

Florida Highway Patrol Jurisdiction Team
Sheriff David Gee, Executive Sponsor

October 28, 2011
Final

EXECUTIVE SUMMARY

Under the direction of the Law Enforcement Consolidation Taskforce, a team was formed to evaluate the jurisdiction of the Florida Highway Patrol (FHP). The charge of the team was to estimate the impacts of limiting the FHP to only roadways in the State Highway System (SHS), and the impacts of limiting the agency to just roadways in the Florida Intrastate Highway System (FIHS). A priori, the evaluation centered on impacts in daily operations, investigations, traffic crashes/homicides, and natural disasters/emergencies.

The evaluation of FHP jurisdiction was accomplished through qualitative and quantitative methods. Qualitative research was accomplished with an electronic survey distributed to Florida Sheriffs and Police Chiefs. Quantitatively, the statewide traffic crash database was filtered by agency type and roadway classification to predict how traffic crash and fatal crash investigation workload might shift between agencies. Through analysis of these two data sets, the objectives of the team's evaluation were possible.

A survey of Florida Sheriffs and Police Chiefs found wide support for the FHP, and specific support for the agency's patrol of interstate highways 69%, state roads 78%, and even local roadways 40%. Some of the most compelling survey results indicated that local agencies view the FHP as a valuable traffic law enforcement resource with 86% indicating they want the FHP to be available to assist locals with "special events" and an overwhelming 97% indicating they want troopers to be made available for "emergency management and disaster response". Nearly 60% of survey agencies indicated that they wanted the FHP to investigate their agency vehicle crashes.

The FHP is generally engaged in the right types of specialized activities according to the survey, with 81% *agreeing or strongly agreeing* with their Highway Drug Interdiction activities and 75% having similar sentiments about their role in Driver License Fraud and Identity Theft. The strongest favorable responses support a FHP role in "traffic safety education" and "traffic crash data analysis and dissemination" (87% and 94% respectively either *agreeing or strongly agreeing* with those roles).

The survey also reinforced widely-held perceptions about inadequate staffing at the FHP, as 69.5% felt their counties were inadequately staffed, 49% perceived that "current level of services" provided were lacking, and 67% believed FHP response time was "less than adequate".

Looking forward, the agencies that responded to the survey felt that the FHP should have a "standardized deployment of troopers throughout the state" (84%) and 78% believe that the agency should base deployment on both "population" and "traffic crash data".

With the assistance of the Florida Department of Transportation (FDOT) Safety Office, statewide traffic crash statistics for 2009 and 2010 were segregated by roadway type, county, and investigating agency. Using the data, changes in crash investigation responsibility can be modeled and projected at the county level, according to the SHS and FIHS roadway networks.

If the FHP were restricted to SHS roadways, the agency would work fewer crashes in 50 counties as 7,733 long-form crash reports would shift to the local Sheriffs. Rural areas would be inordinately impacted, since the Sheriffs often work few crashes because of limited resources. Two hundred and

seventy-four (274) fatal crash investigations would shift to the Sheriffs, increasing their current traffic homicide caseload by 42%.

If restricted to the FIHS roadway network, the shift of work from the FHP to local Sheriffs would be even more pronounced. There are 7 counties with no FIHS roadways, and 2 more with almost no FIHS mileage. Statewide, Sheriffs would pick up 47% more crashes as the FHP portion of statewide crash responsibility falls from 32% to 14%. Fatal traffic crashes worked by local Sheriffs would nearly triple to 1,237 annually.

If the jurisdiction of the Florida Highway Patrol were changed, their ability to conduct traffic crash investigations and traffic enforcement on local roadways would cease. They could not engage in important commercial vehicle enforcement (CVE), investigate license and vehicle fraud, and assist local agencies with complex criminal traffic investigations. Most importantly, the FHP would not be able to assist local government with special events/activities requiring additional law enforcement personnel, and the response to natural and other disasters would be hampered.

There was a consensus on the FHP jurisdiction team, that changing the statutory authority of the FHP and/or its troopers would be detrimental to public service and public safety in Florida. With that said, it was also held that the FHP needs to adopt a resource allocation strategy to equitably distribute personnel throughout the state. Such a strategy should 1) categorize counties, based on population, 2) identify roadways to be patrolled within those categories, and 3) equally allocate trooper resources, based on projections of crashes for each county. Roadways of the SHS and FIHS may be good candidates for inclusion in such a plan, but the FHP approach should be viewed as defining “area of responsibility” and not statutory “jurisdiction”.

Recommendations

1. The statutory authority of the FHP and its officers should not be limited, since this would unduly restrict the agency in the performance of duties, adversely impact assistance to local governments, and diminish public safety.
2. The FHP should implement a “tiered approach” for patrol resource allocation that considers an equitable distribution of traffic crash investigation and patrol resources. Such an approach should 1) classify counties according to population 2) identify roadway networks to be patrolled by the FHP and 3) allocate/re-allocate current resources according to the projected traffic crash workload.

1 INTRODUCTION AND BACKGROUND

Issue

Limiting jurisdiction of the Florida Highway Patrol

Charge

Evaluate limiting jurisdiction of the Florida Highway Patrol, throughout the State of Florida, to the State Highway System or the Florida Intrastate Highway System. The evaluation and analysis of FHP jurisdiction will include the impact of day to day operations, investigations, traffic crashes/homicides, natural disasters/emergencies of FHP and other law enforcement agencies while keeping public safety a number one priority. The evaluation will also focus on the impact of staffing and increased workloads of other agencies due to restricting FHP jurisdiction.

Team Members

Sheriff David Gee, Hillsborough County Sheriff, Executive Sponsor
Colonel Greg Brown, Hillsborough County SO, Senior Leadership Team Leader
Chief Grady Carrick, Florida Highway Patrol, Team Member
Asst. Chief John Bennett, Tampa Police Department, Team Member
Special Agent In-Charge Dominic Pape, FDLE, Team Member
Captain Keith Westphal, Walton County Sheriff's Office, Team Member

Organization of Document

As the work product of the jurisdiction team, this document provides introductory and background information to set the stage for inquiry. Subsequent sections examine the current operating environment, the survey of Chiefs and Sheriffs, and an estimation of impacts from crash data and operational experience. An alternative approach is presented, prior to conclusions and recommendations.

Jurisdiction

The Merriam-Webster Online dictionary defines jurisdiction as, "The limits or territory within which authority may be exercised." Currently, Florida Statute 321.05(1) establishes, "Each patrol officer of the Florida Highway Patrol is subject to and has the same arrest and other authority provided for law enforcement officers generally in chapter 901 and has statewide jurisdiction. Each officer also has arrest authority as provided for state law enforcement officers in s. 901.15." To fulfill the charge of the committee, the impacts of limiting jurisdiction are applied to limiting the statutory authority of officers of the agency.

Background

In 1939, the Florida Legislature created the State Department of Public Safety with two divisions; the Florida Highway Patrol and the Division of State Motor Vehicle Drivers Licenses. The initial group of 60 troopers has grown to an agency with 1,946 sworn personnel, including the 261 Commercial Vehicle Enforcement (CVE) trooper added by legislative action on July 1, 2011. The Department of Public Safety transformed into the Department of Highway Safety and Motor Vehicles in 1969, and the current mission of "A Safer Florida" is promoted through an emphasis on highway safety.

The Division of Florida Highway Patrol promotes a safe driving environment through proactive law enforcement, public education, and safety awareness. The Patrol's values of courtesy, service, and

protection guide all actions of the Patrol and support professional standards. Members of the Patrol reduce the number and severity of traffic crashes in Florida and preserve and protect human life and property. The Patrol designs and implements prevention strategies to address identified traffic crash causation factors. In addition to daily proactive traffic enforcement by sworn officers, the Patrol uses an all-volunteer auxiliary to enhance service delivery.

Statutory Authority

The powers and duties of the Florida Highway Patrol are established in Chapter 321 of the Florida Statutes.

321.05 Duties, functions, and powers of patrol officers.—

The members of the Florida Highway Patrol are hereby declared to be conservators of the peace and law enforcement officers of the state, with the common-law right to arrest a person who, in the presence of the arresting officer, commits a felony or commits an affray or breach of the peace constituting a misdemeanor, with full power to bear arms; and they shall apprehend, without warrant, any person in the unlawful commission of any of the acts over which the members of the Florida Highway Patrol are given jurisdiction as hereinafter set out and deliver him or her to the sheriff of the county that further proceedings may be had against him or her according to law. In the performance of any of the powers, duties, and functions authorized by law, members of the Florida Highway Patrol have the same protections and immunities afforded other peace officers, which shall be recognized by all courts having jurisdiction over offenses against the laws of this state, and have authority to apply for, serve, and execute search warrants, arrest warrants, *capias*, and other process of the court. The patrol officers under the direction and supervision of the Department of Highway Safety and Motor Vehicles shall perform and exercise throughout the state the following duties, functions, and powers:

(1) To patrol the state highways and regulate, control, and direct the movement of traffic thereon; to maintain the public peace by preventing violence on highways; to apprehend fugitives from justice; to enforce all laws now in effect regulating and governing traffic, travel, and public safety upon the public highways and providing for the protection of the public highways and public property thereon; to make arrests without warrant for the violation of any state law committed in their presence in accordance with the laws of this state; providing that no search shall be made unless it is incident to a lawful arrest, to regulate and direct traffic concentrations and congestions; to enforce laws governing the operation, licensing, and taxing and limiting the size, weight, width, length, and speed of vehicles and licensing and controlling the operations of drivers and operators of vehicles; to cooperate with officials designated by law to collect all state fees and revenues levied as an incident to the use or right to use the highways for any purpose; to require the drivers of vehicles to stop and exhibit their driver's licenses, registration cards, or documents required by law to be carried by such vehicles; to investigate traffic accidents, secure testimony of witnesses and of persons involved, and make report thereof with copy, when requested in writing, to any person in interest or his or her attorney; to investigate reported thefts of vehicles and to seize contraband or stolen property on or being transported on the highways. Each patrol officer of the Florida Highway Patrol is subject to and has the same arrest and other authority provided for law enforcement officers generally in chapter 901 and has statewide jurisdiction. Each officer also has arrest authority as provided for state law

enforcement officers in s. 901.15. This section shall not be construed as being in conflict with, but is supplemental to, chapter 933.

