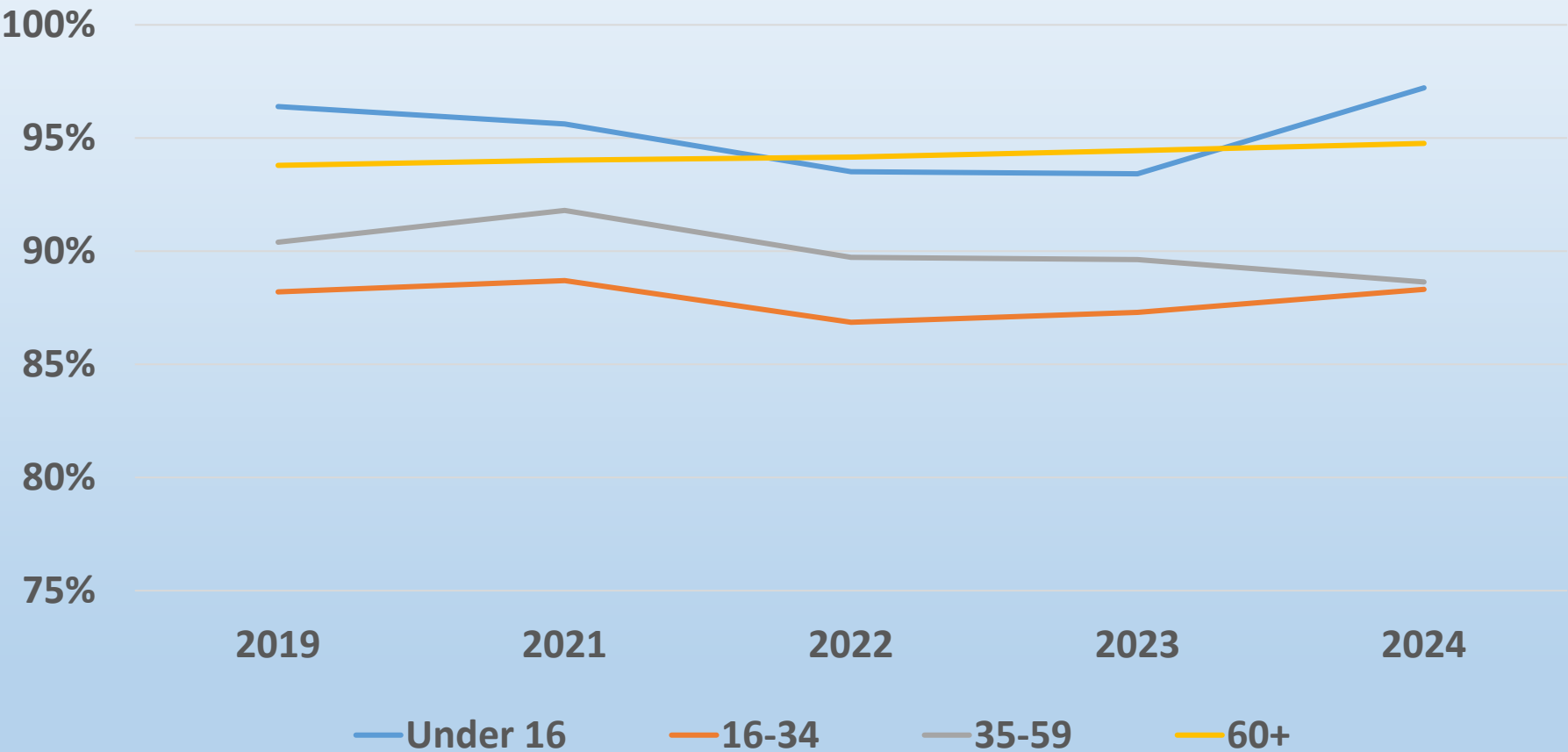
Trend for Sex of Occupant



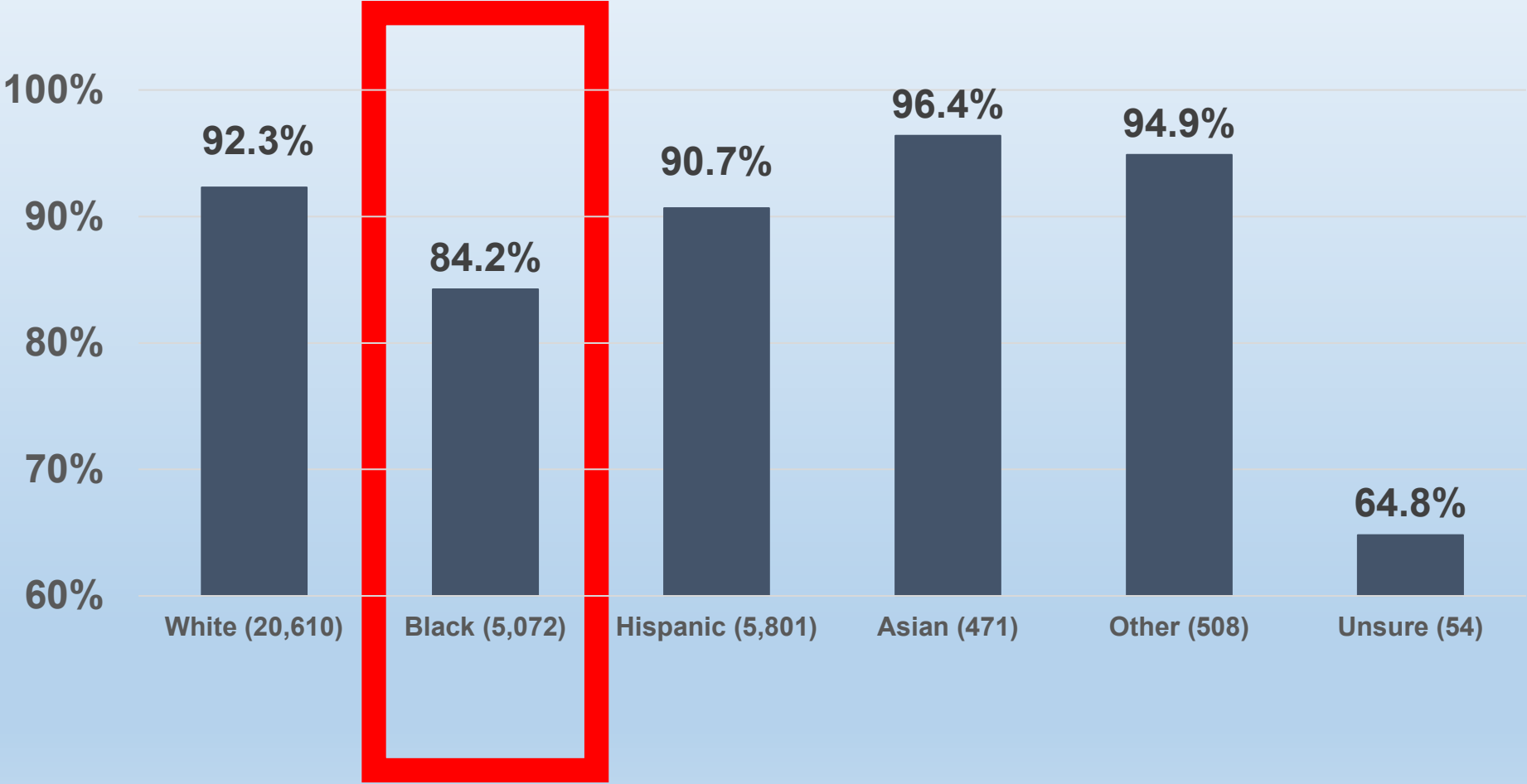
By Occupant Age



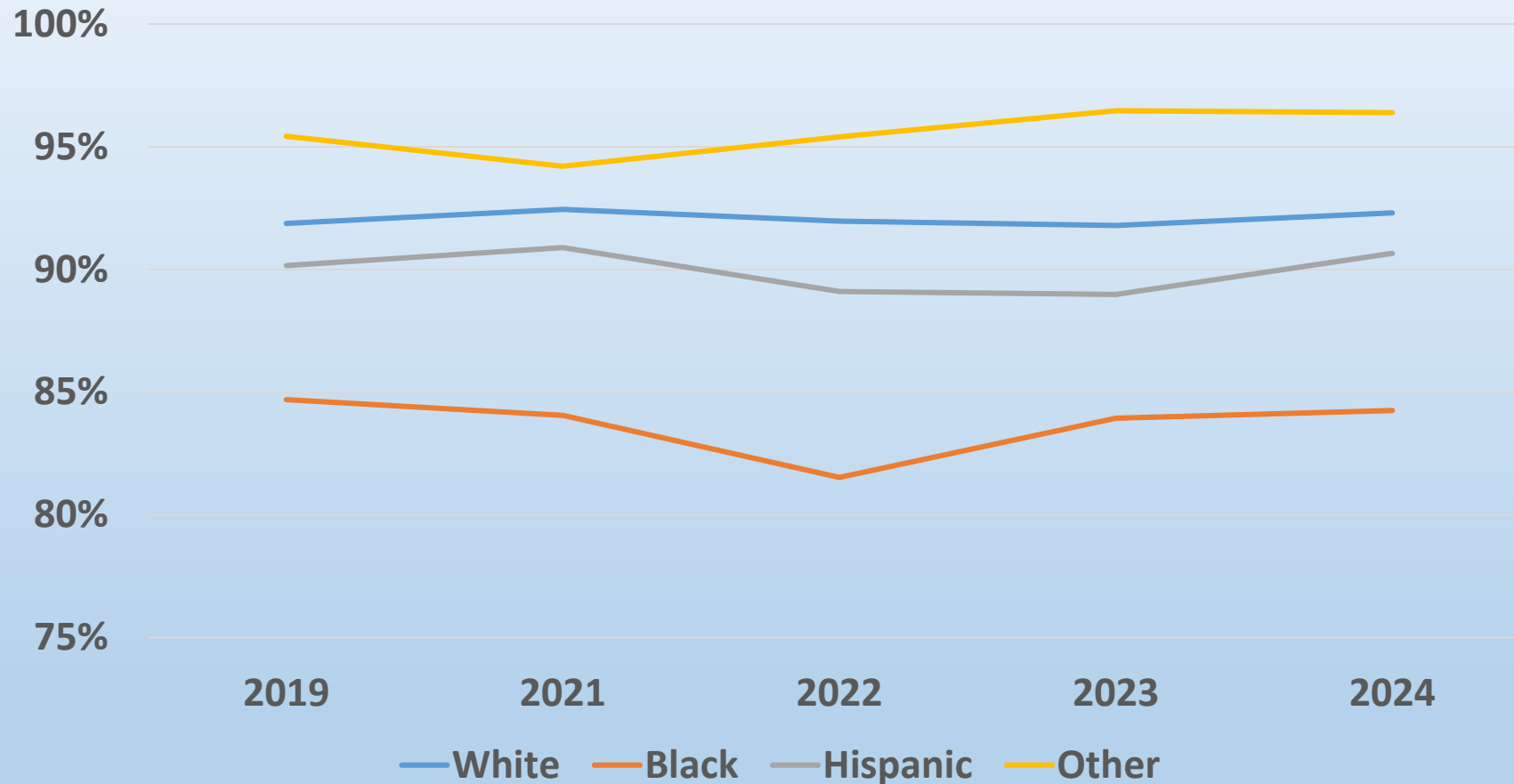
Trend for Occupant Age



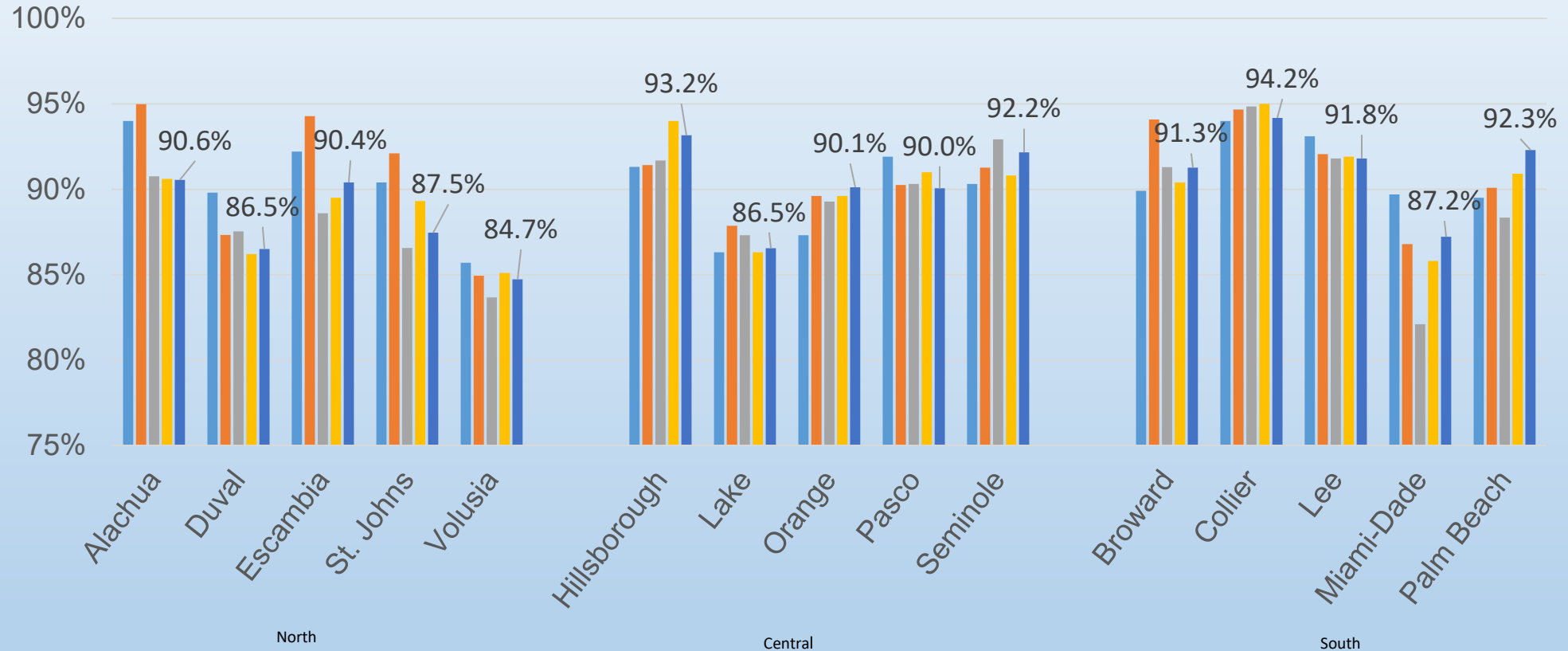
By Occupant Race/Ethnicity



Trend for Race/Ethnicity



County Usage from 2019 to 2024



Conclusions

- Florida's statewide safety belt use rate for 2024 is 90.0 percent, up from 2023's 89.4 percent but that change is not a statistically significant difference.
- The room for improvement is still among the “usual culprits”
 - Local Roadways
 - Occupants in pickup trucks
 - Male occupants
 - Occupants age categories 16-34, 35-59
 - Black occupants
- Look at additional sources (crash data, awareness data, trauma data, etc.)
- Use countermeasures that work to address low use groups

The End

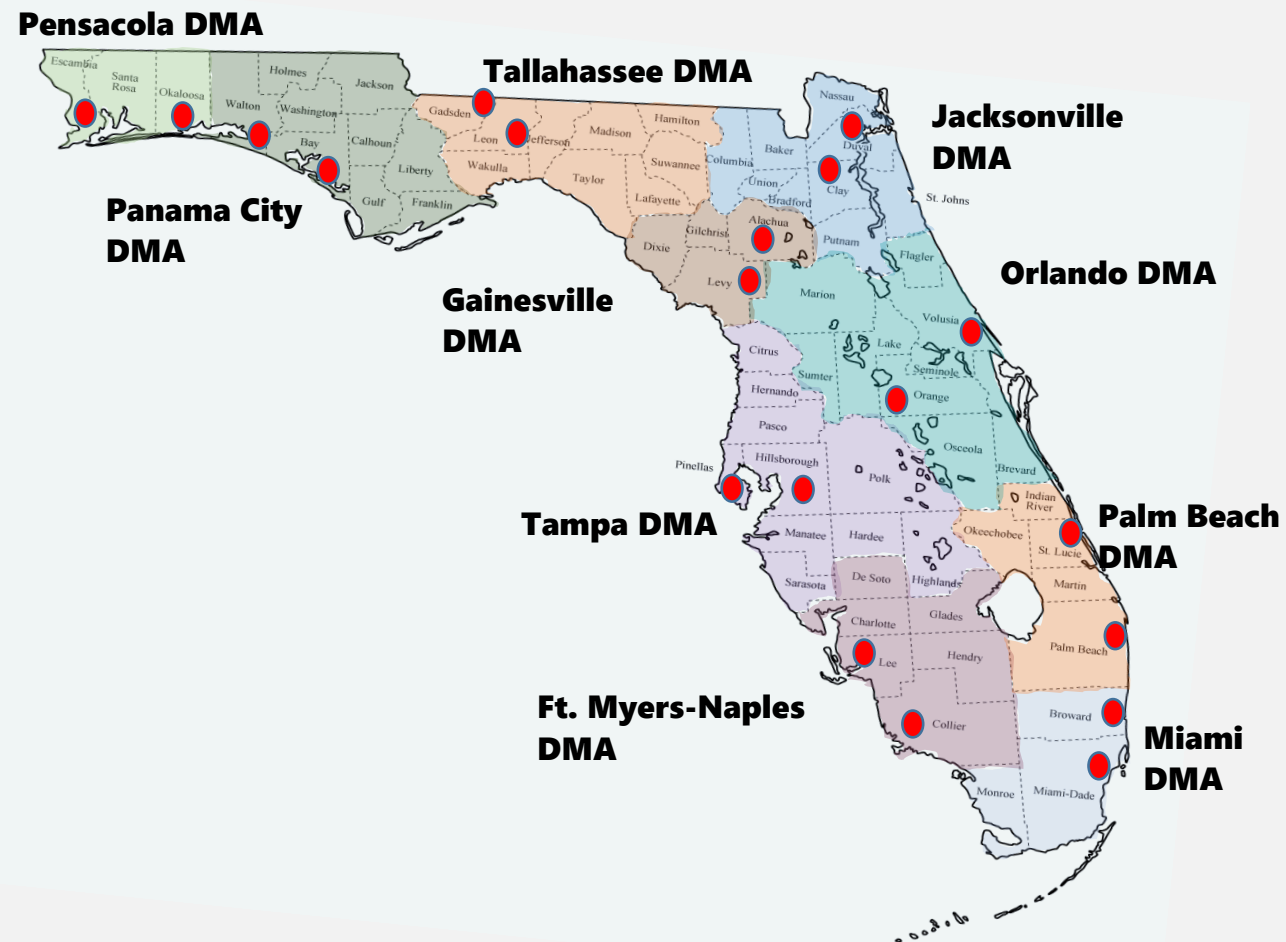
2024 Florida Observational Survey for Child Restraint Use

**Occupant Protection Task Force Meeting
May 7, 2025**





Where are the survey's observation sites?