(2) To assist other constituted law enforcement officers of the state to quell mobs and riots, guard prisoners, and police disaster areas.

(3)(a) To make arrests while in fresh pursuit of a person believed to have violated the traffic and other laws.

(b) To make arrest of a person wanted for a felony or against whom a warrant has been issued on any charge in violation of federal, state, or county laws or municipal ordinances.

Defining roadway networks

For purposes of this inquiry, Florida roadway networks can be divided into three groups, the local road network, the State Highway System (SHS), and the Florida Intrastate Highway System (FIHS). Roadway networks are generally described by the centerline miles, which count the mileage in each direction separately, and lane miles, which count the directional mileage for each lane of travel. There are 121,701 centerline miles of public roads in Florida. The SHS and FIHS are specified in the charge and will be referenced throughout this document. Figures 1, 2, and 3 show the roadway networks.

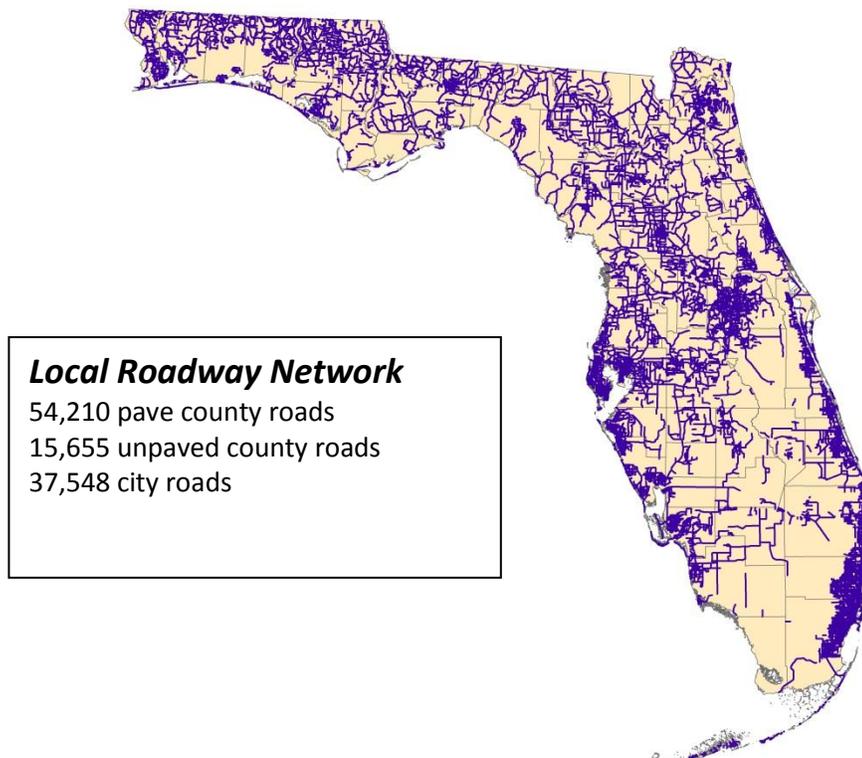


Figure 1 – Local Roadway Network

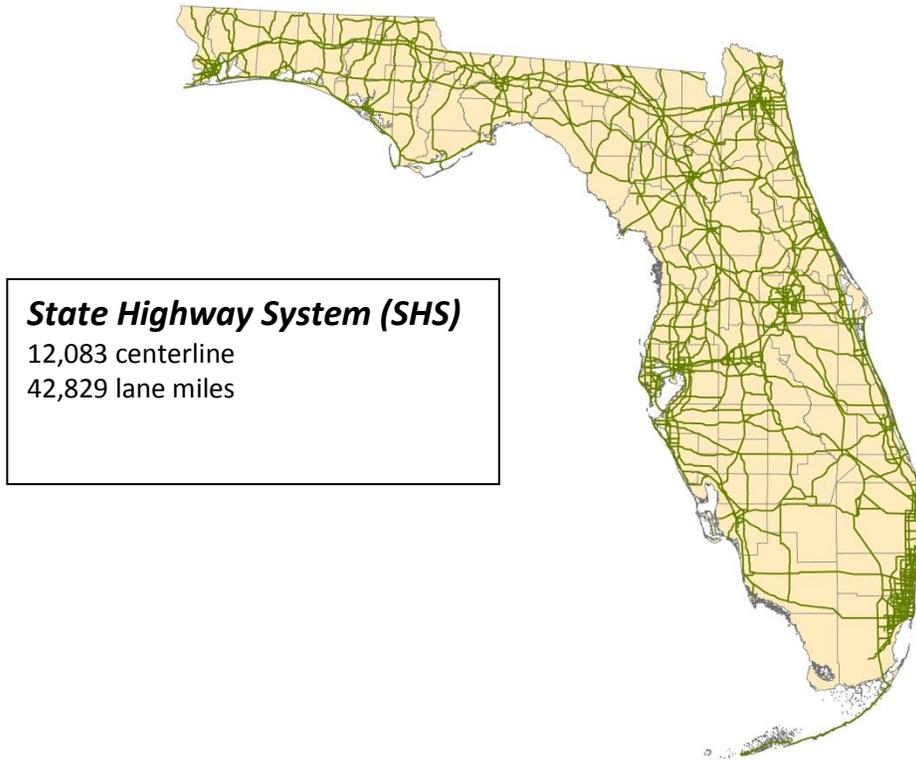


Figure 2 – State Highway System (SHS)

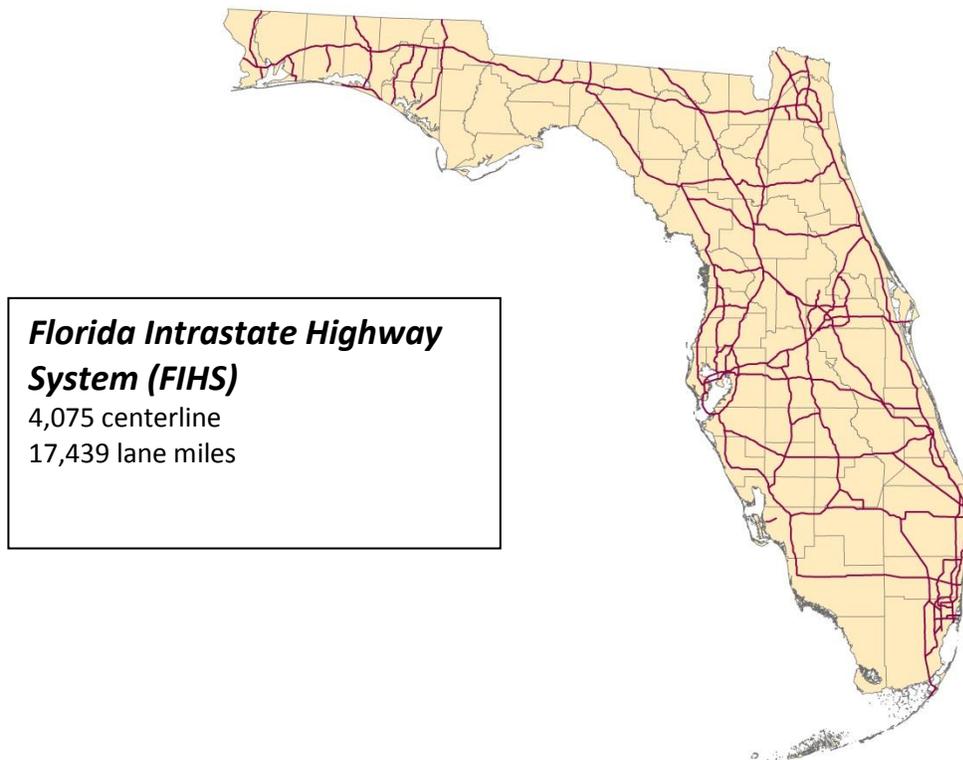


Figure 3 – Florida Intrastate Highway System (FIHS)

**Note that some overlap exists between the SHS and FIHS roadway networks.*

2 CURRENT OPERATING ENVIRONMENT

Florida Highway Patrol staffing models and functional responsibilities

The role and responsibilities of the Florida Highway Patrol is almost as varied as the number of counties in Florida. The staffing methodology of the FHP is largely based on historical agency decisions, formal and informal arrangements with local governments, and to some degree political influence. Several formal models have been applied by the agency, though none has been uniformly adopted. The Police Allocation Model (PAM), historical calls for service, and a recent study by Berkshire Associates describe the allocation of personnel. A synopsis of functional responsibilities follows.

For more than two decades, the agency has sought to use the Police Allocation Model (PAM) developed by the Northwestern University Traffic Institute (NUTI), which is now called the Northwestern University Center for Public Safety. The time-based model determines the number of patrol officers needed, given an analysis of performance objectives and workload using the time associated with activities which are divided into reactive time, proactive time (self-initiated), proactive time (patrol), and administrative time. Computer software accompanies the PAM product, to manage the array of statistical inputs and computations required. For the FHP, the NUTI model has been used more for identifying resource needs, than for actual allocation of patrol personnel.

The agency has also used historical calls for service to make staffing decisions, but because of a historical disparity in county staffing levels, such attempts only exacerbate a flawed methodology. If a Sheriff's Office or local agency chooses to assist the FHP in crash investigation responsibilities, that agency is actually penalized, since any reduction in FHP calls also reduces justification for FHP resources. An equitable division of crash investigation responsibilities between the FHP and local agencies should be encouraged and rewarded, since it promotes good public service.

Most recently, the agency used Berkshire Advisors to conduct an independent staffing study in an attempt to better understand agency resource allocation. The study reviewed the NUTI model and made a subjective evaluation of its strengths and weaknesses. The Berkshire report introduced an improved model that uses a ten-step process, to establish an expectation of response times that should be provided to crashes and other calls-for-service as well as staffing levels that are adequate to meet those expectations. The Berkshire report modeled the FHP working all crashes on all roadways and asserted that there was a need to increase the number of troopers statewide by 1,774. The concept of 16 hour staffing (as opposed to round the clock staffing) in some areas, indicates that an additional 1,595 troopers are required. Finally, an across the board 1/3 staffing approach is reviewed, where the full model (FHP working all crashes on unincorporated roads) is universally cut by 2/3 in every county. The methodologies all fail to consider differences in user demands on the roadway networks in urban areas and rural areas, differences in daily resource needs, and the political reality that more than doubling the size of the Florida Highway Patrol is neither technically feasible nor fiscally possible.

Like resource allocation, the functional responsibility of the FHP varies from county to county. There is a disparity in the level of services provided to local governments that cannot be explained. In places like Orange, Escambia, Marion, and many rural counties, the FHP handles all traffic crash investigations in unincorporated areas. In other counties like Duval, Broward, and Palm Beach, the Sheriff handles a majority of traffic crash investigations on the same type of roadways. All other Florida counties fall somewhere among or between these extremes. Appendix A is a table that depicts the crash investigation role of the FHP in each county. (Jurisdiction Team Pack\Local Agency Crash Role.pdf)

The current resource allocation model used by the Florida Highway Patrol lacks consistency and methodology. While the NUTI model appears to be an empirical and defensible approach, its use for resource allocation is hampered by the lack of a consistent statewide strategy concerning which roadways will be patrolled. Solving the inexplicable disparity in the level of service provided to various counties appears to be essential if the agency is going to standardize its staffing approach. This will ultimately involve the agency moving positions between counties and shifts in workload with many county and municipal law enforcement agencies.

In addition to the allocation of personnel resources, the team had concerns with how effectively the agency was using existing resources through shift scheduling. After sampling several district and county schedules used by the FHP, it became apparent that an in-depth analysis would be too overwhelming to benefit the jurisdiction discussion. While the team will not make formal recommendations concerning FHP shift schedules, it is apparent that a lack of scheduling consistency is as problematic to trooper staffing as is resource allocation.

Current Florida Highway Patrol activities

There is no refuting the value of a statewide law enforcement agency with a dedicated focus on transportation and traffic safety. The FHP accounts for 23% of all traffic citations issued in the state, 32% of all traffic crash investigations, and 58% of the traffic homicide investigations (THI). Table 1 shows selected activities for FHP troopers statewide.

Table 1 – 2010 Statistics for Trooper Activities

FHP Activity for CY 2010	
Trooper Hours	2,647,168
Miles Patrolled	35,349,115
Arrests/Citations	973,491
Drug Arrests	3,907
Written Warnings	363,110
Faulty Equipment Notices	137,553
Motorists Assists	269,440
Stolen Vehicles Recovered	431
Traffic Crash Investigations (Long)	102,242
Traffic Crash Investigation (Short Form)	42,962
Offense Incident Reports	5,530

3 SURVEY OF FLORIDA SHERIFFS AND POLICE CHIEFS

Since the Florida Highway Patrol plays a significant role in Florida traffic law enforcement, local law enforcement agencies are important stakeholders in FHP jurisdiction discussions. Ostensibly, local law enforcement agencies will be required to alter operations if the role of the FHP changes due to jurisdiction changes. A qualitative research effort was undertaken to gauge the sentiments of Florida Chiefs and Sheriffs with respect to the role of FHP in their area.

Survey Methodology

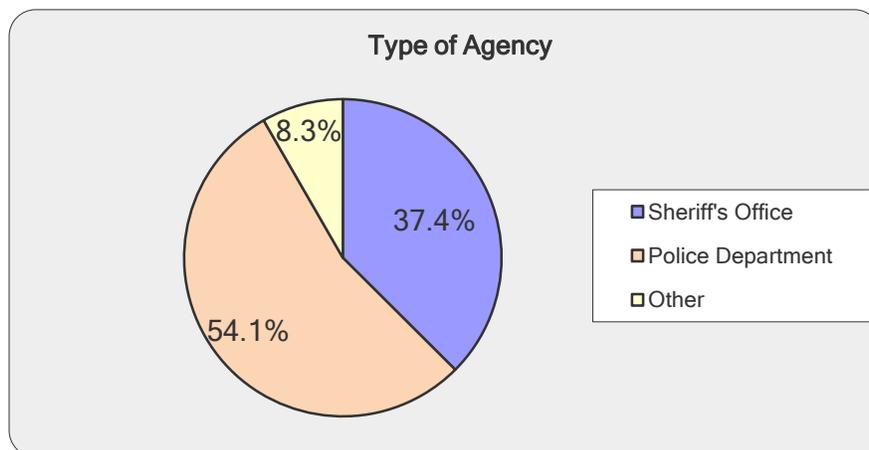
A web-based, electronic survey was constructed by the team and distributed via the Florida Police Chiefs and Florida Sheriffs email networks. Demographic information concerning the type of agency responding and the name of the responding agency were captured to control for duplication.

The survey was conducted from September 15 through 30, 2011 and 155 valid/verifiable responses were obtained from an estimated population of approximately 372 agencies representing state, county, municipal, and “other” law enforcement in Florida.

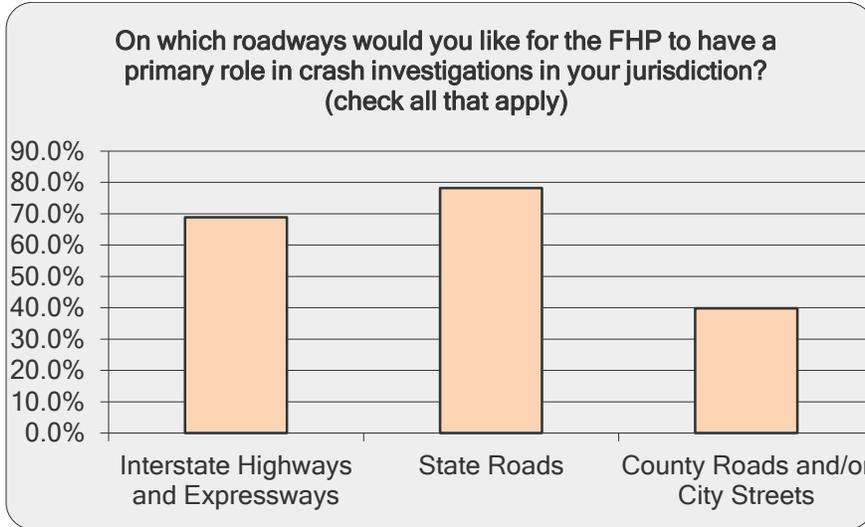
Survey Questions and Results

Tabular and graphic results accompany individual survey questions.