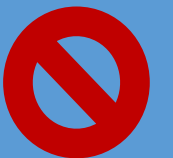
What do the observers record?

- Type of restraint device used/not used
- Child passenger age range
(Age Categories: 0-3; 4-5; 6-12)
- Front or back seating position
- Driver characteristics and usage
(Sex; Age; Race/Ethnicity)



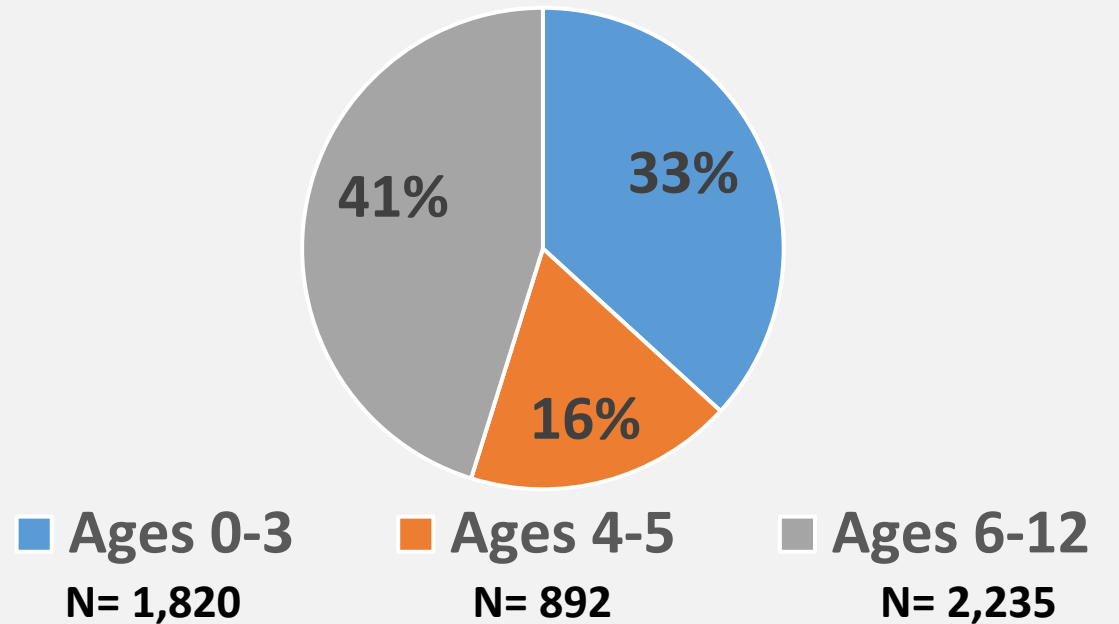
This survey effort in 2024 resulted in

- **4,979 children observed**
- **4,413 passenger vehicles**



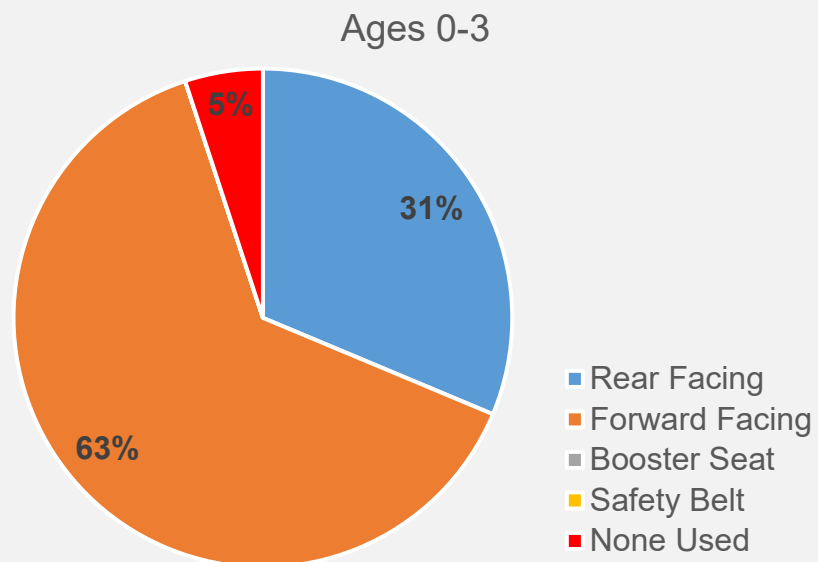


Estimated age for children in the 2024 sample

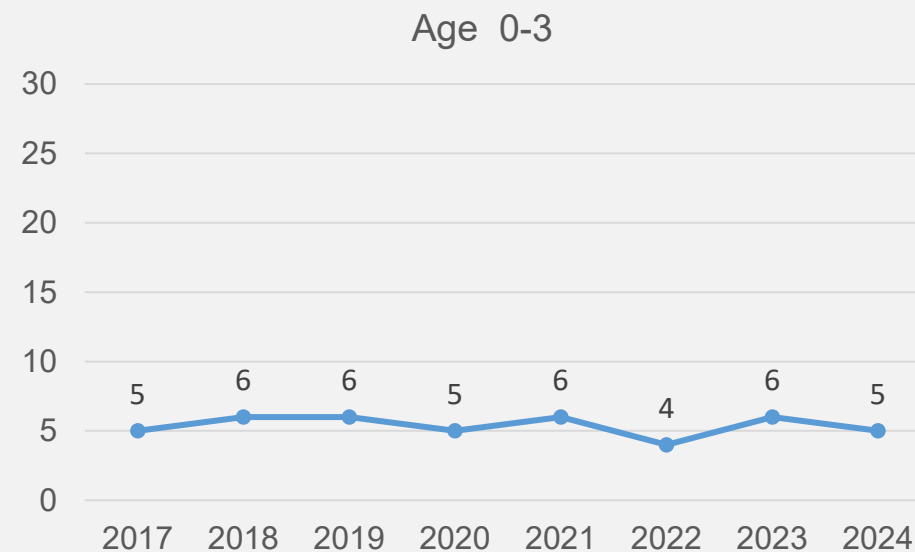




Usage Among Children Ages 0-3 (n=1,820)

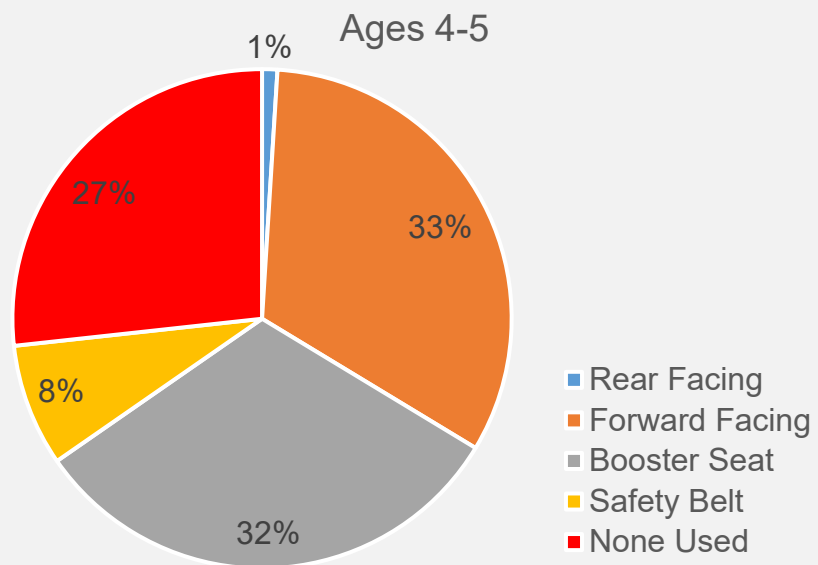


Trend in Non-usage for Ages 0-3

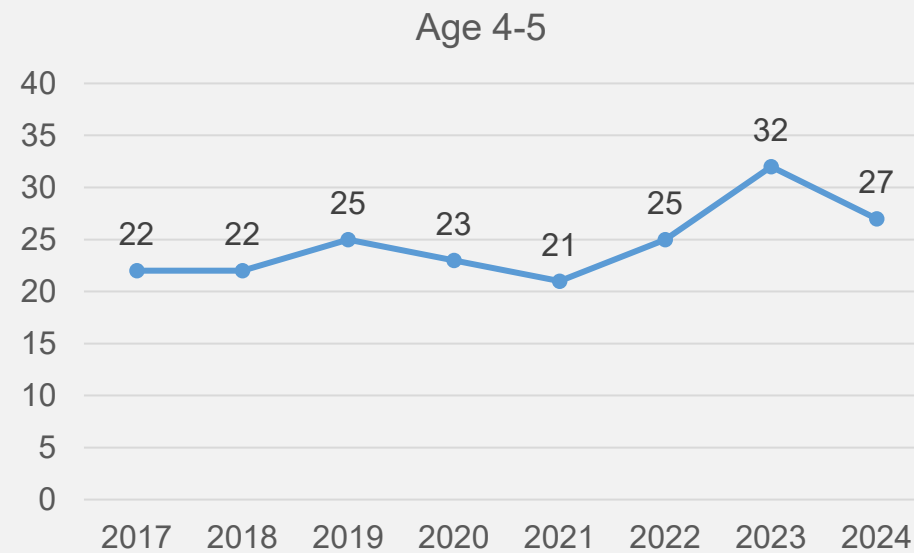




Usage Among Children Ages 4-5 (n=892)

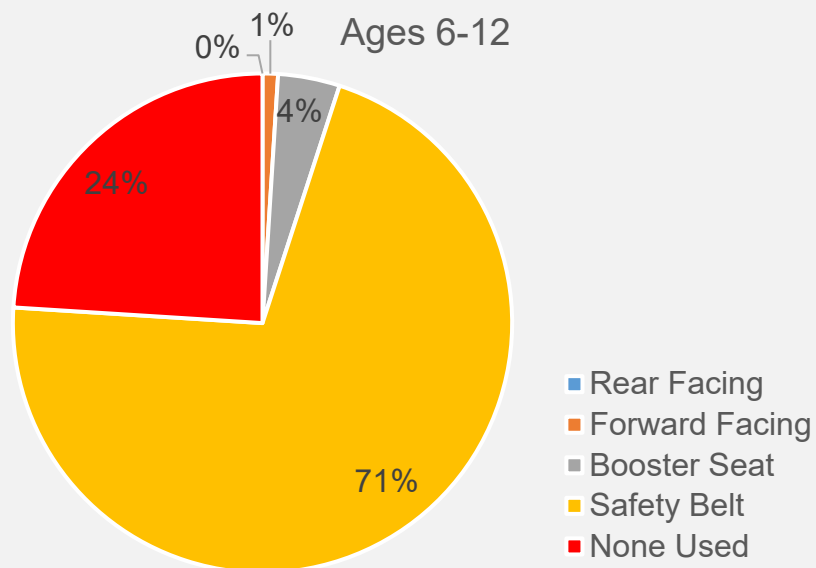


Trend in Non-usage for Ages 4-5

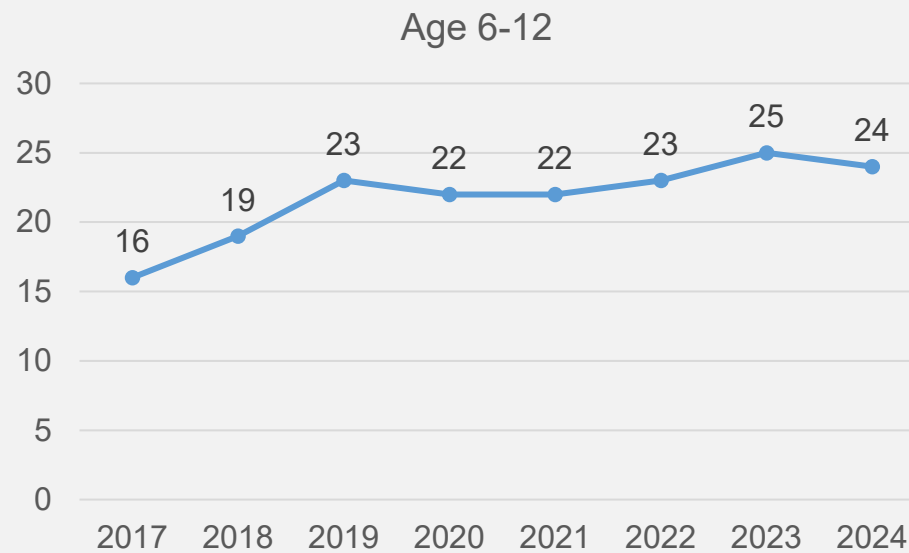




Usage Among Children Ages 6-12 (n=2,235)



Trend in Non-usage for Ages 6-12

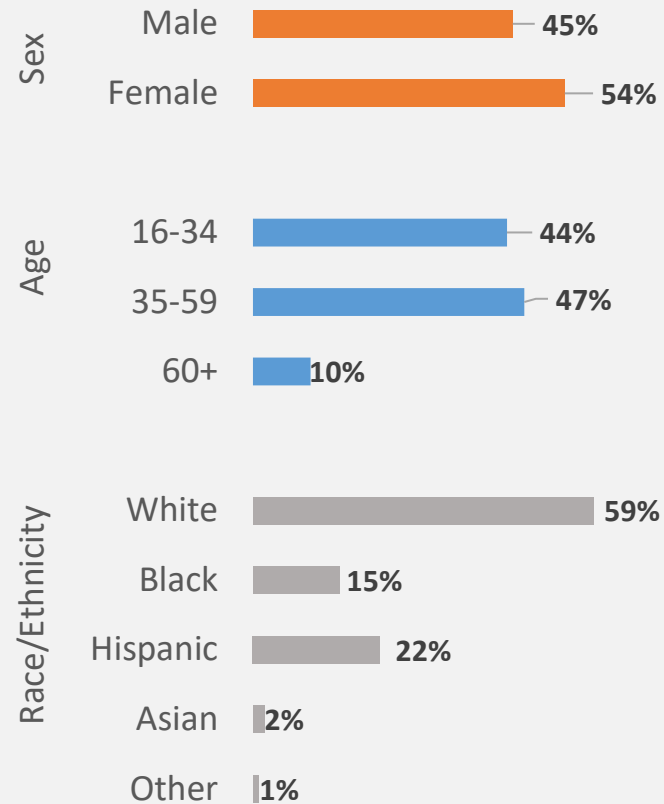




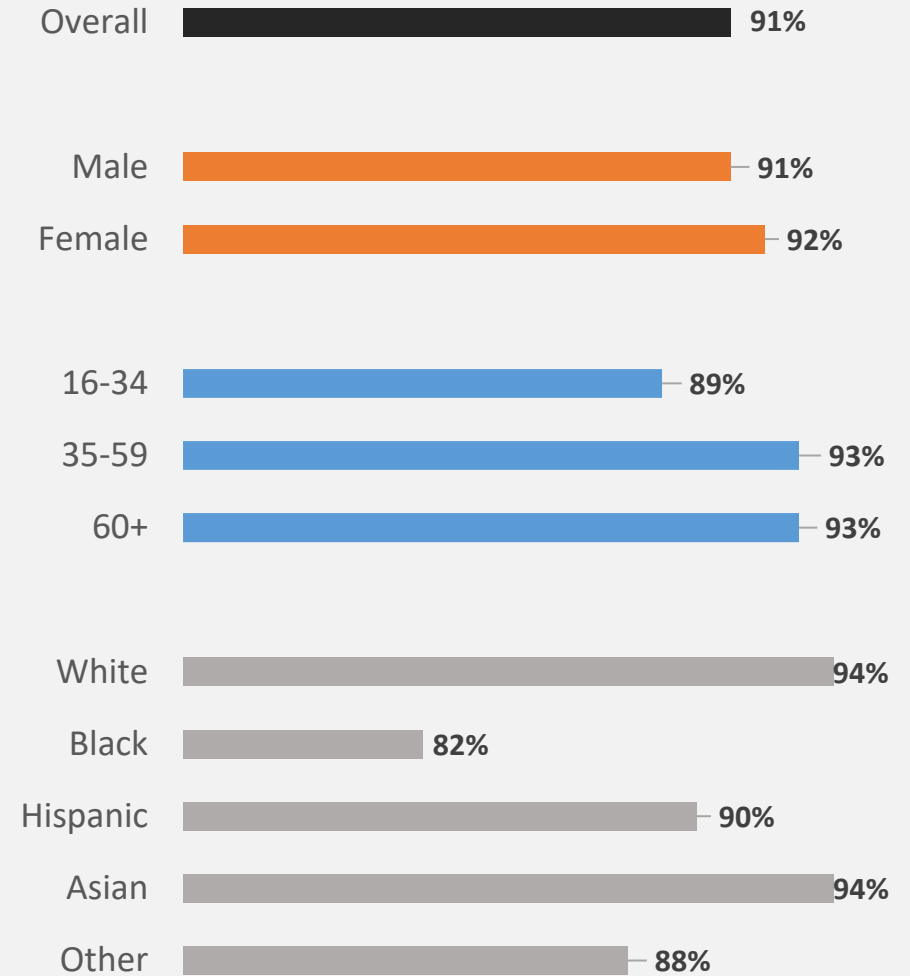
**Observers also recorded data
on the drivers with children in the vehicle**



Driver Characteristics



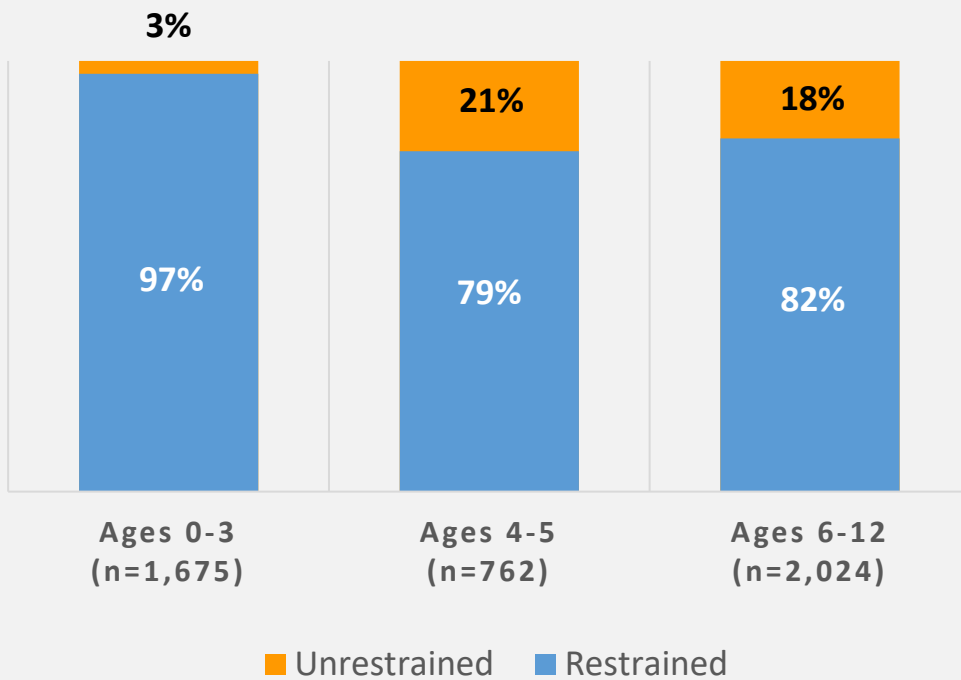
Usage by Driver Characteristic





How is Driver Belt Use Related to Child Restraint?