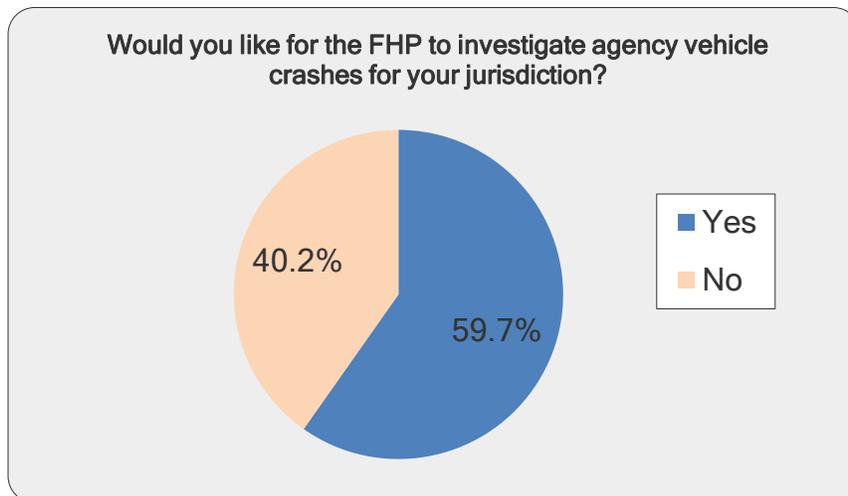
Type of Agency		
Answer Options	Response Percent	Response Count
Sheriff's Office	37.4%	58
Police Department	54.1%	84
Other	8.3%	13
<i>answered question</i>		155
<i>skipped question</i>		3



On which roadways would you like for the FHP to have a primary role in crash investigations in your jurisdiction? (check all that apply)		
Answer Options	Response Percent	Response Count
Interstate Highways and Expressways	68.8%	95
State Roads	78.2%	108
County Roads and/or City Streets	39.8%	55
<i>answered question</i>		138
<i>skipped question</i>		20

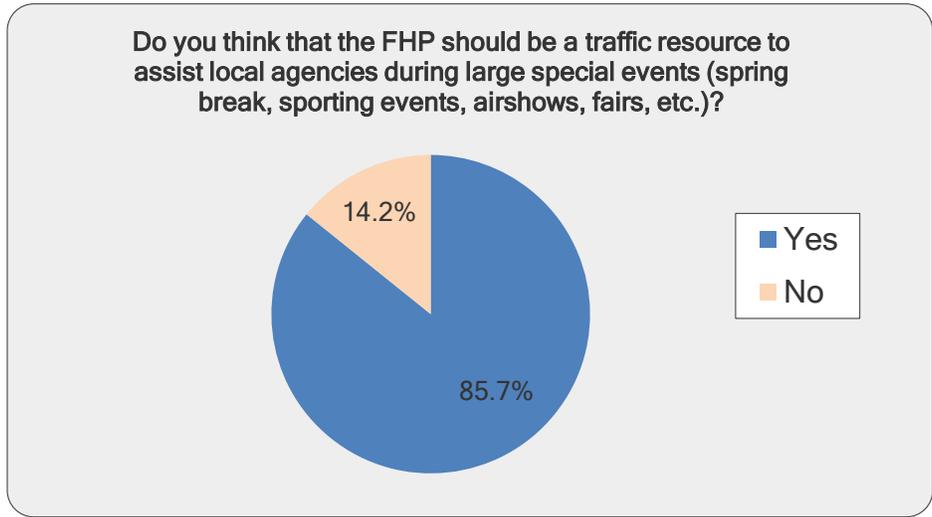


Would you like for the FHP to investigate agency vehicle crashes for your jurisdiction?		
Answer Options	Response Percent	Response Count
Yes	59.7%	92
No	40.2%	62
<i>answered question</i>		154
<i>skipped question</i>		4



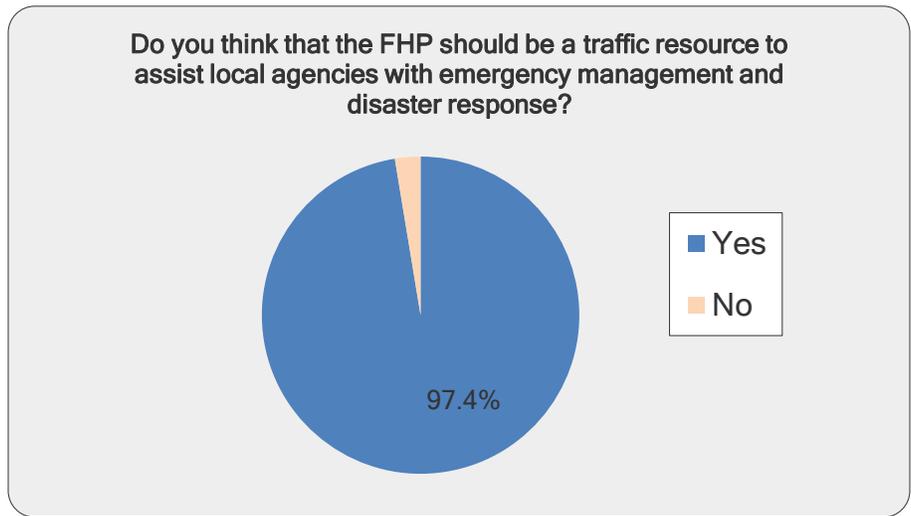
Do you think that the FHP should be a traffic resource to assist local agencies during large special events (spring break, sporting events, airshows, fairs, etc.)?

Answer Options	Response Percent	Response Count
Yes	85.7%	132
No	14.2%	22
<i>answered question</i>		154
<i>skipped question</i>		4

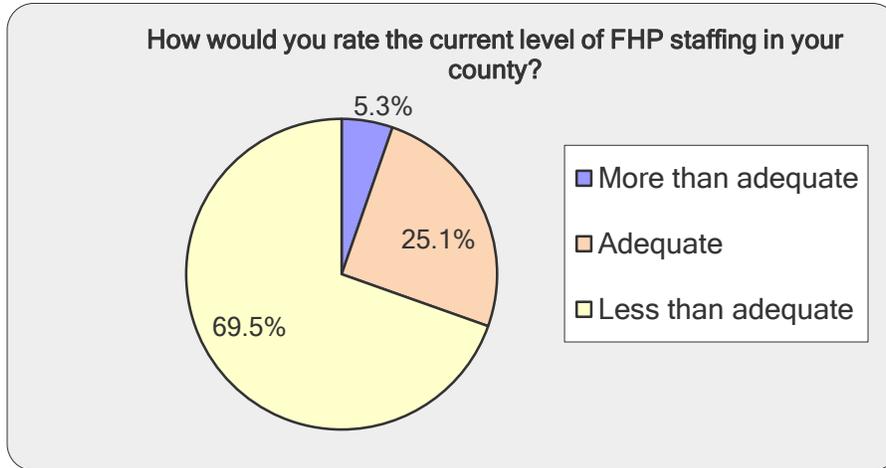


Do you think that the FHP should be a traffic resource to assist local agencies with emergency management and disaster response?

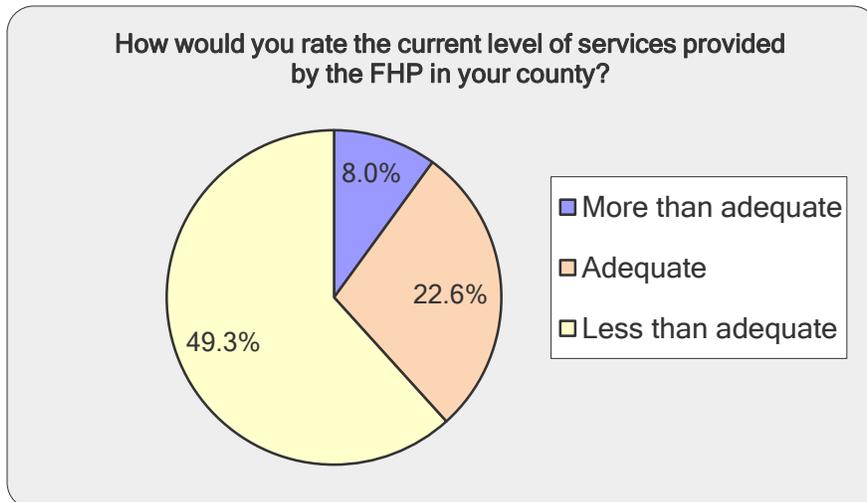
Answer Options	Response Percent	Response Count
Yes	97.4%	150
No	2.6%	4
<i>answered question</i>		154
<i>skipped question</i>		4



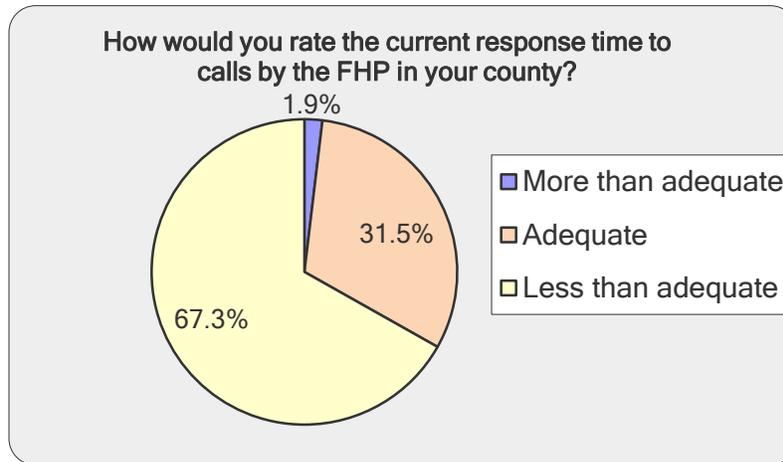
How would you rate the current level of FHP staffing in your county?		
Answer Options	Response Percent	Response Count
More than adequate	5.3%	8
Adequate	25.1%	38
Less than adequate	69.5%	105
<i>answered question</i>		151
<i>skipped question</i>		7



How would you rate the current level of services provided by the FHP in your county?		
Answer Options	Response Percent	Response Count
More than adequate	8.0%	12
Adequate	22.6%	34
Less than adequate	49.3%	74
<i>answered question</i>		150
<i>skipped question</i>		8



How would you rate the current response time to calls by the FHP in your county?		
Answer Options	Response Percent	Response Count
More than adequate	1.9%	3
Adequate	31.5%	48
Less than adequate	67.3%	101
<i>answered question</i>		152
<i>skipped question</i>		6



On a scale of 1 to 5, with 1 meaning strongly disagree and 5 meaning strongly agree, please rate the degree to which you agree with the statement that the FHP should be involved in the following activities:

Answer Options	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Rating Avg	Count
Highway Drug Interdiction	10	8	11	62	62	4.01	153
Driver License Fraud and Identity Theft	11	9	19	56	59	3.93	154
Homeland Security Field Data Collection (SAR)	12	18	27	51	44	3.59	152
Cargo Theft	8	16	30	51	47	3.69	152
Traffic Crash Data Analysis and Dissemination	6	1	3	49	94	4.44	153
Traffic Safety Education	6	1	13	53	79	4.25	152
<i>answered question</i>							154
<i>skipped question</i>							4

On a scale of 1 to 5, with 1 meaning strongly disagree and 5 meaning strongly agree, please rate the degree to which you agree with the statement that the FHP should be involved in the following activities:

Percentage of "agree" and strongly agree"

Highway Drug Interdiction	81.0
Drivers License Fraud and Identity Theft	74.7
Homeland Security Field Data Collection	62.5
Cargo Theft	64.5
Traffic Crash Data Analysis and	93.5
Traffic Safety Education	86.8

Please rank the top 5 traffic safety issues affecting your jurisdiction (1 being the most important):

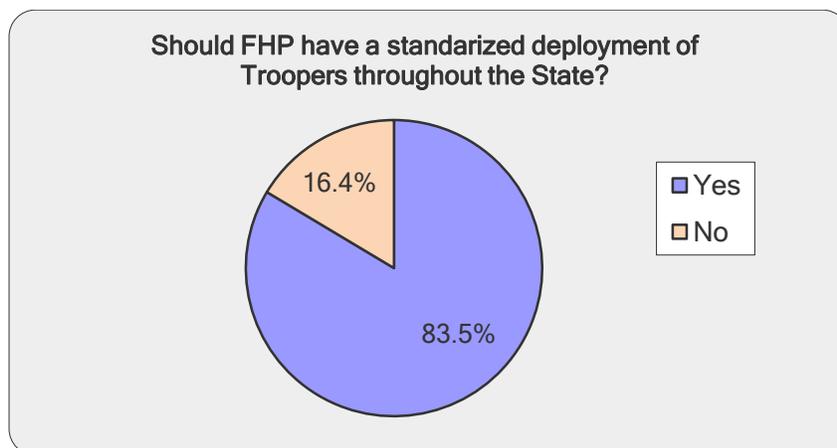
Answer Options	Response Average	Response Total	Response Count
Aggressive/careless driving	2.79	368	132
Congestion	3.40	221	65
Distractions/inattention	3.21	392	122
Ignoring red lights/stop signs	3.10	316	102
Impaired driving	2.96	311	105
Non-use or improper use of safety belts/CP seats	3.89	218	56
Older drivers and pedestrians	3.98	187	47
Speeding	2.67	385	144
Unskilled/unlicensed drivers	4.01	281	70
Younger drivers	4.73	175	37
<i>answered question</i>			154
<i>skipped question</i>			4

Top traffic safety issues

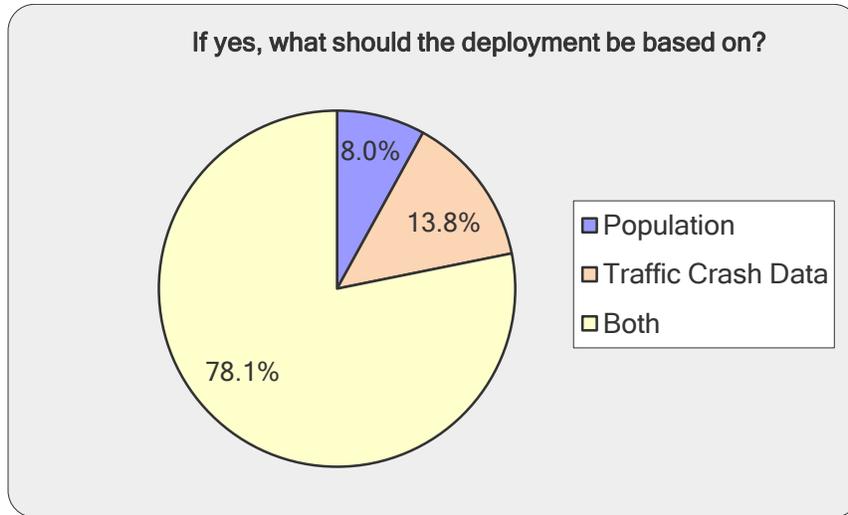
1. Speed
2. Aggressive Driving
3. Distracted Drivers
4. Impaired Drivers
5. Ignoring Red Lights/Stop Signs
6. Congestion
7. Unskilled/Unlicensed Drivers
8. Seat Belts
9. Older Drivers
10. Younger Drivers

Should FHP have a standardized deployment of Troopers throughout the State?

Answer Options	Response Percent	Response Count
Yes	83.5%	127
No	16.4%	25
<i>answered question</i>		152
<i>skipped question</i>		6



If yes, what should the deployment be based on?		
Answer Options	Response Percent	Response Count
Population	8.0%	11
Traffic Crash Data	13.8%	19
Both	78.1%	107
<i>answered question</i>		137
<i>skipped question</i>		21



4 ESTIMATING THE IMPACTS OF JURISDICTIONAL CHANGES

The potential impacts of limiting the jurisdiction of the Florida Highway Patrol can be described in terms of generalized missions, specialized missions, and the shift in workload to local law enforcement. The following sections describe the nature of work, with the understanding that some or all of those functions would shift to other state or local law enforcement agencies.

Generalized law enforcement missions

Partnerships with local law enforcement are instrumental to the success of the FHP. Conversely, the support that the FHP provides to other agencies is also important, although often not visible. Daily interaction between the FHP and other agencies, as well as readiness for emergency response are just two examples of the general law enforcement support role provided by the FHP.

Daily support to local law enforcement

Countless times each day, FHP troopers assist Federal, state, and local law enforcement officers during the normal course of their duties. A routine backup for an officer on a traffic stop, requests for traffic assistance, and assistance on perimeters are just some of the examples where the FHP interacts with other agencies on a daily basis.

Mutual aid

Restricting FHP's jurisdiction to SHS or FIHS roadways would hinder Florida's response to emergency situations such as riots, man-hunts, special events (Republican National Convention, Summit of the Americas, TAA) and large scale public gatherings (Spring Break, Daytona Races, Superbowl, World Cup), in addition to limiting assistance available to other law enforcement agencies, during such events.

The FHP plays an integral part in Florida's Comprehensive Emergency Management Plan and limiting jurisdiction will greatly reduce the level of service expected and necessary to mitigate and respond to a disaster. The FHP constitutes 56% of the State Law Enforcement response under the matrix used by the State Emergency Operations Center (EOC).

Specialized law enforcement missions

The FHP possesses specialized capabilities that may not be present in all agencies or areas of the state. Traffic enforcement, DUI enforcement, crash investigation, commercial vehicle enforcement, dignitary protection, and criminal investigations associated with the transportation system are examples of where the FHP is unique. The following sections describe these functions, with the assumption that other state or local law enforcement agencies would be required to acquire expertise and dedicate resources should the jurisdiction of the FHP be restricted.

Expertise in traffic enforcement

A statewide law enforcement agency, dedicated to traffic enforcement, is valuable for advancing a "safety culture" on Florida roadways. A statewide effort ensures continuity with state and national traffic safety programs. Local traffic safety programs and partnerships are important to a comprehensive strategy and many local agencies do an excellent job with professional traffic safety programs. There are instances, however, when local law enforcement agencies must prioritize response to crimes and other calls for service, sometimes at the expense of traffic initiatives. The expertise provided by the FHP serves to reduce the impact when local agencies must make such choices.

DUI Enforcement

Impaired drivers pose a measurable public risk that rivals violent crime and terrorism. Each year, thousands of people are victims of impaired drivers on Florida's roadways. Detecting, arresting, and prosecuting these criminals is a difficult task, requiring officer training and institutional support. Full-time DUI squads, part-time DUI efforts, and a focus on routine patrol are ways that the FHP brings to bear resources on the problem. Many of these specialized units operate on local roads where impaired drivers are most common. Limiting FHP jurisdiction would jeopardize the ability of the agency to assist local law enforcement with this important function.

Expertise in crash investigation

Many local agencies, particularly in rural communities, do not possess the experience to investigate traffic crashes. Each FHP member has advanced training and the agency equips each with mobile computers to complete crash reports. The electronic crash reports completed by the FHP have an error rate of less than 1%.

The FHP currently investigates 58% of the fatal traffic crashes in Florida. Traffic homicide investigations are significantly more complex than a normal traffic crash, involving the collection and preservation of evidence, application of computations for vehicle dynamics, and in some cases prosecution of manslaughter or vehicular homicide charges. Many Florida agencies have training investigators, but changing FHP jurisdiction would have a profound impact since fatal crashes typically require weeks to investigate and complete.

An impartial crash investigation is a tremendous asset to a Sheriff or police chief when one of their vehicles is involved. The FHP provides this service to many agencies around the state and restricting jurisdiction would preclude them from this service. Between 2005 and 2008, the FHP investigated 4,784 crashes involving other agencies.