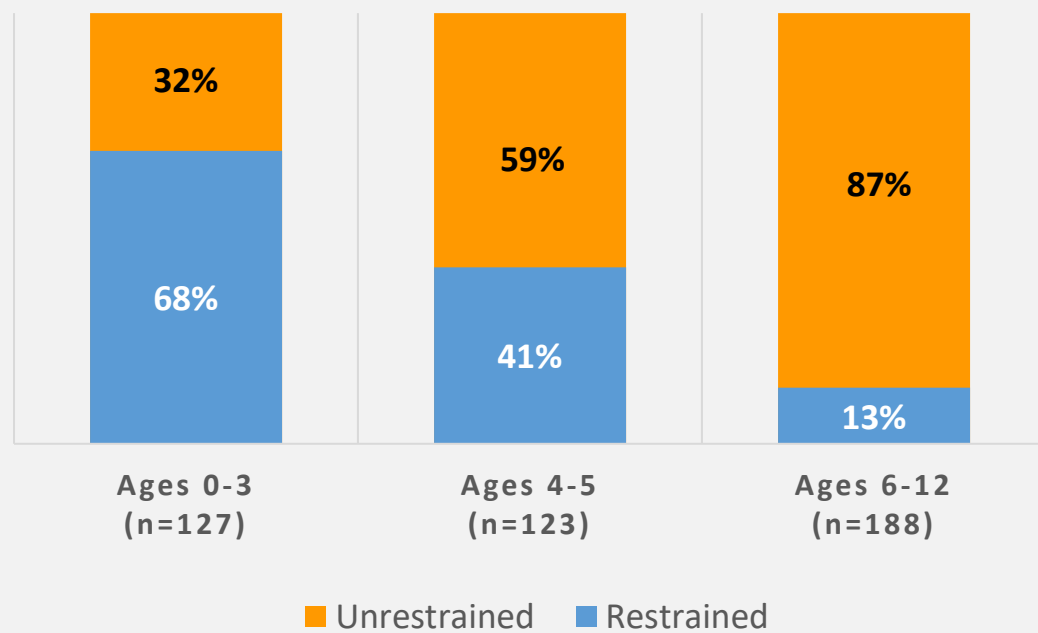
WHEN DRIVER IS BELTED





How is Driver Belt Use Related to Child Restraint?

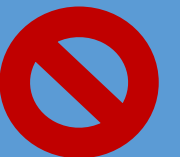
WHEN DRIVER IS NOT BELTED



2024 SEATING POSITION AND RESTRAINT USE

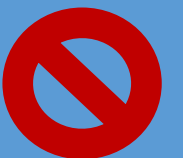
	% In a REAR Seat % Restrained	% In the FRONT Seat % Restrained
Ages 0-3	99% (n=1,802) 95%	1% (n=15) 67%
Ages 4-5	97% (n=823) 77%	3% (n=27) 67%
Ages 6-12	62% (n=1,394) 68%	38% (n=847) 87%
Total*	4,019	889

*Table includes passengers whose age, seating position, and restraint use were all recorded (n=4,908).
Restraint use, age, and positional observations marked 'unknown' were removed



Summary

Florida's 2024 Child Restraint Survey found that 18 percent of the children observed were clearly **unrestrained**



Summary – Differences by Age

Children Ages 0-3

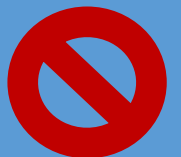
- This age mostly travels in the second or third rear row (99%)
- Nearly all were using some sort of restraint device (95%)
- **5 percent** were clearly **unrestrained**

Children Ages 4-5

- This age group mostly rides in a second or third row (97%)
- About as many this age group were using front-facing child seats (33%) as were using booster seats (32%). Only 8% were in seat belts.
- **27 percent** in this age group were clearly **unrestrained**

Children Ages 6-12

- This age group more representation in the front row (38%) than other groups
- **24 percent** in this age group were clearly **unrestrained**
- Safety belt usage was more likely in the front row compared to the rear rows (87% vs 68%)

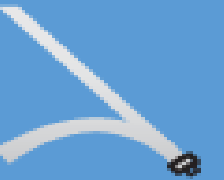


Summary – “Parental/Guardian” Influence

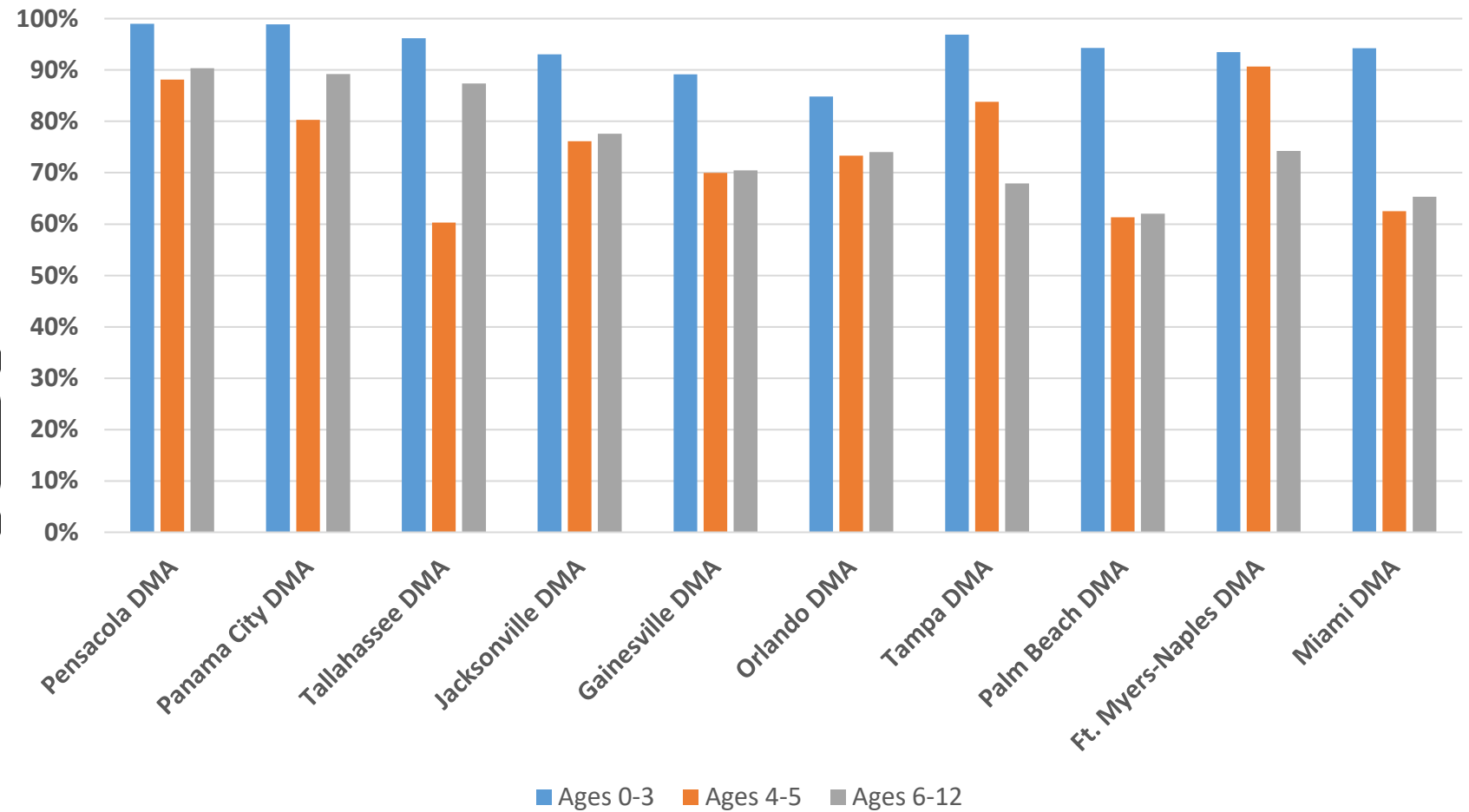
- 91% of the parent/guardians driving with a child were restrained
- 9% of the parent/guardians were unrestrained; During 200 hours of observation, observers recorded 438 unbuckled drivers with at least one child in the vehicle
- Children travelling with an unbuckled driver were far more likely to be unrestrained



FIN



*5
YEAR
AVERAGES*





LAW ENFORCEMENT AWARENESS SURVEY

Tim Roberts
Law Enforcement Liaison
Program



Law Enforcement Occupant Protections Survey

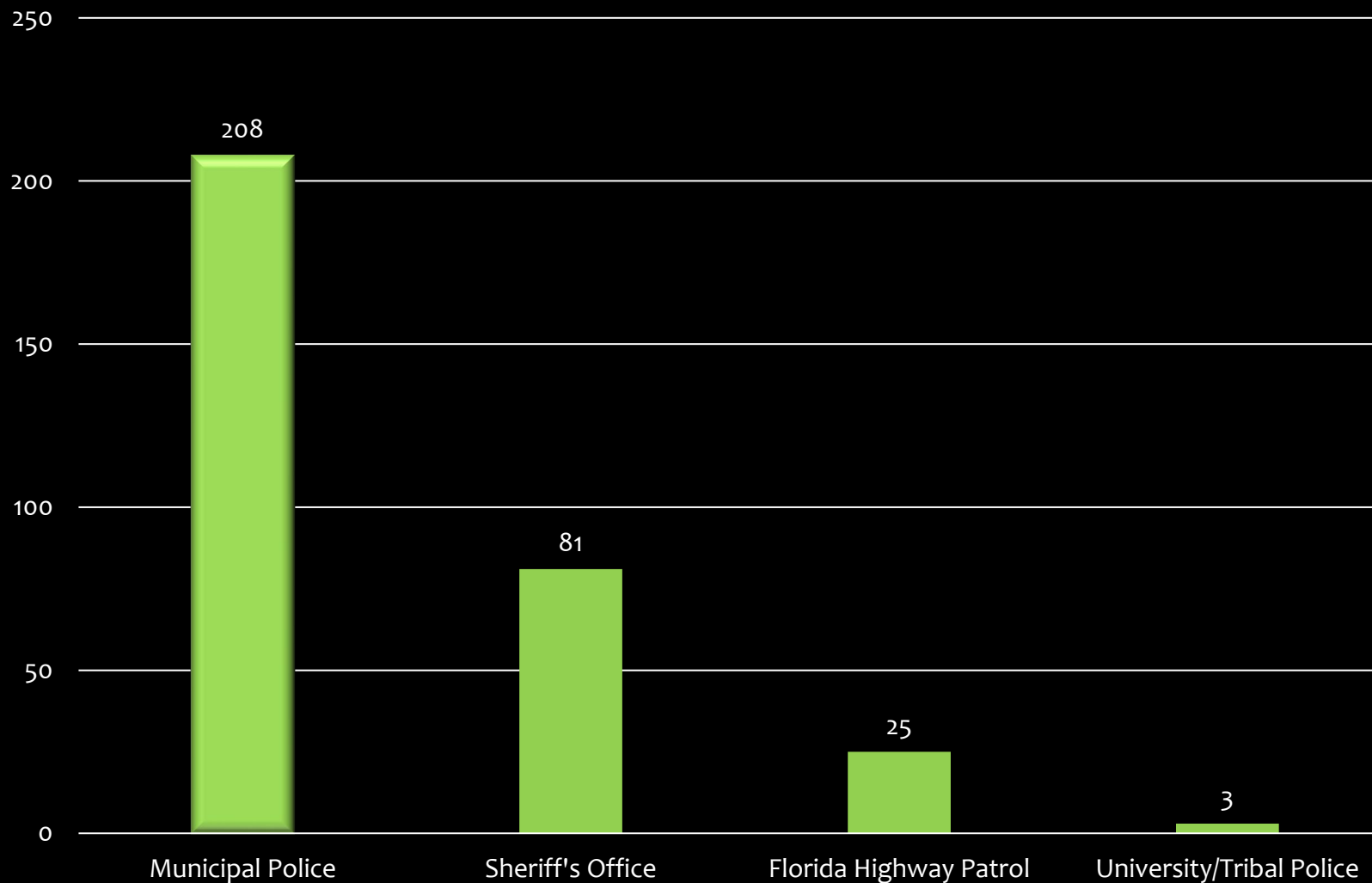
As of February 7, 2025

Overview

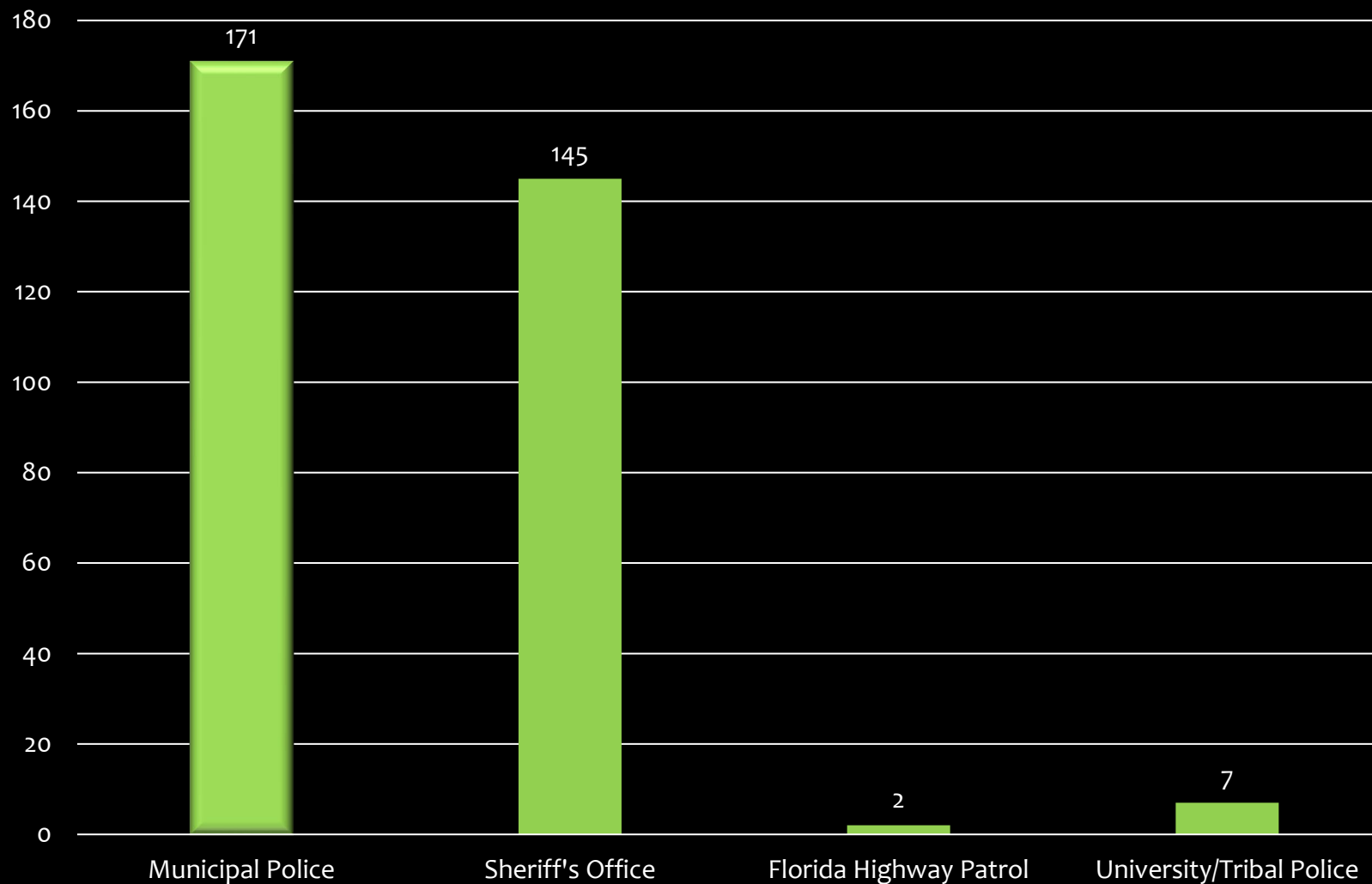
- Survey created and shared on Thursday October 24, 2024
- Three hundred twenty-five (325) survey responses (Oct 1, 2024, through February 7, 2025)
- Average time for survey was 2:25



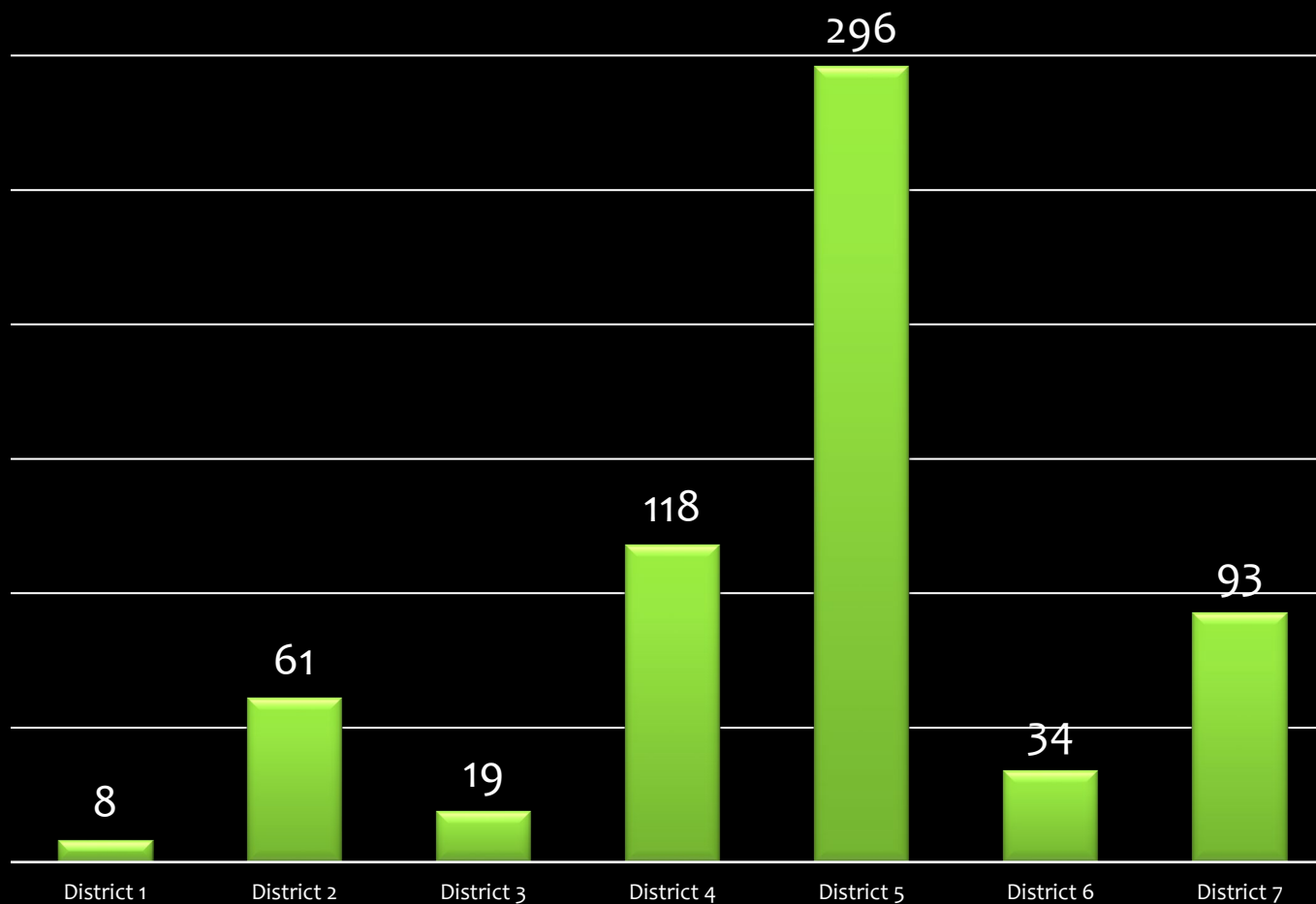
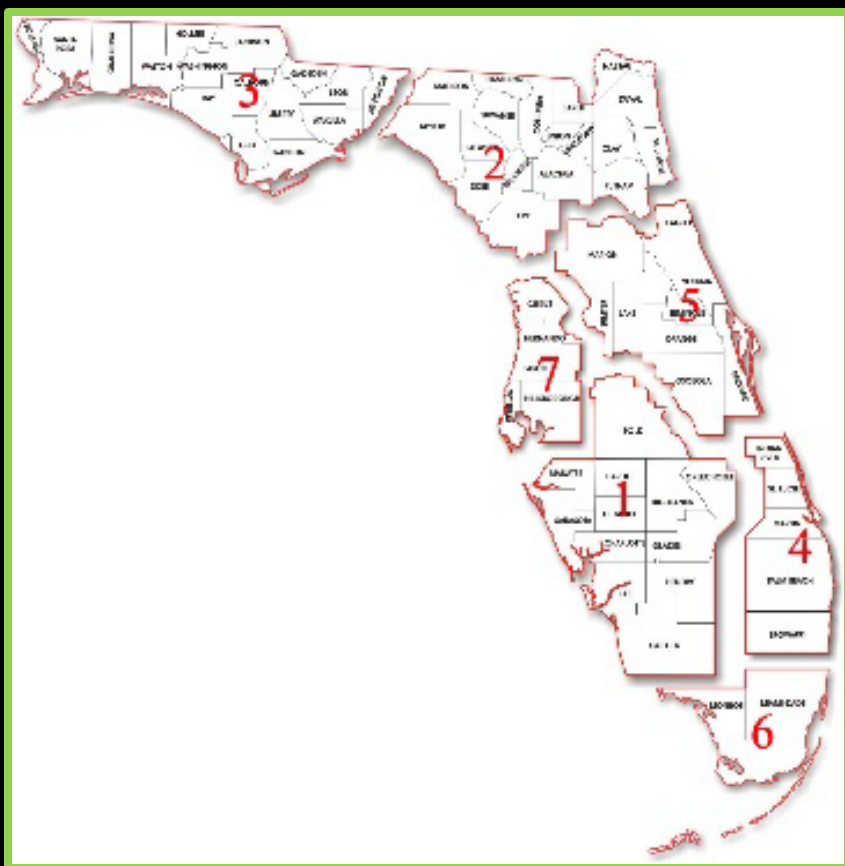
1. Agency Type 2023 to 2024 (317 agencies)



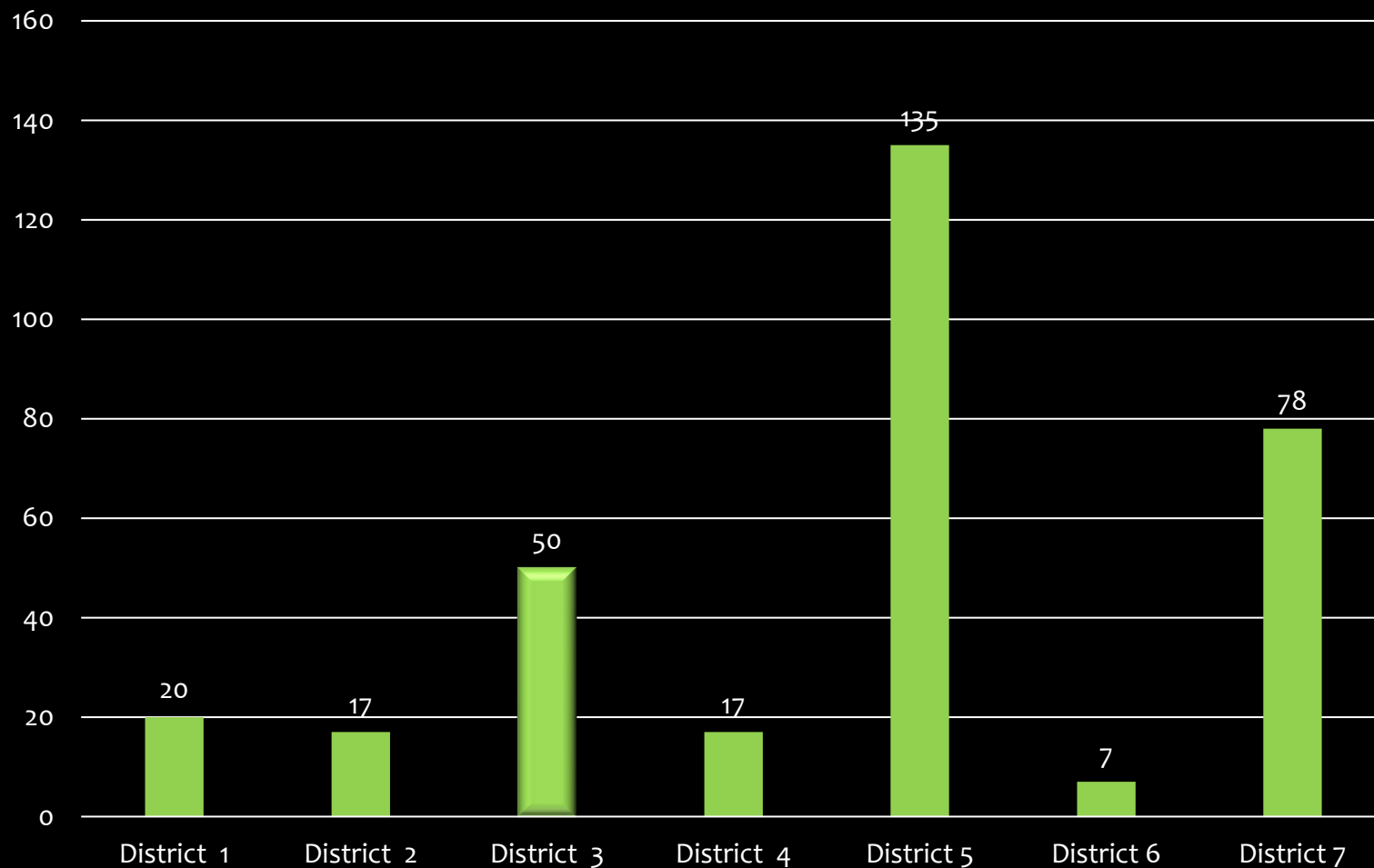
1. Agency Type 2025 (325 agencies)



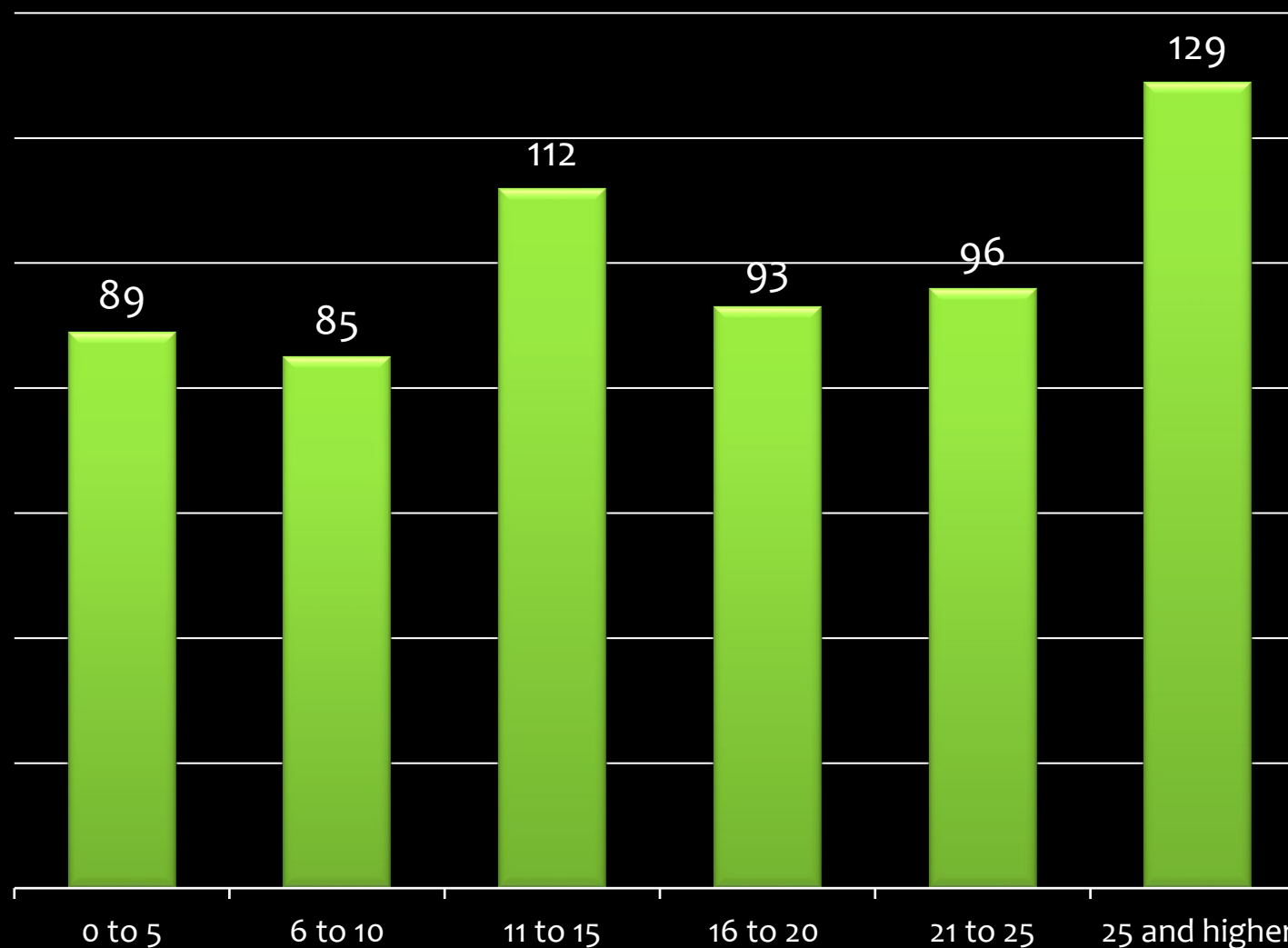
2. What FDOT District are you located? 2023-2024



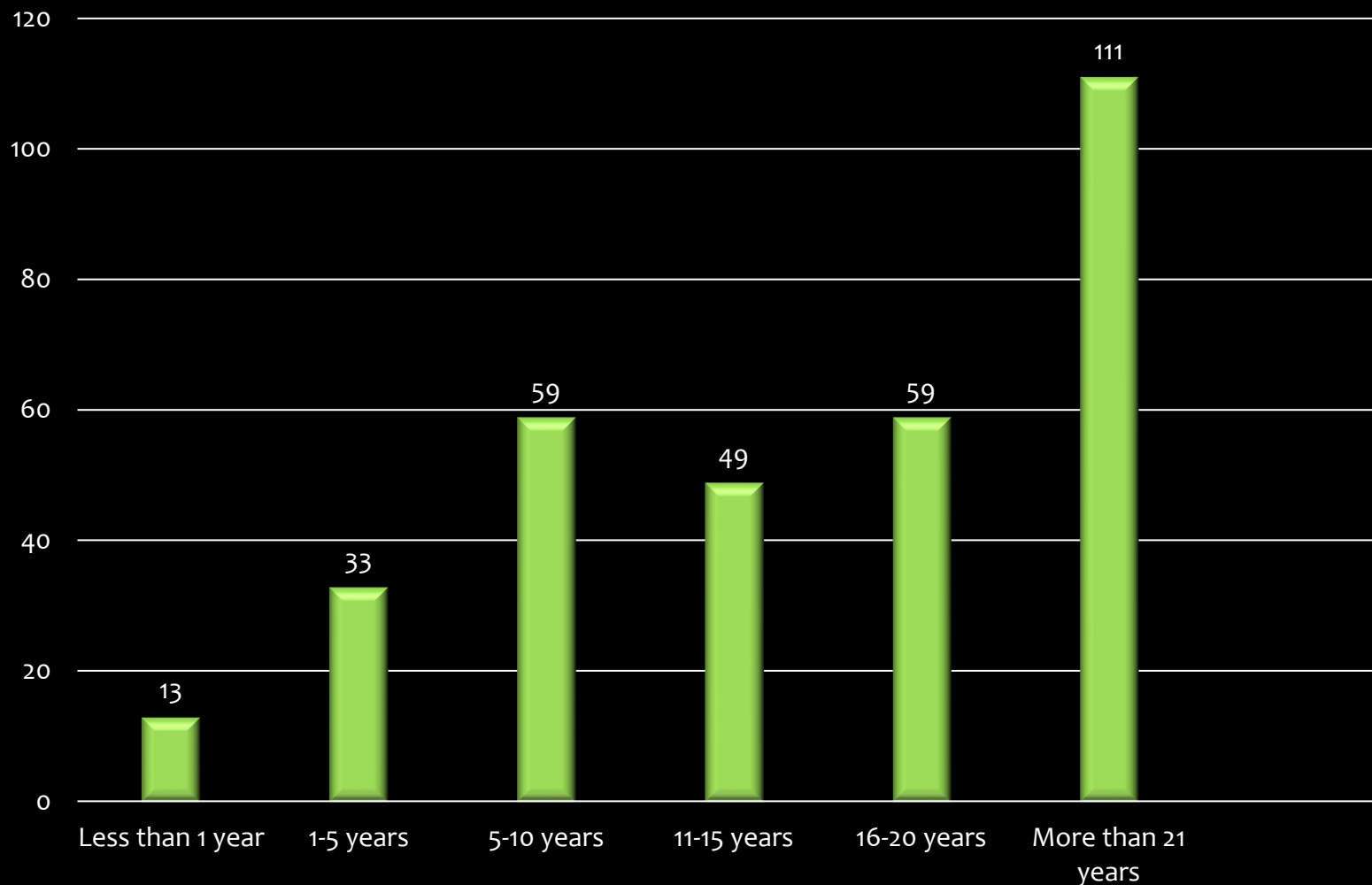
2. What FDOT District are you located? 2025