Commercial Vehicle Enforcement (CVE)

The agency's MCSAP Commercial Vehicle Safety Plan, deals with CMV safety on all roadways within the state and specifically addresses urban roads as a "Program Requirement". If limited to state roads and highways, it would severely hamper enforcement efforts of the Federal Motor Carrier Safety Regulations that apply to CMV's on all roads urban, rural as well as interstate highways. It would also severely restrict CVE's enforcement of Hazardous material regulations of transportation on local roadways. In many cases a HAZMAT shipper/carrier may be located in an area where jurisdiction may be limited and not travel a roadway within the restricted jurisdictional limit. The HM is still subject to Federal Motor Carrier Safety Regulations that FHP/CVE is tasked with enforcing. This would also jeopardize approximately \$10 million in Federal MCSAP Funds.

The FHP CVE function is charged with protecting the critical infrastructure (roads and bridges) of the state to protect them from premature damage caused by overweight vehicles; additionally some of the bridges within the states' authority are not on or off of state roads. They have been constructed by FDOT for a city or county that does not have the resources to build or maintain the structure. Limiting jurisdiction would hamper enforcement efforts and jeopardize FDOT's State Enforcement Plan that is annually certified and submitted to FHWA of which we are the mobile enforcement component. Failure to maintain our enforcement goals and have an effective weight enforcement program could result in a loss of Federal Highway Funds starting at approx. \$190 million dollars annually and escalating to approximately \$1.9 billion dollars annually if the deficiencies are not corrected.

Members of the regulated industry may take advantage of limited FHP jurisdictional authority by rerouting loads and shipments to avoid being weighed, thereby causing excessive damage to local roads and bridges jeopardizing public safety.

Dignitary Protection

By Florida law, the FHP is charged with providing security for the Lieutenant Governor. In addition, the agency has assisted the Florida Department of Law enforcement, when requested, with security at the Capital, security for visiting governors, and security for the Florida Supreme Court. The FHP has a significant role in all visits by the President and Vice President of the United States, as well as motorcade support for Cabinet-level members and visiting international dignitaries.

Criminal investigations

The FHP houses a relatively small criminal investigative function called the Bureau of Criminal Investigations and Intelligence (BCII). This specialized group of sworn investigators and civilian analysts focus on criminal investigations that relate to the agency’s licensing and titling functions, as well as select criminal offenses related to motor vehicles and/or highway transportation. There are currently 54 investigator positions assigned (14 Lt., 14 Sgt., 8 Corporal, 18 Trooper), 42 of which are filled and 12 vacant. There are plans to downgrade some of these positions to trooper in the near future.

FHP BCII investigators rely on statewide jurisdiction to complete their investigative work. Most driver license (DL) offices, tag offices, and other locations that are frequented during investigative work are not on the roadway networks defined in the charge. Limiting the jurisdiction of the agency and its officers to those roadways would consequently shift about 1,600 annual criminal investigations to other agencies. The table below depicts annual averages for select investigative activities for BCII.

Table 2 – Average Annual Criminal Investigations Conducted by FHP BCII, By Type

Case Type	Annual Average
AUTO THEFT - FROM GHQ	71
AUTO THEFT - FROM THE FIELD	169
DL FRAUD	703
DL FRAUD (DIVISION)	287
ID THEFT	33
ODOMETER FRAUD	29
TASK FORCE ACTIVITY - CARGO THEFT	27
TITLE FRAUD	110
ALL OTHER	172
Grand Totals	1428

Source: FHP BCII 2010 and 2011 YTD

Shift in crash investigation workload to other agencies under SHS and FIRS models

Crash data is provided by the DHSMV to the FDOT Safety Office for storage and analysis in their CAR (Crash Reporting System) database. Because FDOT geocodes the crash reports to the SHS, building queries for that roadway network is possible. The FDOT FIHS inventory of roadways can be applied as an additional filter to produce statistics for that network.

For this project, all long-form traffic crashes completed by all agencies for the calendar years 2009 and 2010 formed the population for analysis. Short format crash reports are not tabulated by the state. Short form reports are allowed when there are no injuries, and no criminal traffic offenses present (DUI, leaving the scene, etc.). For the last year counted (2009), the DHSMV indicates that the statewide ratio of short form to long form reports was 1.16 to 1. While it would be easy to assume that the total number of Florida traffic crashes is slightly more than double those captured in the long form data set, we cannot be certain of the number, nor the breakdown of short form reports by roadway classification.

There are an average 312,685 long form traffic crash reports completed each year by Florida agencies. The Florida Highway Patrol currently investigates 32 percent of those crashes, County Sheriffs 23 percent, and municipal and other agencies 45 percent.

For all practical purposes, the FHP currently investigates all traffic crashes in the unincorporated areas of 24 counties, and in an additional 26 counties, the majority of crashes. In 17 counties, the Sheriff’s Office conducts more crash investigations than the FHP. Limiting the FHP to roadways in the SHS or FIHS would shift that workload. In some instances the FHP would assume additional responsibilities, but in most, work would shift to the Sheriff’s Office.

State Highway System (SHS) Jurisdiction Limitation

Restricting the FHP to the State Highway System would shift 7,733 long form crashes and 274 fatal crashes to Sheriff’s Offices.

Limiting the FHP to roadways in the SHS would require the agency shift resources in various counties. The total shift in workload would be approximately 7,733 long form traffic crash investigations. The FHP would reduce it’s crash investigation role in 50 counties, shifting that work to the local Sheriff’s Office. In the remaining 17 counties, the FHP would actually increase investigative responsibilities. While the net changes in workload do not appear that great (FHP would work 30% of the statewide total as opposed to the

current 32%), *where* those changes occur would be significant. In a number of the 50 counties affected, there is little or no crash investigation expertise within the Sheriff’s Office to assume those duties. In many rural counties, limited Sheriff’s Office staffing and large geographical patrol areas mean added crash investigation duties could diminish response to other law enforcement calls for service. Appendix B is a table that reflects the shift in long form traffic crash workload, by county if the SHS model is adopted. (Jurisdiction Team Pack\FHP on SHS Roads Only.pdf) Table 3 is a summary of the shift in crashes under the SHS model.

Table 3 – Distribution of Traffic Crash Investigations if SHS Jurisdiction Change is Made

	Current Annual Distribution				If SHS Change Made		
	All Agencies	FHP	SO	CPD	FHP	SO	CPD
Statewide	312685	100932	71338	140415	93199	79294	140193
Percent of Total		32%	23%	45%	30%	25%	45%

Traffic Homicide Investigations Shift Under SHS Jurisdiction Limitation

Under the statewide SHS jurisdiction model, traffic homicide investigation responsibilities for approximately 274 crashes would shift to county Sheriffs. This represents an increase in workload of the

Sheriffs statewide of 42%. Appendix C is a table that reflects the shift in fatal traffic crash investigations, by county, if the SHS model is adopted. (Jurisdiction Team Pack\FHP Fatal on SHS Roads Only.pdf) Table 4 is a summary of the shift in fatal crash investigations under the SHS model.

Table 4 – Distribution of Fatal Traffic Crash Investigations if SHS Jurisdiction Change is Made

	Current Annual Distribution				If SHS Change Made		
	All Agencies	FHP	SO	CPD	FHP	SO	CPD
Statewide	2322	1342	380	600	1068	654	600
Percent of Total		58%	16%	26%	46%	28%	26%

Florida Intrastate Highway System (FIHS) Jurisdiction Limitation

Limiting the FHP to roadways in the FIHS would eliminate any FHP presence in seven counties (Calhoun, Liberty, Gulf, Franklin Wakulla, Lafayette and Union), since there are no FIHS roadways present. FHP currently works all of the traffic crashes in these counties, except Lafayette. Two additional counties (Clay and Monroe) would effectively have no FHP presence since there are only a couple of miles of FIHS in those counties.

The need for and presence of the FHP in almost all Florida counties would be reduced, with the exception of three counties (Citrus, Duval, and Hendry). A dramatic shift in traffic crash investigation responsibilities would result, with an estimated 61,895 long form crashes being assumed by the local sheriffs (not including an estimated equal number of short form reports). This represents a 47% increase in crash investigation responsibilities for Sheriffs statewide. The division of crash responsibilities for FHP, Sheriffs, and local agencies would be 14%, 43% and 43% respectively, under the FIHS jurisdiction model. Appendix D is a table that reflects the shift in long form traffic crash workload, by county if the FIHS jurisdiction limitation is imposed. (Jurisdiction Team Pack\FIHS Crash Changes.pdf) Table 5 is a summary of the shift in crashes under the FIHS model.

No troopers would be assigned to 9 counties if the FHP were restricted to the Florida Intrastate Highway System. Sheriffs statewide would pick up 47% more crashes and nearly triple current traffic homicides.

Table 5 – Distribution of Traffic Crash Investigations if FIHS Jurisdiction Change is Made

	Current Annual Distribution				If FIHS Change Made		
	All Agencies	FHP	SO	CPD	FHP	SO	CPD
Statewide	312685	100932	71338	140415	45242	133233	134210
Percent of Total		32%	23%	45%	14%	43%	43%

Traffic Homicide Investigations Shift Under FIHS Jurisdiction Limitation

As under the crash investigation model, traffic homicide investigation duties would also shift in a significant way. According to the two-year average (2009-2010), the FHP currently works 58% of fatal

traffic crashes in the state. If limited to FIHS roadways, the FHP would be responsible for 828 less fatal traffic crashes each year, and that overall percentage would fall to 22% of the total. The portion handled by Sheriff's Offices would nearly triple to an estimated 1,237 annually. Appendix E is a table that shows the shift in fatal traffic crash investigations, by county, if the FIHS jurisdictional limit is imposed upon the FHP. (Jurisdiction Team Pack\FIHS Fata Crashes.pdf) Table 6 is a summary of the shift in fatal crash investigations under the FIHS model.