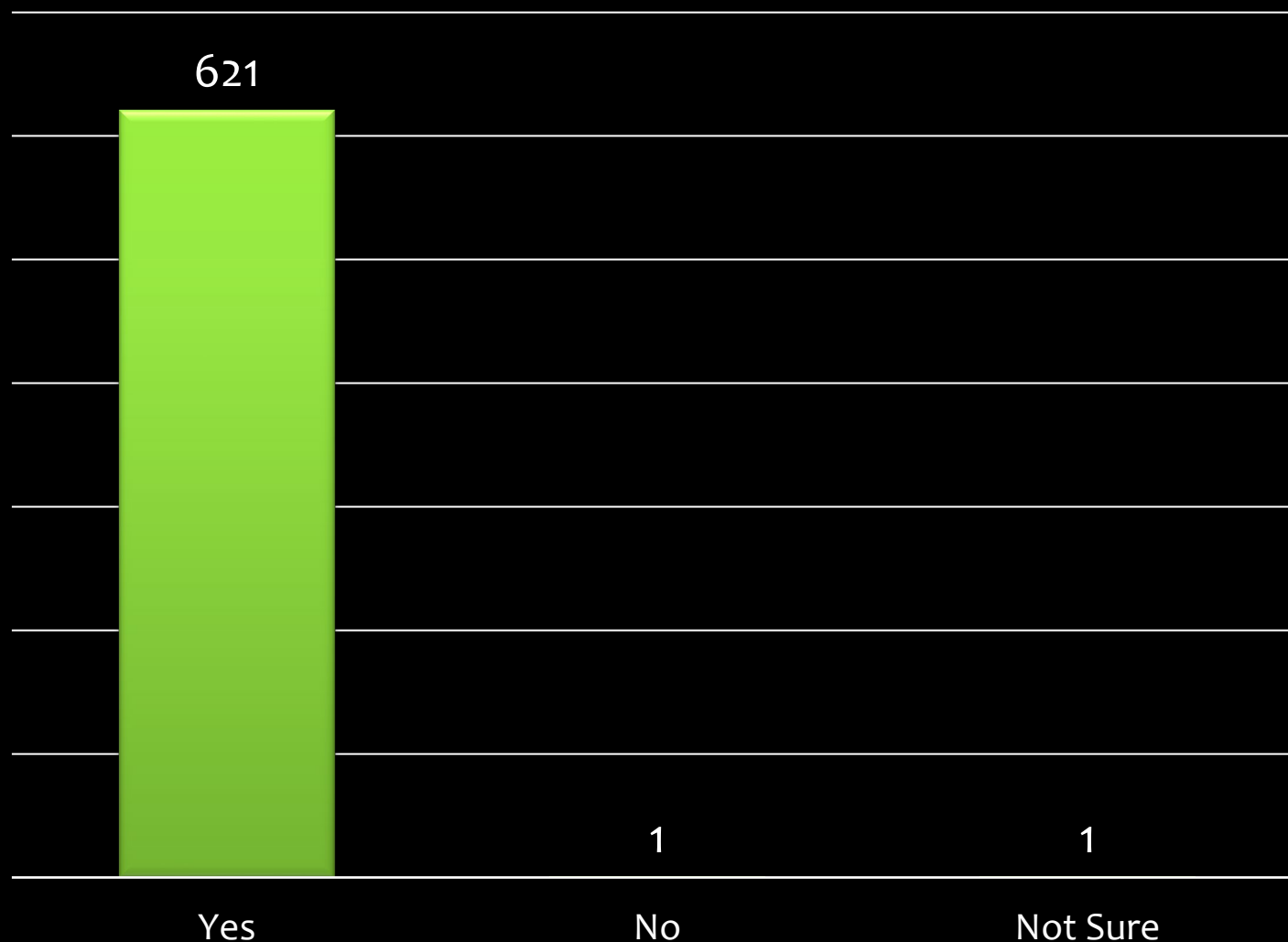
3. How many years of experience do you have in law enforcement? 2023-2024



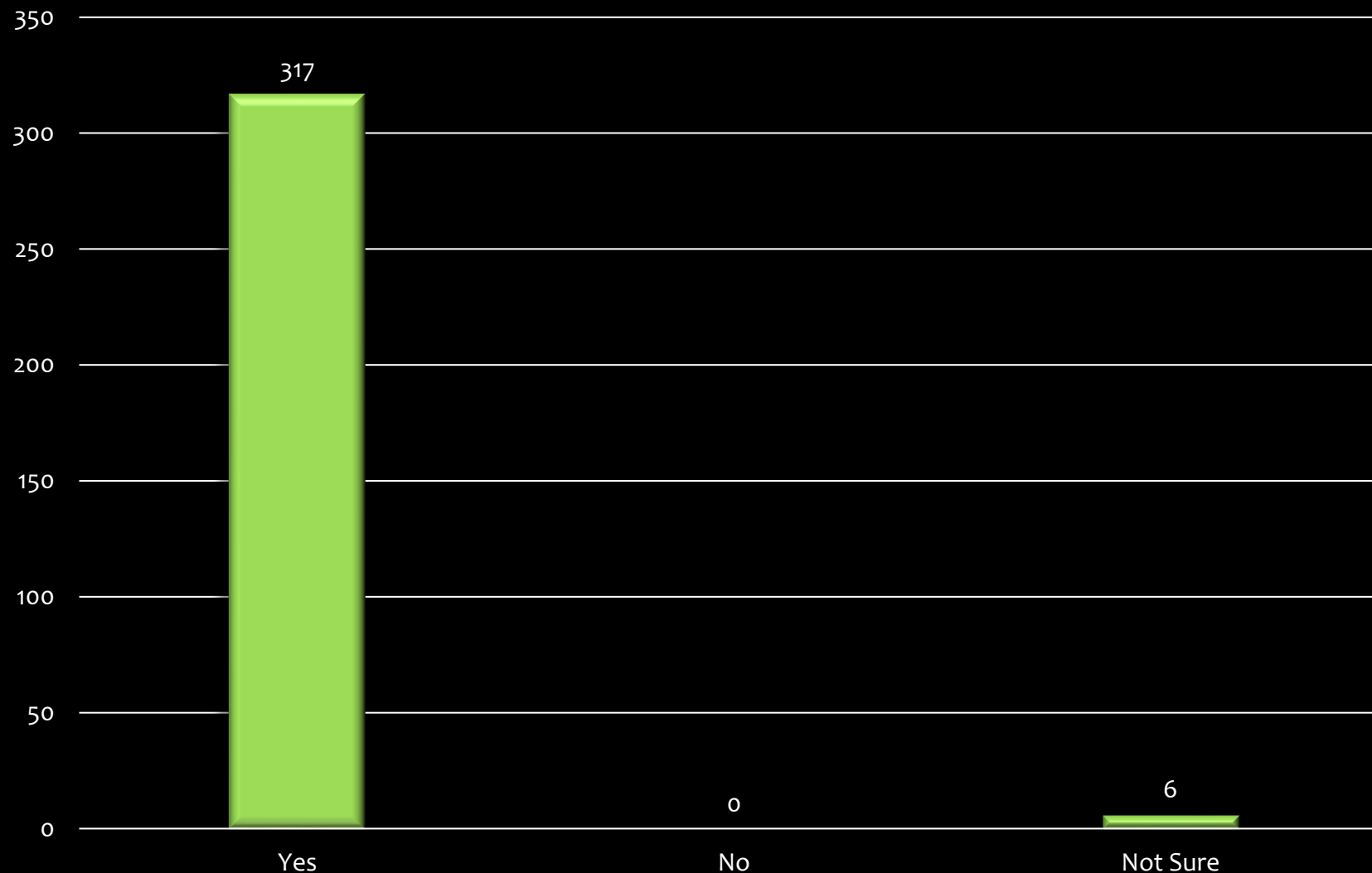
3. How many years of experience do you have in law enforcement? 2025



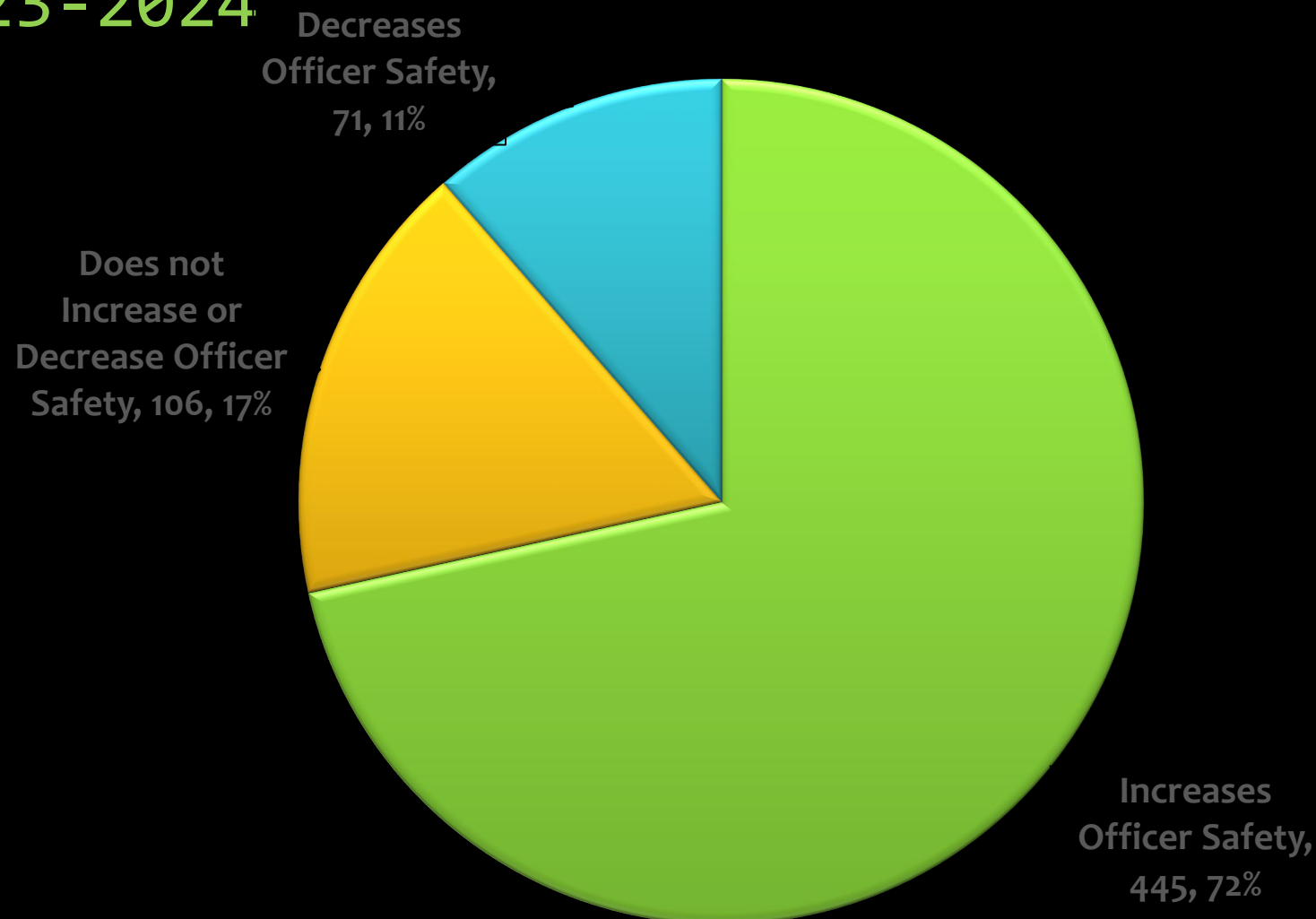
4. Are you aware of your agency's safety belt policy?-2023-2024 (623 responses)



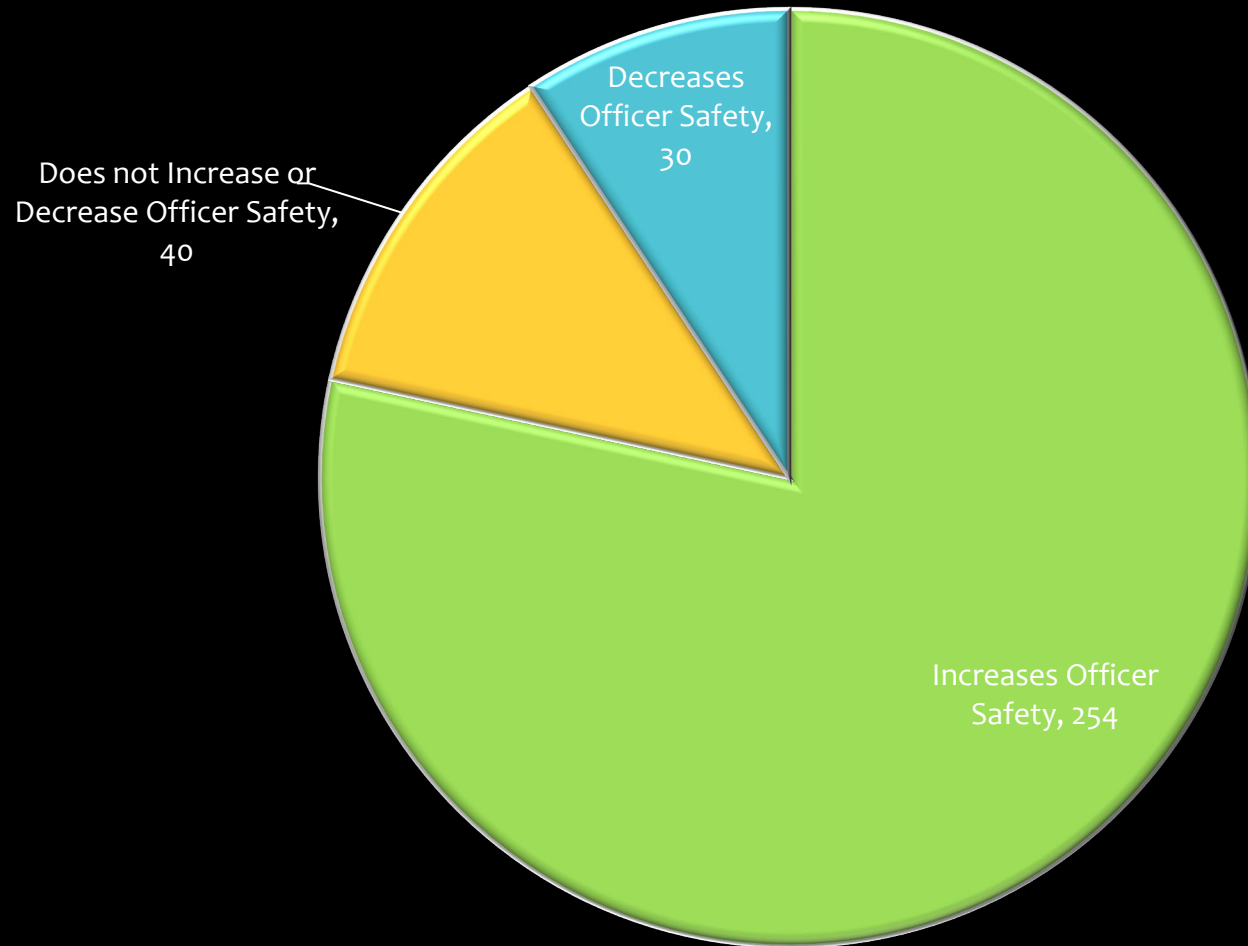
4. Are you aware of your agency's safety belt policy? 2025