Table 6 – Distribution of Fatal Traffic Crash Investigations if FIHS Jurisdiction Change is Made

	Current Annual Distribution				If FIHS Change Made		
	All Agencies	FHP	SO	CPD	FHP	SO	CPD
Statewide	2322	1342	380	600	514	1237	571
Percent of Total		58%	16%	26%	22%	53%	25%

5 USING “AREA OF RESPONSIBILITY” IN LIEU OF “JURISDICTION”

The estimated impacts of limiting the statutory “jurisdiction” of the Florida Highway Patrol were outlined in the preceding section. A less strict interpretation may define “jurisdiction” as “area of responsibility”. This concept would preserve the current statutory *authority* of the agency and its officers, but introduce guidance concerning where the agency operates within the state. Such a concept is viewed by the team as beneficial since it would improve the effectiveness of the FHP, while not hindering a valuable state resource.

If the FHP were to adopt a resource allocation methodology that reduces its geographic footprint, greater efficiency and equity can result. Efficiency gains would create more manageable response times, and articulable basis for strategy. Equity improvements would result in a more even distribution of personnel among the 67 counties.

The FHP needs a staffing plan that allocates and maximizes current resources. This plan seeks to distribute the law enforcement FTEs of the FHP to most efficiently handle the current workload with known calls for service. The assumption is that better resource allocation will improve response times, and equalize availability for unobligated patrol and proactive enforcement.

A standardization of “areas of responsibility” or roadways patrolled by the FHP is essential to the development of a standardized resource deployment approach. The agency does not have sufficient resources to work all traffic crashes in unincorporated areas of Florida counties. If the agency reduces its area of patrol to just state roads (those that comprise the SHS), significant work will shift to local agencies, particularly in rural communities. Something between those extremes would involve a “tiered approach”, where the agency strategically classifies counties and consequently the roadways obligated to the FHP for crash investigation. A “two-tiered” and a “three-tiered” approach are described in the following sections.

The two-tiered model categorizes Florida’s 67 counties as rural or not rural. In the 32 counties that are defined as rural, the FHP would be responsible for traffic crash investigation responsibilities on all unincorporated roadways, to include state and county roads. In the remaining 35 counties, the FHP would be responsible for investigation of traffic crashes only on roadways in the SHS.

The three-tiered model is identical to the two-tiered model, with the exception that the six urbanized counties are segregated, and the FHP reduces its roadway obligation to Interstate highways, expressways, and certain Federal primary aid highways. The reduced set of roadways in the urban counties are the Florida Intrastate Highway System (FIHS). Figures 4 and 5 are graphic representation of the Florida counties and roadway networks in the two and three-tier system respectively.

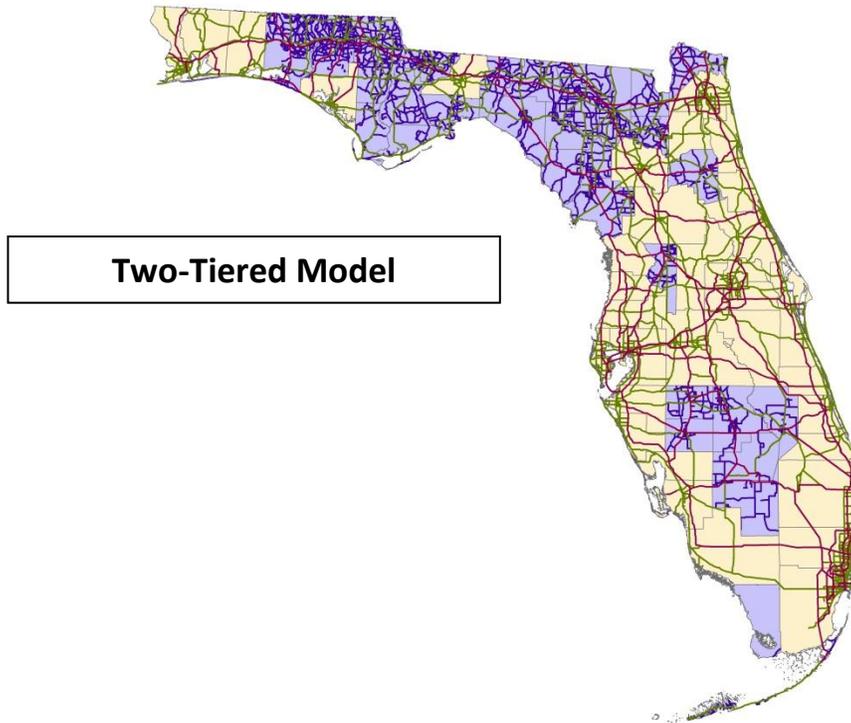


Figure 4 – Two-Tiered Model of County and Roadway Classification

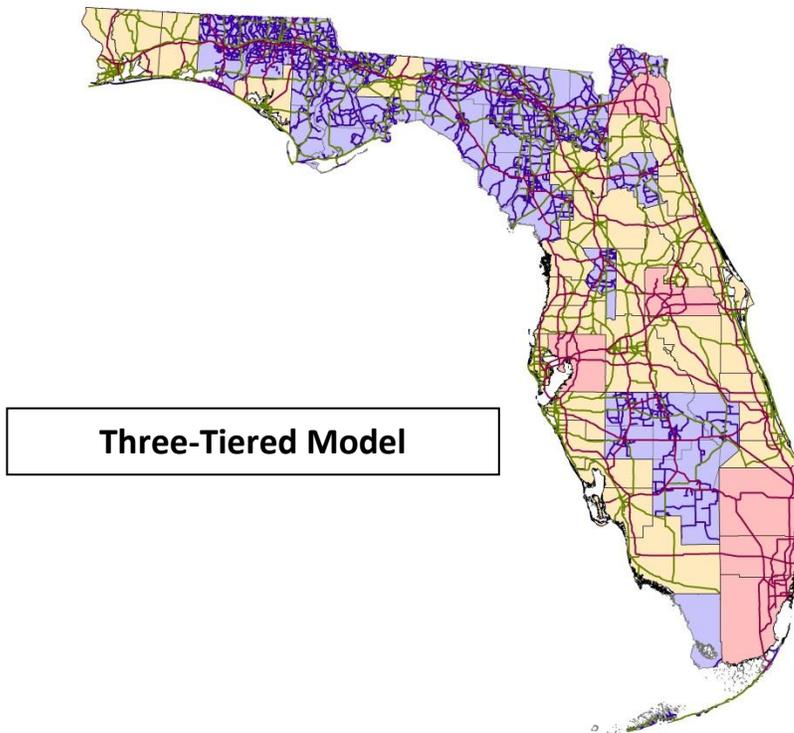


Figure 5 – Three-Tiered Model of County and Roadway Classification

Having identified which roadways the FHP will patrol, projecting crash investigation demands is a simple matter of examining the historical numbers in the statewide crash data set for those roadways. Table 7 shows the current, two-tier, and three-tier distribution of crashes by agency type. Appendix F and G are tables that project the crash investigation distribution under the two and three tier models. (Jurisdiction Team Pack\2T Crashes Table.pdf)(Jurisdiction Team Pack\3T Crashes Table.pdf)

Table 7 – Crash Investigation Distribution

Current Annual Distribution			2 Tier Distribution			3 Tier Distribution		
FHP	SO	CPD	FHP	SO	CPD	FHP	SO	CPD
100,932	71,338	140,415	98,808	73,463	140,415	68,649	103,621	140,415
32%	23%	45%	32%	23%	45%	22%	33%	45%

Based on those projections, the agency can compute statewide workload, average that projection against available trooper full-time equivalent (FTEs), and subsequently determine how many FTEs to allocate to each county. The computational methodology calculates the projected number of FHP crashes statewide and divides that by the available FTEs to arrive at an annual average number of crashes per FTE. That average is then divided back into the county-level FHP crash projection, to provide a projected FTE requirement for the county. A minimum of 5 FTEs per county is imposed to accommodate acceptable scheduling and relief factors.

The methodology advanced herein can be reviewed by the FHP for possible modification or implementation.

Sheriff Opt-Out Provision

Each Florida Sheriff is the chief law enforcement officer for their respective county. While the proposed methodology for FHP resource allocation is designed to standardize the Patrol’s approach, it is understood that individual Sheriffs should have a say in the overall approach to traffic safety in their community. Where the inclusive model is prescribed (FHP works all crashes on unincorporated state and local roadways in the county), the respective county Sheriff may elect to reduce the FHP staffing to the minimum model (SHS roadways), upon written mutual agreement between the agencies. The minimum FHP allocation model for any county will be the SHS roadway model.

6 CONCLUSIONS AND RECOMMENDATIONS

If the FHP were restricted to SHS roadways, the agency would work fewer crashes in 50 counties as 7,733 long-form crash reports would shift to the local Sheriffs. Rural areas would be inordinately impacted, since the Sheriffs often work few crashes because of limited resources. Two hundred and seventy-four (274) fatal crash investigations would shift to the Sheriffs, increasing their current traffic homicide caseload by 42%.