5. In your opinion, how does the use of a safety belt on duty, affect Officer Safety? 2023-2024



5. In your opinion, how does the use of a safety belt on duty, affect Officer Safety? 2025

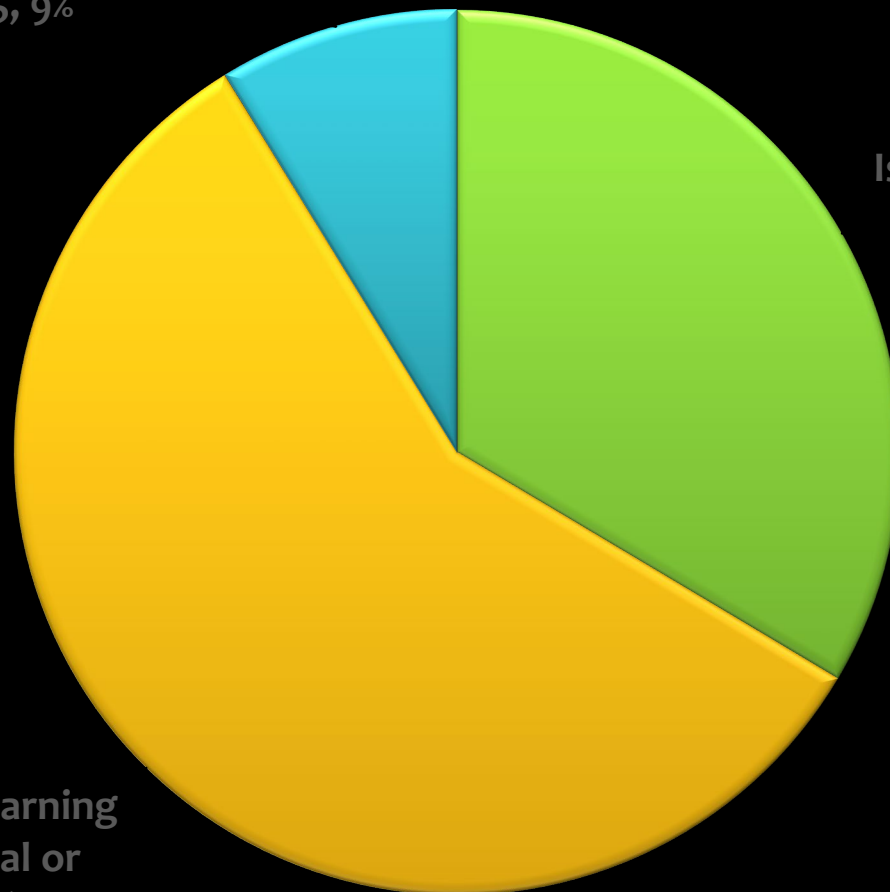


6. What is your normal response to seat belt violations? 2023-2024

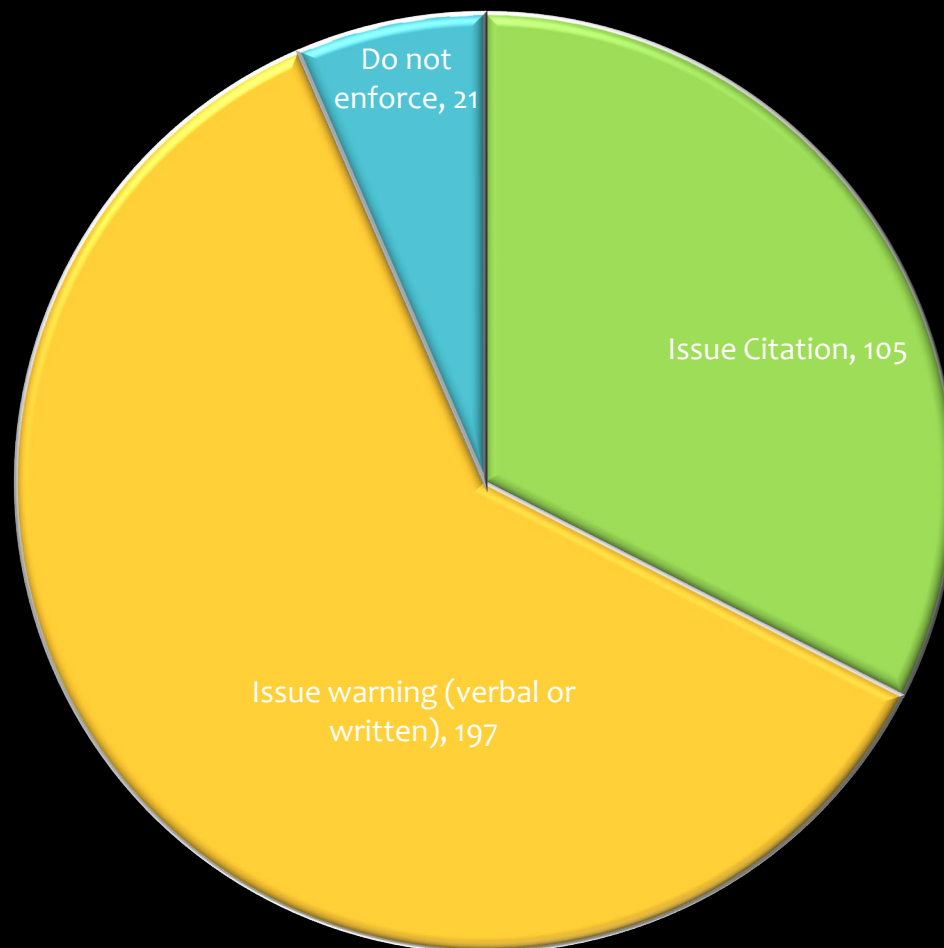
Do not
enforce, 55, 9%

Issue Citation,
210, 33%

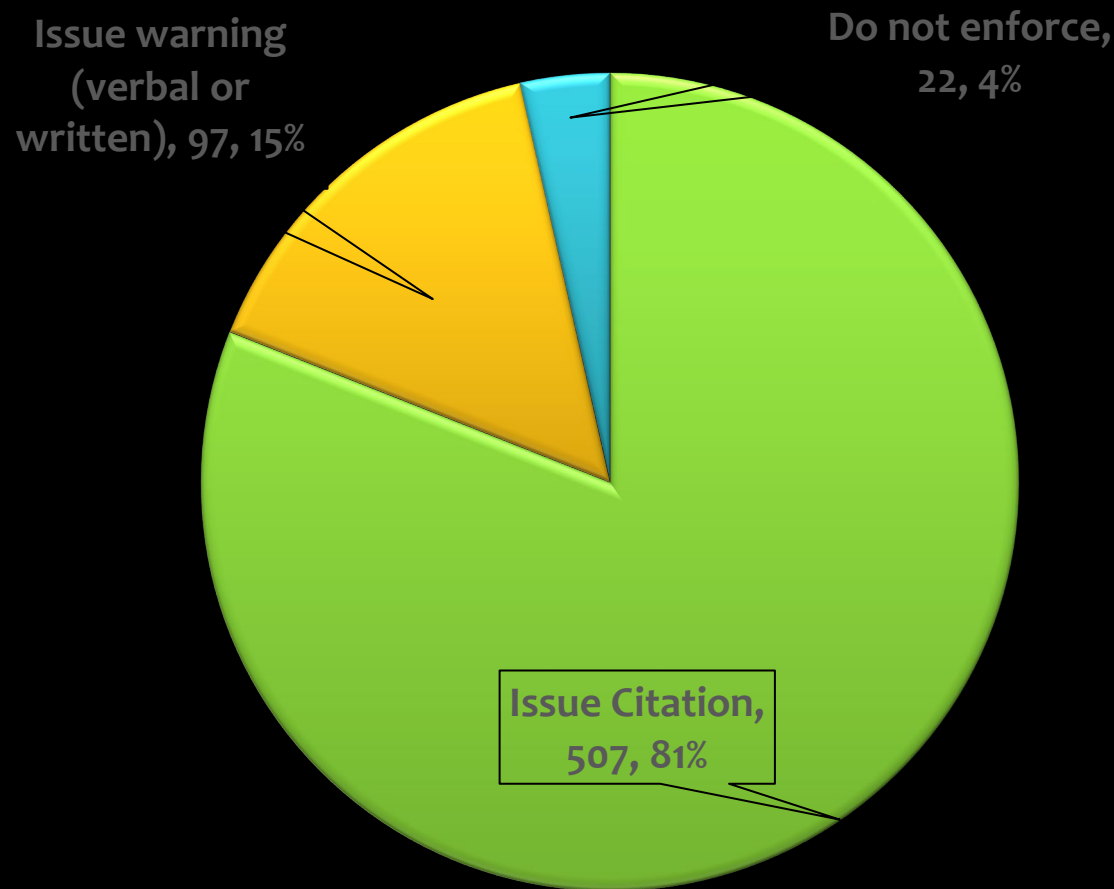
Issue warning
(verbal or
written), 361,
58%



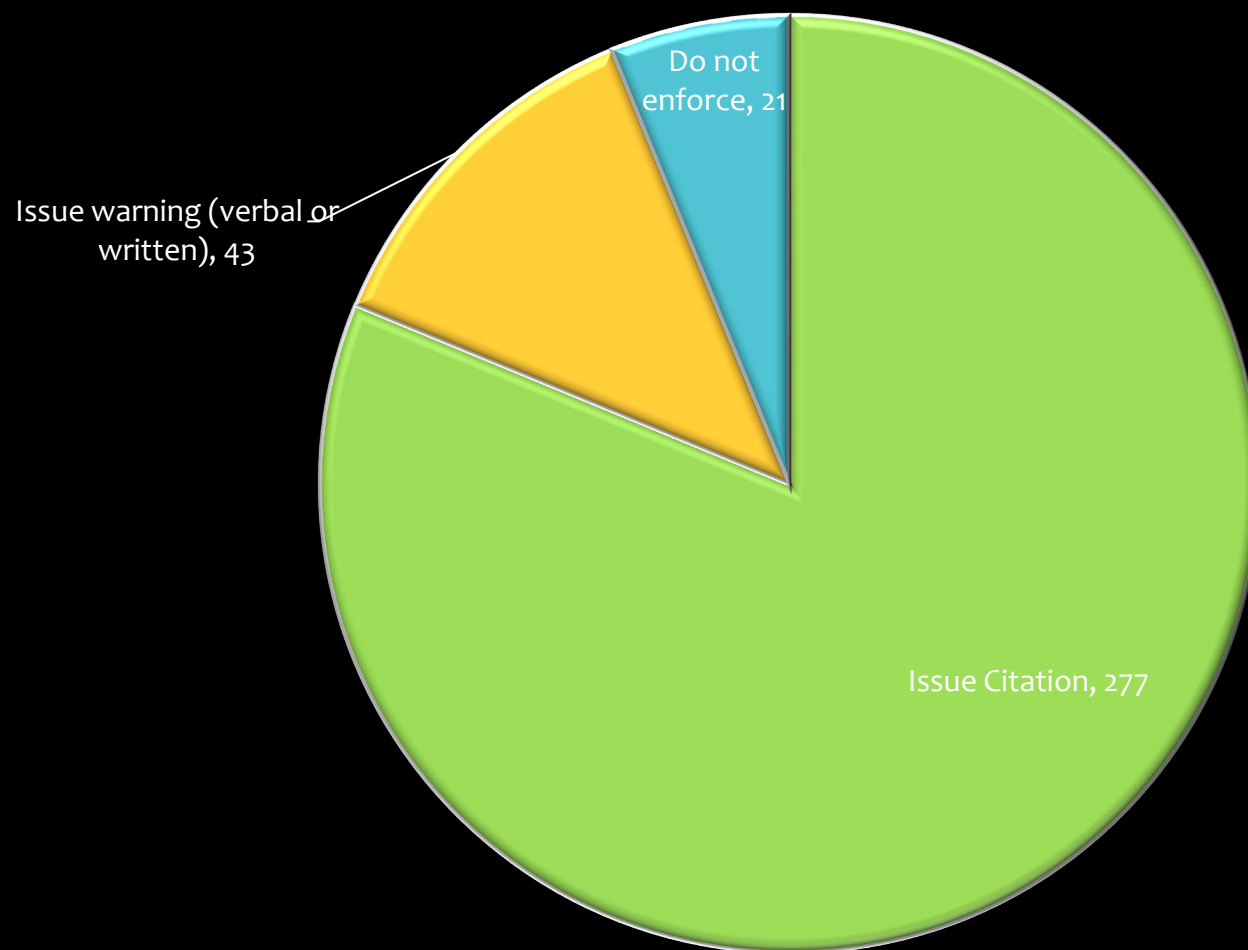
6. What is your normal response to seat belt violations? 2025



7. What is your normal response to child restraint violations? 2023-2024

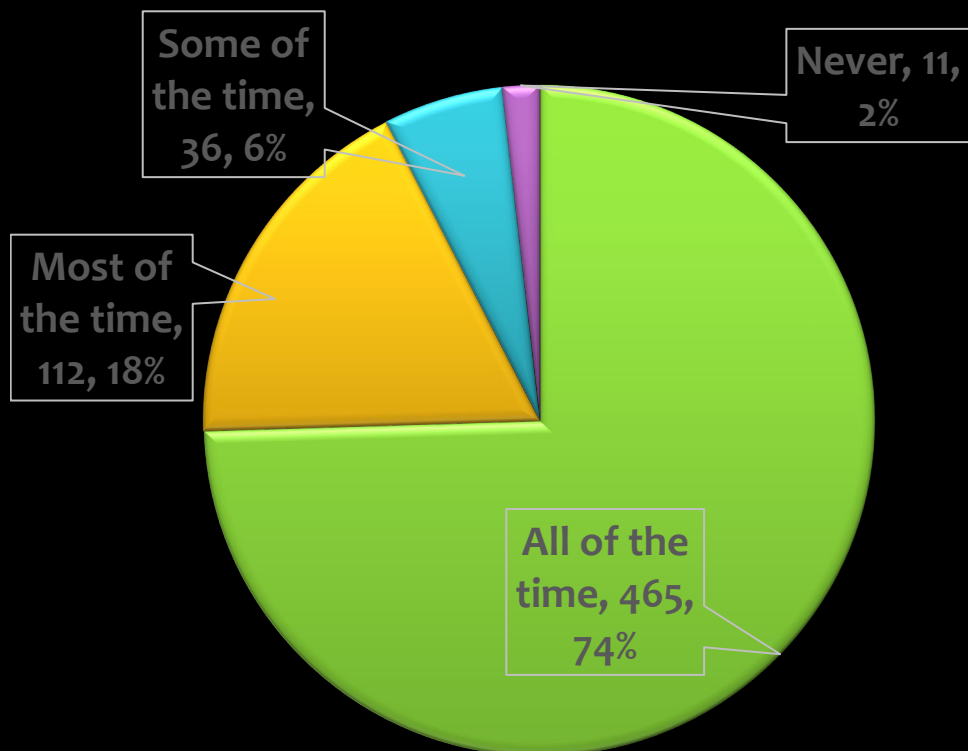


7. What is your normal response to child restraint violations? 2025

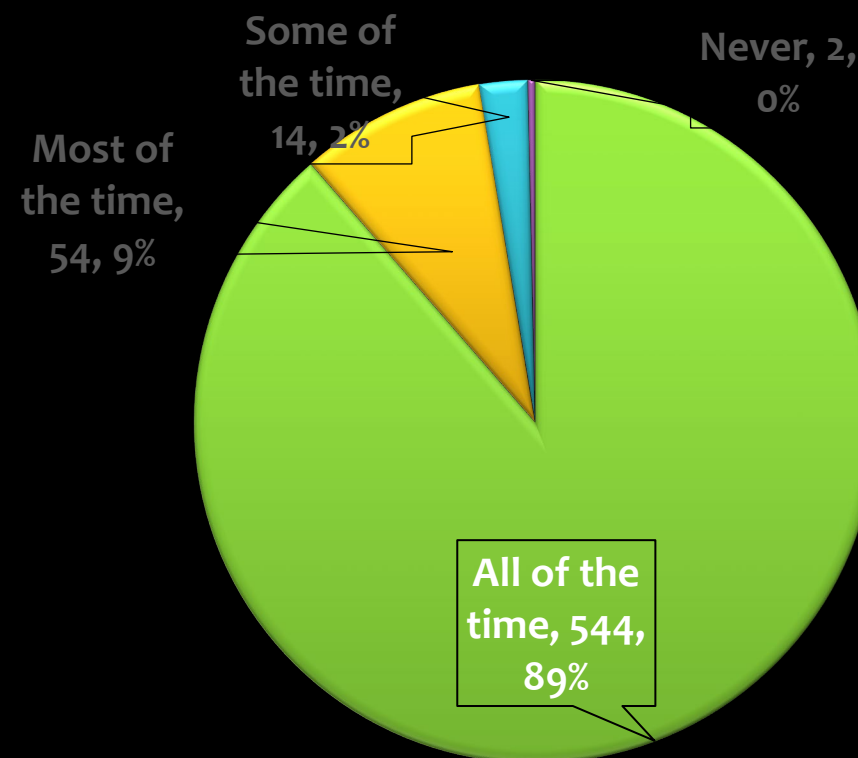


8. Do you wear your safety belt while operating a motor vehicle? 2023-2024

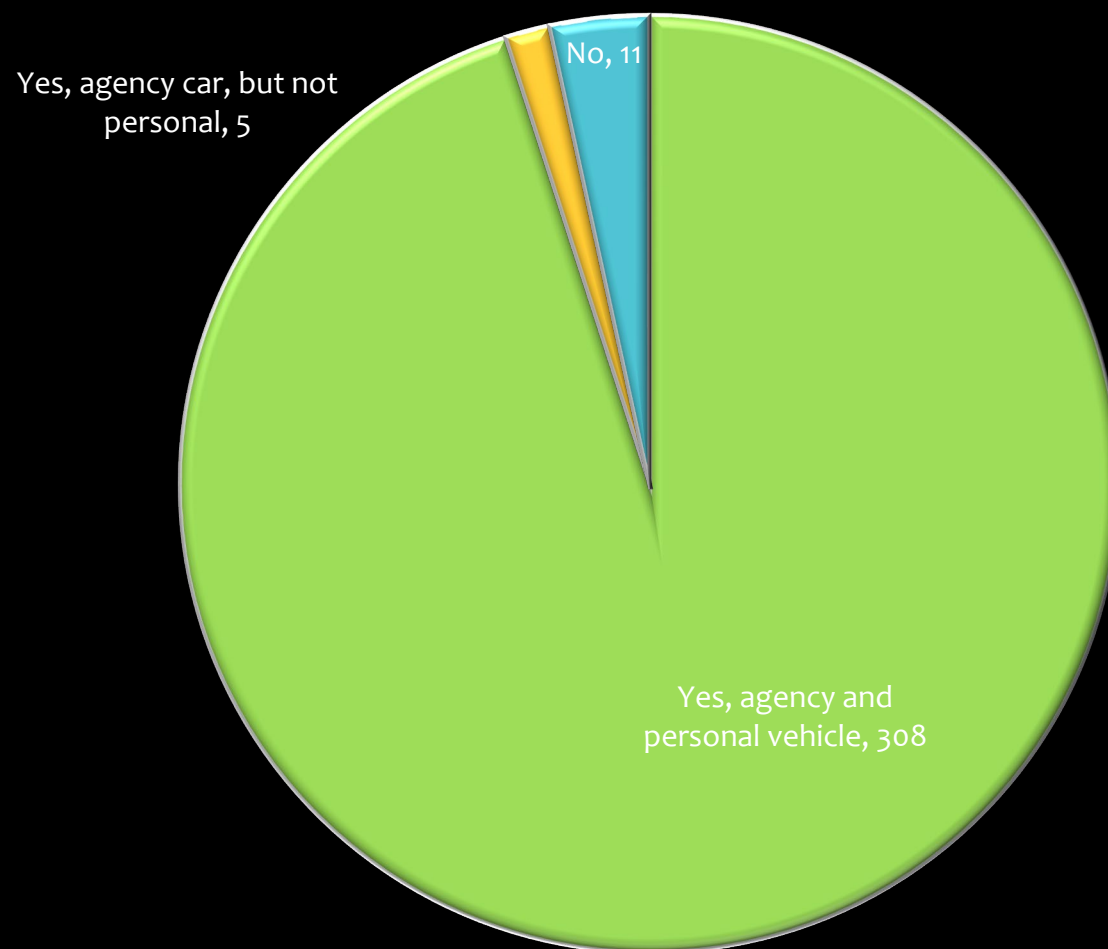
On-Duty



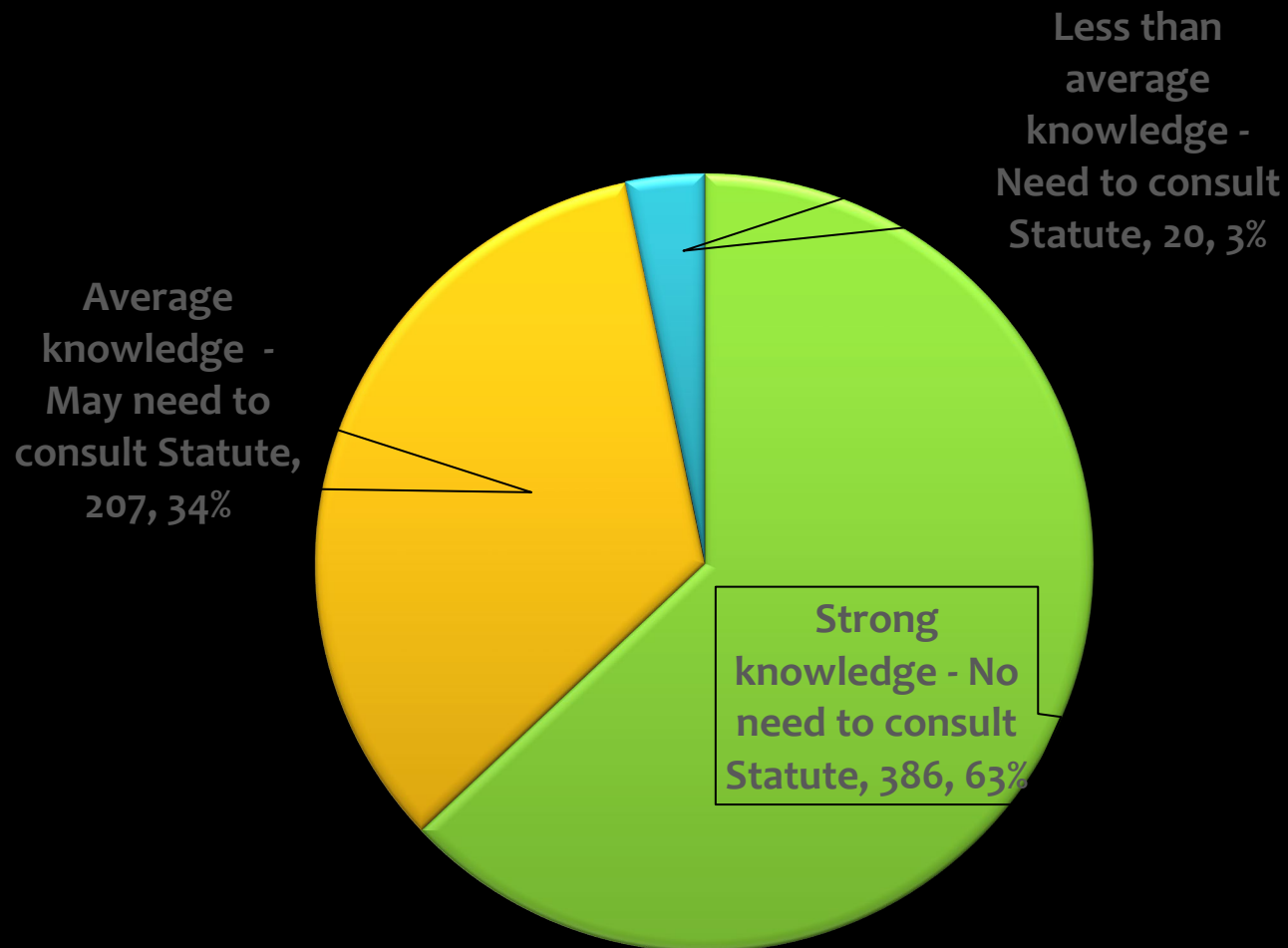
Off-Duty



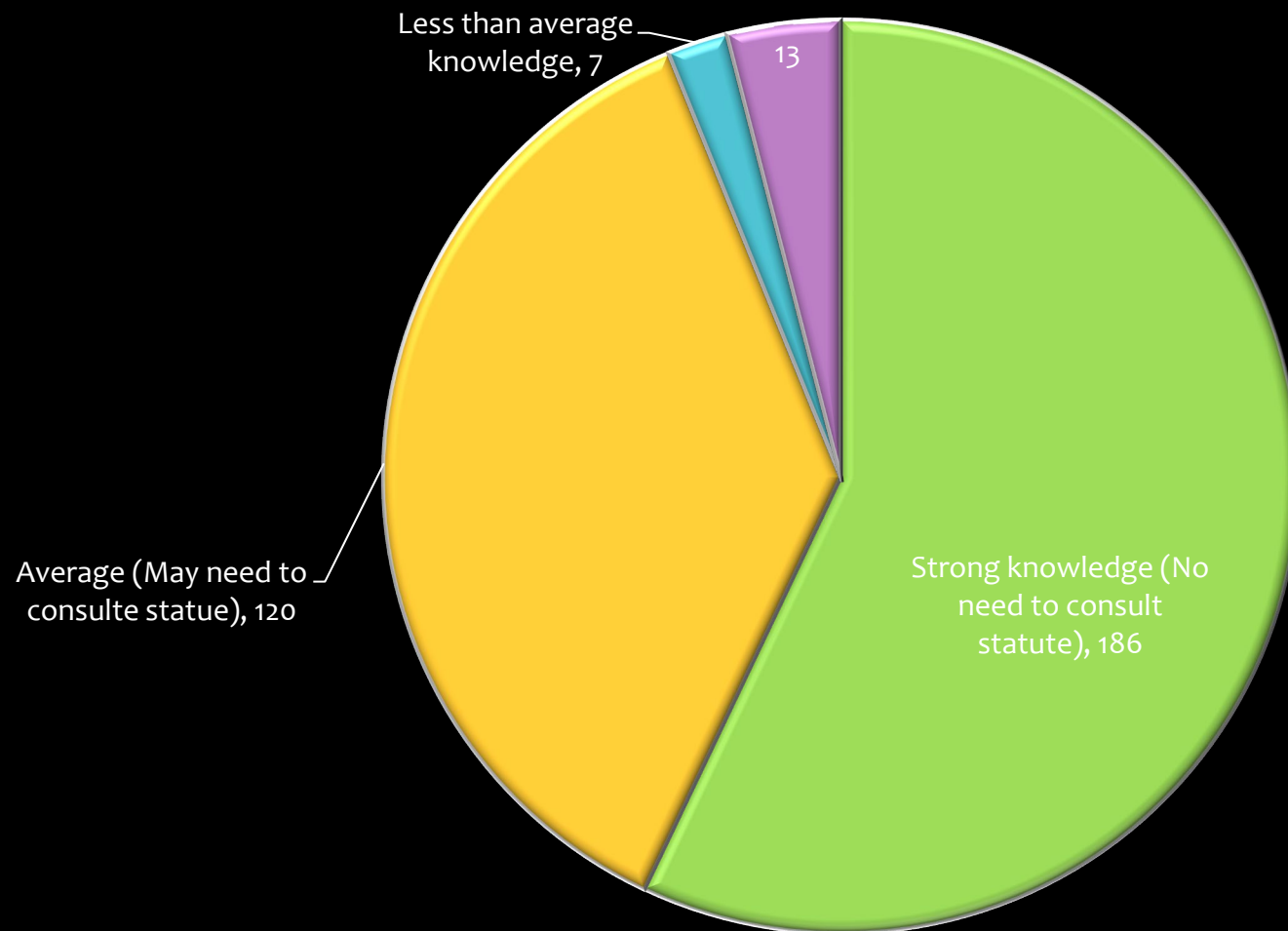
8. Do you wear your safety belt while operating a motor vehicle? 2025



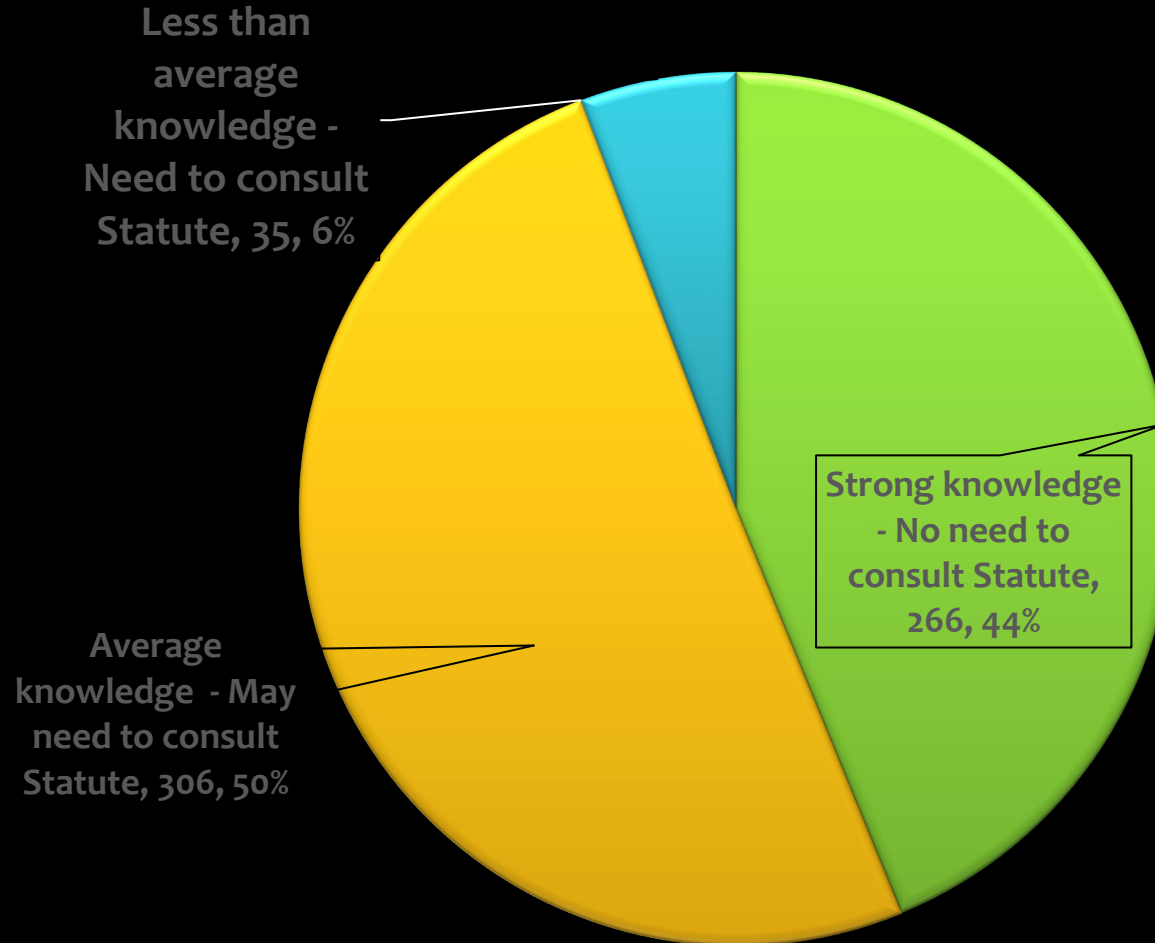
9. What is your knowledge of the enforcement options in Safety Belt Enforcement? 2023-2024



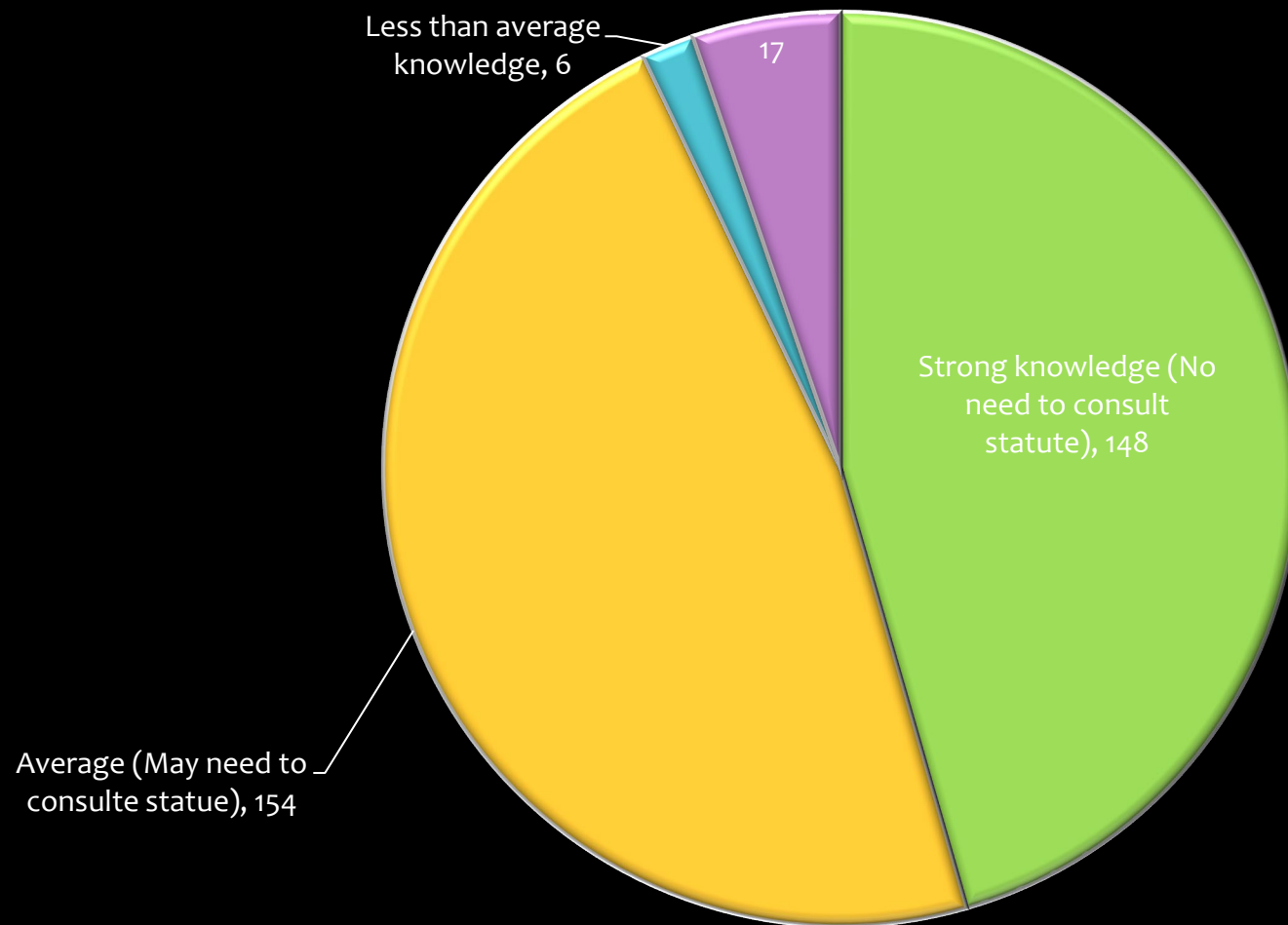
9. What is your knowledge of the enforcement options in Safety Belt Enforcement? 2025



10. What is your knowledge of the enforcement options in Child Restraint Enforcement? 2023-2024



10. What is your knowledge of the enforcement options in Child Restraint Enforcement? 2025





Law Enforcement Occupant Protections Survey

As of February 7, 2025



BREAK



UF CPS SCHOLARSHIP AND STIPEND PRESENTATION

Jasper Masciocchi
University of Florida

Florida Child Passenger Safety Scholarship and Stipend Programs

JASPER MASCIOCCHI, P.E., P.S.M., CPS-T

FLORIDA OCCUPANT PROTECTION COALITION
GAINESVILLE, FLORIDA

MAY 7-8, 2025



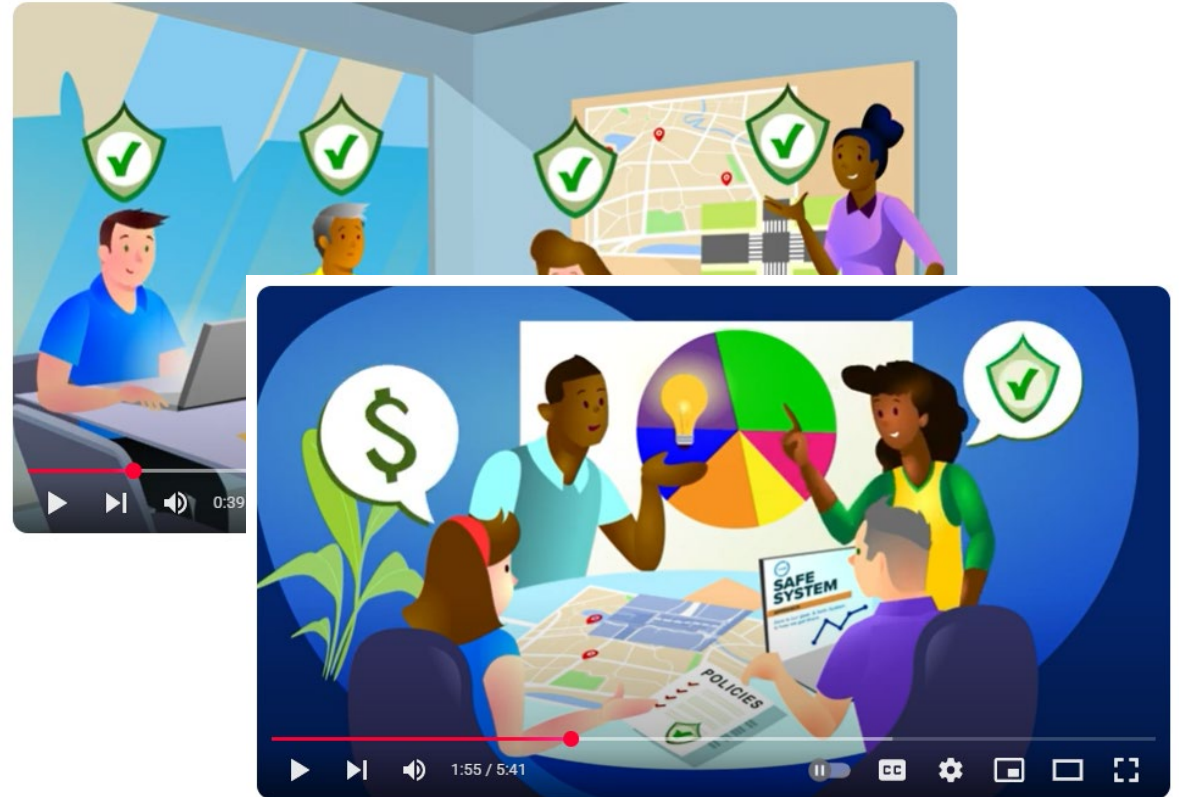
Child Passenger Safety Program Alignment

- Occupant Protection continues to be prioritized as a high-emphasis area to **enhance safety** on Florida's roadways.
- Countermeasures to reduce deaths and serious injuries include **education, enforcement, and community outreach.**



Adopting the Culture of Safety

- Nationally recognized certification program shares one **unified voice** to enhance the **safety culture** within communities and organizations.
- Statewide coverage of Child Passenger Safety Technicians and Instructors encourages a culture of **safety in communities**.



Source: FHWA (<https://www.youtube.com/watch?v=loMzYi3zLyw>)

Introduction to CPS Technician Training

- Students who successfully complete the National Safe Kids Child Passenger Safety Certification training will earn their two-year qualification.
- Comprehensive training courses are held online and in person with required hands-on components.
- Course Materials: learning space with audio and visual capabilities, car seats, life-like dolls, vehicles.
- Courses include a checkup event
- Student Materials: Technician Guide
- Duration: 3-4 days
- Location: courses are held worldwide
- Max. Instructor to Student: 1:5

Introduction to CPS Instructor Candidacy

- Potential Child Passenger Safety Instructors must be a technician for six months prior to submitting an instructor candidacy application.
- Applicants must include participation in child safety events, teaching experience, and testimony of skills and abilities.



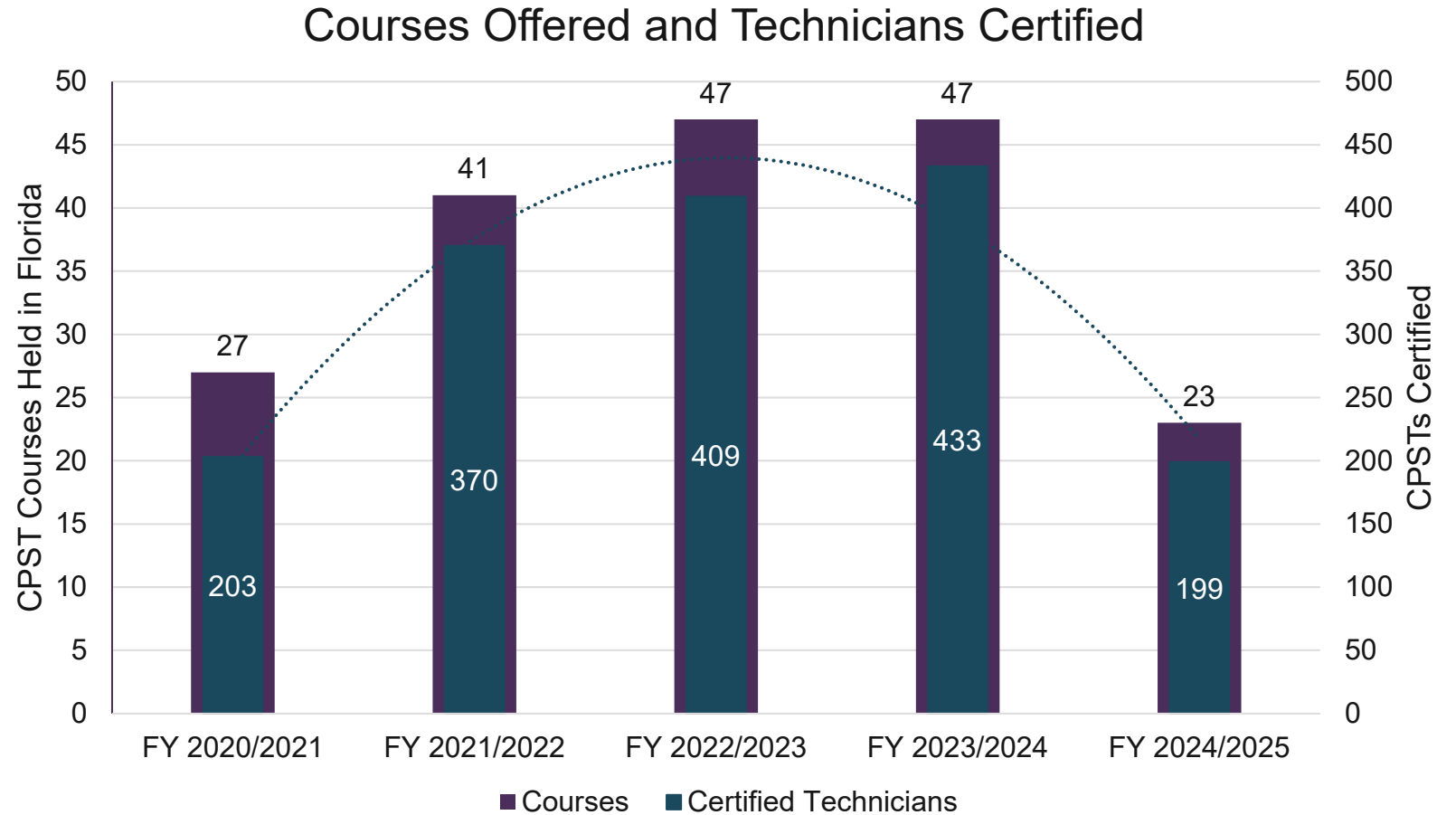
Introduction to Enrichment Courses

- School Bus National Training
 - CPSTs may instruct with a school bus endorsement
 - 1-day training
 - In-person or hybrid
 - carseateducation.org
- Safe Travel for All Children: Adaptive Transportation
 - 3 Florida Instructors
 - 2-day training
 - preventinjury.medicine.iu.edu



5-Year History (2020-2025)

FY October – September	CPS Instructors Certified
2020/2021	2
2021/2022	7
2022/2023	7
2023/2024	7
2024/2025	5



CPS Scholarship Program Support

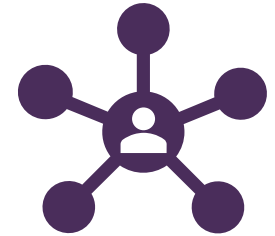


Core Activities:

- Administer scholarships
- Reimburse fees
- Support recertification

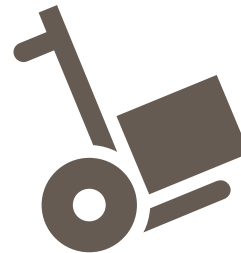
Application & Communications:

- Process applications
- Email applicants
- Coordinate instructors



Curriculum Licensing:

- License STAC
- Pay fees
- Student Materials



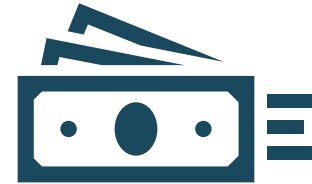
Procurement & Delivery:

- Secure POs
- Process payments
- Print materials
- Deliver supplies
- Notify CPSTs of specialty courses

CPS Instructor Stipend Program Overview

Core Activities:

- Administer stipend program
- Support CPS instructor course planning
- Includes STAC enrichment course



Financial Processing:

- Facilitate vendor applications
- Process contracts
- Process payments



Program Coordination:

- Promote stipend program
- Coordinate with instructors
- Contract with instructors

Review & Approval:

- Review application and course details
- Secure FDOT approval
- Secure purchase orders



Florida Child Passenger Safety Program

As of March 31, 2025

- 1,461 Technicians
- 91 Instructors
- 4 Instructor Candidates
- **1,556 Total CPST/I/IC**
- *8,489 Expired CPST/Is*
- Average certification period of techs is 4 years and 2.5 months.
- 10% of techs have more than 10 years of experience.



Added 250+ techs since 2023



21 Techs are **celebrating 20+ Years as CPSTs!**



32 Techs **celebrate more than 15 years of service!**

Florida Child Passenger Safety Program

As of March 31, 2025

- 1,461 Techs
- **91 Instructors**
- 8,489 *Expired CPST/Is*
 - *Of those, around 30 were CPS Instructors who expired after an average of 10 years.*
- Currently, the average certification period is 10 years and 1 month among certified instructors.



4 Instructor Candidates coming soon! Located in Lake, Polk, Hillsborough, and Walton counties.



11 Instructors are **celebrating 20+ Years** as CPST-Is!

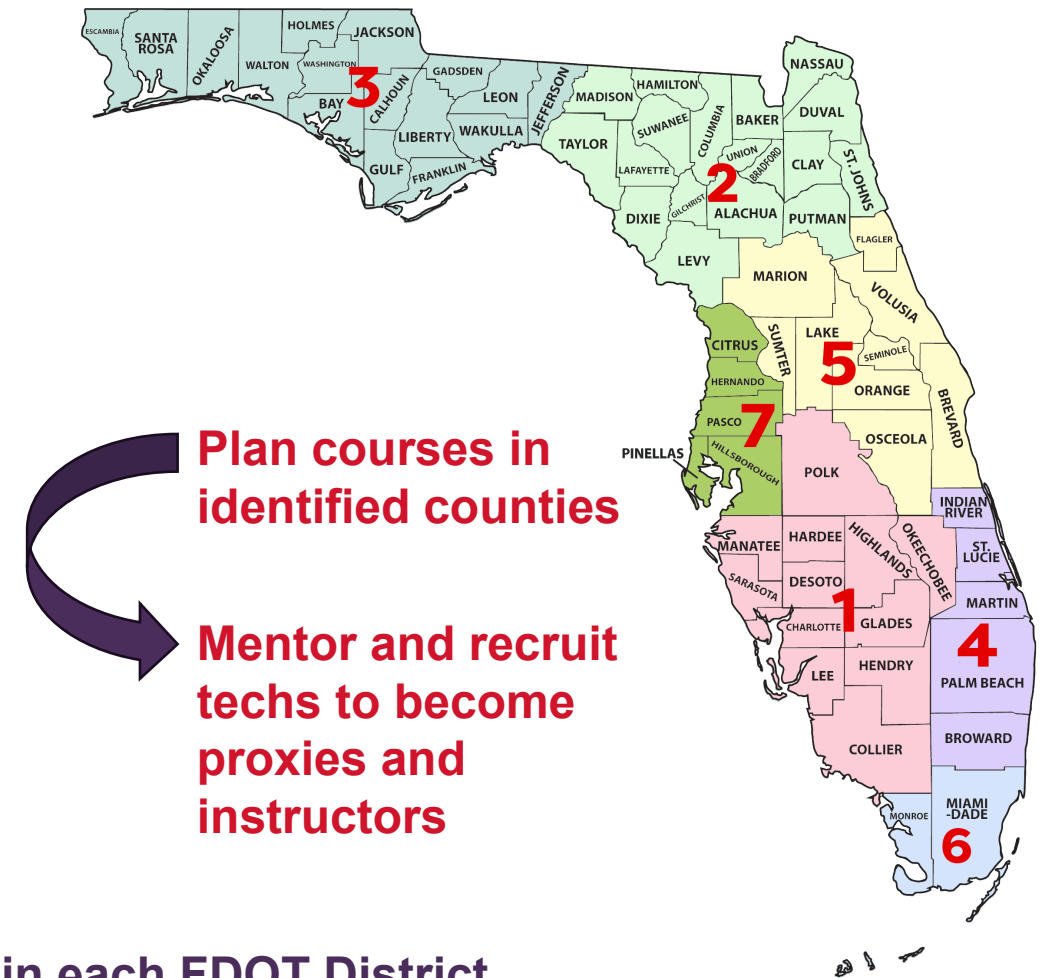


50 Instructors are **celebrating more than 10 Years of service!**

CPS Technicians and Instructors by District

CPS technicians to instructor and future additional techs needed by FDOT District, based on one CPST/I serving 2,000 children aged 0-9.

FDOT District	Additional Techs Needed	CPS Instructors as of 4/2/2025	CPS Technicians as of 4/2/2025	Techs to Instructor Ratio
1	33	13	287	23
2	68	3	122	41
3	8	13	150	12
4	9	24	302	13
5	25	17	271	16
6	19	6	134	23
7	34	15	191	13

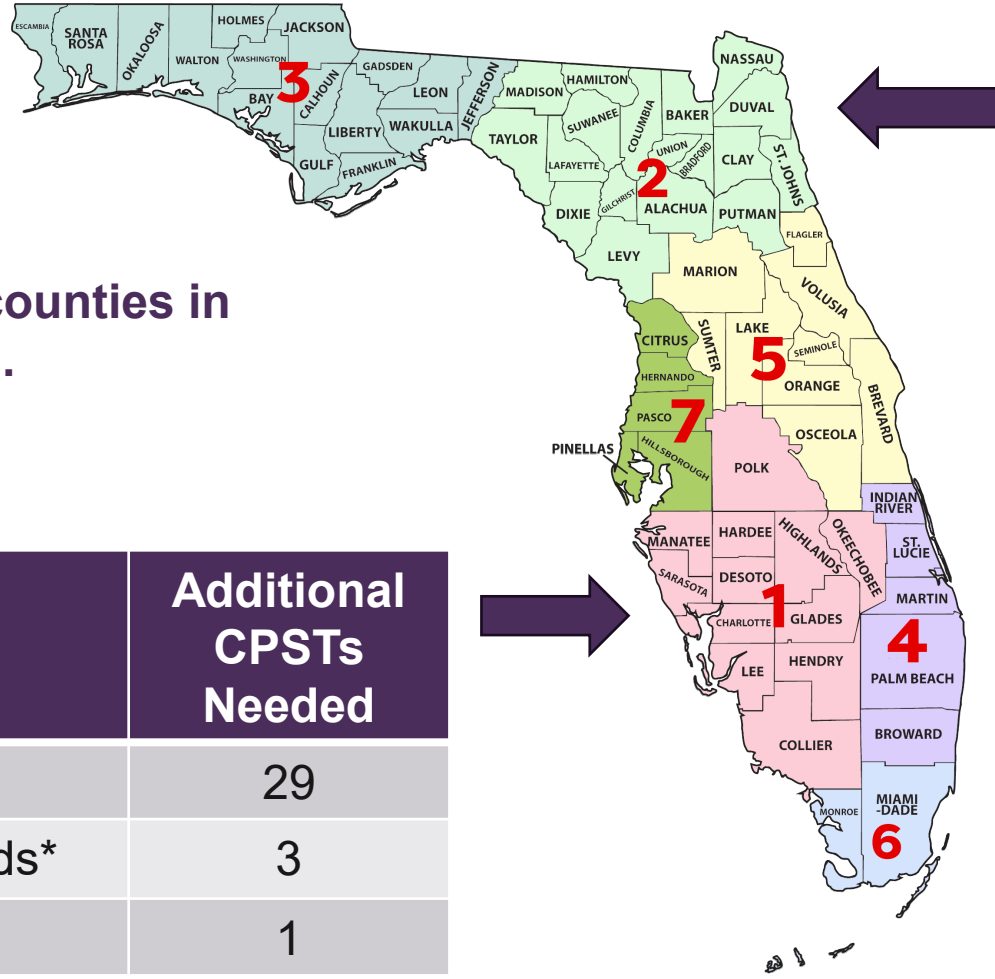


Goal: Maintain a healthy ratio of technicians to instructors in each FDOT District.

CPST-I Stipends: Identified Priority Areas

Technician priority counties in
FDOT Districts 1 & 2.

County	Additional CPSTs Needed
Polk*	29
Highlands*	3
Glades	1



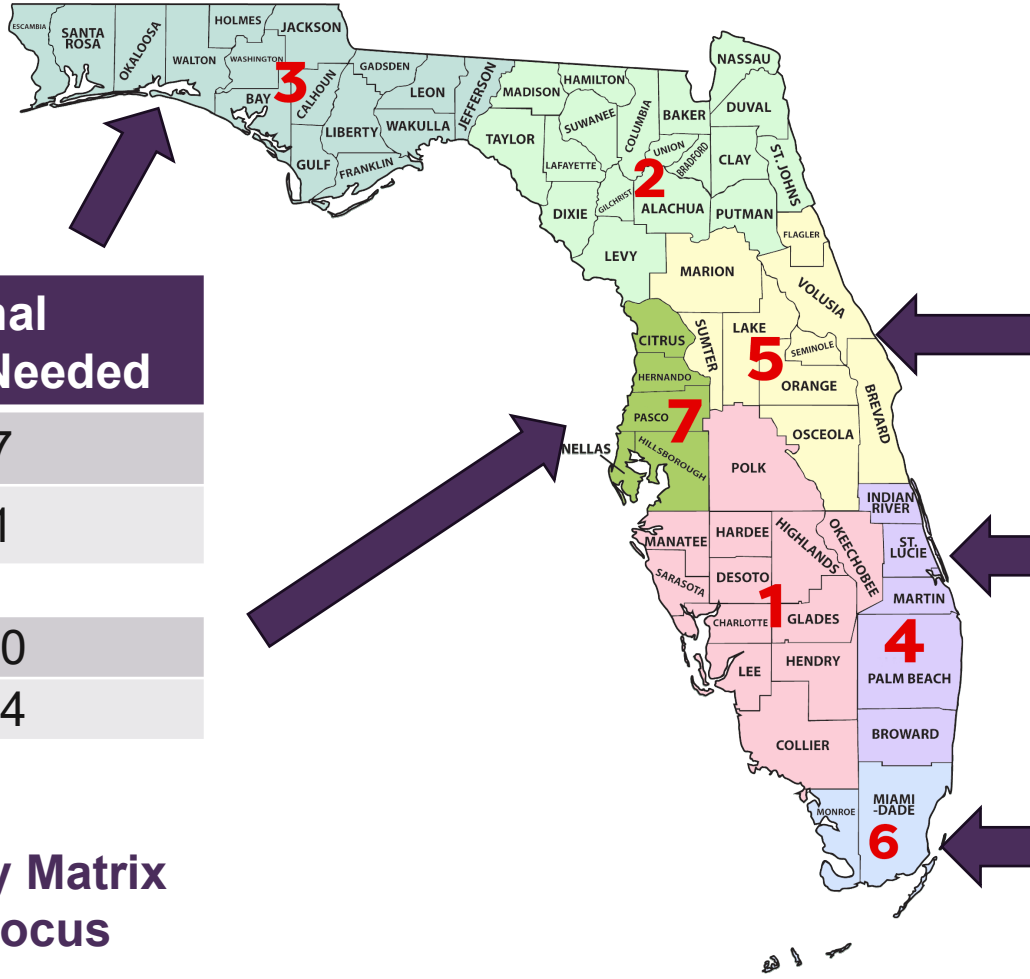
County	Additional CPSTs Needed
Duval*	44
Clay	11
St. Johns	6
Nassau	2
Gilchrist	2
Suwannee*	1
Lafayette	1
Union	1

*Indicates FDOT Safety Matrix
Occupant Protection Focus
County in FY 25-26.

Plan courses in identified counties

CPST-I Stipends: Identified Priority Areas

Technician priority counties in FDOT Districts 3, 4, 5, 6 & 7.



County	Additional CPSTs Needed
Okaloosa*	7
Gadsden*	1
Hillsborough*	20
Pasco	14

County	Additional CPSTs Needed
Orange*	13
Osceola	6
Brevard	5
Lake	1
Indian River	6
Martin*	3
Miami-Dade*	19

*Indicates FDOT Safety Matrix Occupant Protection Focus County in FY 25-26.

Plan courses in identified counties

CPS Scholarship & Stipend Wrap Up

Support CPS Training

- Stipends enable certified instructors to deliver essential safety courses.
- Scholarships ensure technicians are empowered to attend high quality courses with standardized curriculum.

Community Partnerships are Key to Success

- Safety advocates gain immense knowledge from working with the CPS community to share critical info with families to keep children riding safe in vehicles.

CPS Scholarship & Stipend Wrap Up

Continual Growth is
Key to Sustainability
and Strong
Programs within
Communities

Instructor Planning
Meeting (FY 25-26)
scheduling poll will
be shared soon!

Thank you!



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Patty Turner

p.turner@ufl.edu

352-273-1671

Florida Traffic Safety Resource Center
floridaoprc@ce.ufl.edu
<http://www.floridaoprc.ce.ufl.edu/>



ACTION PLAN REPORT OUT

Action Step Leaders



PUBLIC COMMENT PERIOD

Brenda Young PE, CPM
FDOT



WRAP UP + NEXT STEPS

Danny Shopf
Cambridge Systematics

WRAP UP + NEXT STEPS

FY25 Meetings

- July 21-22, 2025

FY26 Meetings

- November 5-6, 2025
- February 18-19, 2026
- May 6-7, 2026
- July 15-16, 2026





SEE YOU IN JULY!