If restricted to the FIHS roadway network, the shift of work from the FHP to local Sheriffs would be even more pronounced. There are 7 counties with no FIHS roadways, and 2 more with almost no FIHS mileage. Statewide, Sheriffs would pick up 47% more crashes as the FHP portion of statewide crash responsibility falls from 32% to 14%. Fatal traffic crashes worked by local Sheriffs would nearly triple to 1,237 annually.

If the jurisdiction of the Florida Highway Patrol were changed, their ability to conduct traffic crash investigations and traffic enforcement on local roadways would cease. They could not engage in important commercial vehicle enforcement (CVE), investigate license and vehicle fraud, and assist local agencies with complex criminal traffic investigations. Most importantly, the FHP would not be able to assist local government with special events/activities requiring additional law enforcement personnel, and the response to natural and other disasters would be hampered.

There was a consensus on the FHP Jurisdiction Team, that changing the statutory authority of the FHP and/or its troopers would be detrimental to public service and public safety in Florida. With that said, it was also held that the FHP needs to adopt a resource allocation strategy to equitably distribute personnel throughout the state. Such a strategy should 1) categorize counties, based on population, 2) identify roadways to be patrolled within those categories, and 3) equally allocate trooper resources, based on projections of crashes for each county. Roadways of the SHS and FIHS may be good candidates for inclusion in such a plan, but the FHP approach should be viewed as defining “area of responsibility” and not statutory “jurisdiction”.

Recommendations:

1. The statutory authority of the FHP and its officers should not be limited, since this would unduly restrict the agency in the performance of duties, adversely impact assistance to local governments, and diminish public safety.
2. The FHP should implement a “tiered approach” for patrol resource allocation that considers an equitable distribution of traffic crash investigation and patrol resources. Such an approach should 1) classify counties according to population 2) identify roadway networks to be patrolled by the FHP and 3) allocate/re-allocate current resources according to the projected traffic crash workload.

Appendix

- A FHP Resource Allocation Plan Pack\Local Agency Crash Role.pdf
- B FHP Resource Allocation Plan Pack\FHP on SHS Roads Only.pdf
- C FHP Resource Allocation Plan Pack\FHP Fatals on SHS Roads Only.pdf
- D FIHS Crash Changes.pdf
- E FIHS Fatal Crashes.pdf
- F FHP Resource Allocation Plan Pack\2T Crashes Table.pdf
- G FHP Resource Allocation Plan Pack\3T Crashes Table.pdf

Appendix A - Local Agency Crash Role (As of Spring 2011)

County	Regularly investigates	Will Assist	Will not assist	Notes
Alachua	X			Routinely investigates minor crashes (FHP investigates serious and fatals)
Baker		X		Will complete Short Form if a Trooper is not available
Bay		X		Will complete Short Form if a Trooper is not available
Bradford			X	None
Brevard		X		Will complete Short Form if a Trooper is not available
Broward	X			Will complete Long and Short Forms if Trooper is not available
Calhoun			X	None
Charlotte	X			Will complete Long and Short Forms if Trooper is Not Available
Citrus		X		Will complete Long and Short Forms if Trooper is not available (Mostly minor)
Clay	X			SO handles crashes; FHP investigates US17 and SR21 and most all fatals
Collier	X			Will complete Long and Short Forms if Trooper is Not Available
Columbia		X		Will complete Short Form if a Trooper is not available
Desoto			X	None
Dixie		X		Will complete Short Form if a Trooper is not available
Duval	X			SO investigates everywhere except on Interstates and Expressways
Escambia			X	None
Flagler	X			SO investigates everywhere except on I-95 and SR but does not investigate Fatals
Franklin			X	None
Gadsden			X	None
Gilchrist			X	None
Glades		X		Will complete Short Form if a Trooper is not available
Gulf			X	None
Hamilton			X	None
Hardee		X		Will complete Short Form if a Trooper is not available
Hendry		X		Will complete Short Form if a Trooper is not available
Hernando		X		Will complete Long and Short Forms if Trooper is not available (Mostly minor)
Highlands	X			Will complete Short Form if a Trooper is not available
Hillsborough	X			Will complete Long & Short Forms, and all crashes not on state roads
Holmes			X	None
Indian River	X			Will complete Long and Short Forms if Trooper is not available
Jackson		X		Will complete Short Form if a Trooper is not available
Jefferson			X	None
Lafayette	X			Routinely investigates minor and some serious crashes if no Trooper is available
Lake		X		Will complete Short Form if a Trooper is not available
Lee	X			Will complete Long and Short Forms if Trooper is Not Available
Leon	X			Will complete Long and Short Forms if Trooper is not Available
Levy			X	None
Liberty			X	None
Madison			X	None
Manatee		X		Will complete Short Form if a Trooper is not available
Marion			X	None
Martin	X			Will complete Long and Short Forms if Trooper is Not Available
Miami-Dade	X			Will complete Long and Short Forms but only in their areas.
Monroe	X			Will complete Long and Short Forms if Trooper is Not Available
Nassau		X		Will complete Short Form if a Trooper is not available
Okaloosa		X		Will investigate Short Form Crashes
Okeechobee	X			Will complete Long and Short Forms if Trooper is Not Available
Orange			X	None
Osceola		X		Will complete Short Form if a Trooper is not available
Palm Beach	X			Will complete Long and Short Forms if Trooper is Not Available
Pasco		X		SO investigates gated communities (occasionally investigates minor)
Pinellas	X			Will complete Long and Short Forms if Trooper is not available (Mostly minor)
Polk	X			Will complete Long and Short Forms if Trooper is not available (Mostly minor)
Putnam		X		Will complete Short Form if a Trooper is not available
Santa Rosa		X		Will investigate Short Form Crashes
Sarasota	X			Will complete Long and Short Forms if Trooper is Not Available
Seminole		X		Will complete Short Forms if Trooper is Not Available
St. Johns	X			SO investigates everywhere except on Interstates and SR, occassional fatal
St. Lucie	X			Will complete Long and Short Forms if Trooper is Not Available
Sumter		X		Will complete Long and Short Forms if Trooper is not available (Mostly minor)
Suwannee		X		Will complete Short Form if a Trooper is not available
Taylor			X	None
Union			X	None
Volusia		X		Will complete Short Form if a Trooper is not available
Wakulla	X			will complete long and short forms if Trooper is not available
Walton		X		Will complete Short Form if a Trooper is not available
Washington		X		Will complete Short Form if a Trooper is not available

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Appendix B

County	Current Annual Distribution				If SHS Change Made		
	Total Crashes	FHP	SO	PD	FHP	SO	PD
ALACHUA	6173	2051	256	3866	1463	850	3861
BAKER	352	271	73	9	168	176	9
BAY	4324	804	161	3360	445	522	3358
BRADFORD	414	208	9	197	114	104	197
BREVARD	5660	2574	184	2902	1636	1126	2898
BROWARD	34856	4439	9135	21283	8393	5208	21256
CALHOUN	112	95	1	16	50	46	16
CHARLOTTE	1736	396	1221	120	636	983	118
CITRUS	1321	394	900	27	583	713	25
CLAY	1845	491	1092	263	737	847	262
COLLIER	2185	528	1246	411	559	1217	409
COLUMBIA	1158	890	1	268	549	345	265
DE SOTO	312	234	2	77	123	113	77
DIXIE	151	128	17	7	68	77	7
DUVAL	17063	2451	13678	935	8895	7242	927
ESCAMBIA	6543	4076	3	2464	2582	1499	2463
FLAGLER	805	344	379	82	302	422	81
FRANKLIN	101	95	1	6	55	41	6
GADSDEN	668	579	0	89	330	249	89
GILCHRIST	134	122	8	5	50	80	5
GLADES	181	63	105	14	93	75	14
GULF	83	60	0	23	33	28	23
HAMILTON	217	188	1	29	120	69	29
HARDEE	348	230	2	116	129	104	116
HENDRY	294	114	114	67	101	126	67
HERNANDO	1638	866	619	154	663	822	154
HIGHLANDs	804	498	45	261	275	269	260
HILLSBOROUGH	22275	7407	8167	6702	8658	6922	6695
HOLMES	165	160	2	3	84	79	3
INDIAN RIVER	1219	326	552	342	420	459	340
JACKSON	571	450	1	121	246	205	121
JEFFERSON	187	172	4	11	112	65	11
LAFAYETTE	55	43	11	2	28	26	2
LAKE	3233	1222	116	1896	668	671	1895
LEE	6054	1096	1472	3487	1054	1520	3481
LEON	6644	847	1115	4683	968	995	4682
LEVY	481	312	44	126	165	191	126
LIBERTY	90	87	2	2	35	54	2
MADISON	411	266	0	146	167	99	146
MANATEE	5233	3446	325	1463	2127	1646	1461
MARION	3895	2546	4	1346	1157	1394	1345
MARTIN	1728	476	899	354	818	557	353
MIAMI-DADE	67759	14040	14230	39489	16689	11659	39411
MONROE	1551	516	360	675	533	347	671

Appendix B

NASSAU	681	89	486	106	309	266	106
OKALOOSA	2702	1126	299	1278	986	444	1273
OSCEOLA	409	82	240	87	194	130	86
ORANGE	20077	12981	36	7060	5708	7313	7056
PALM BEACH	15838	3408	6157	6273	5612	3961	6265
PASCO	7204	6077	53	1074	2846	3285	1073
PINELLAS	20238	5190	2894	12154	3822	4268	12148
POLK	6964	2422	1828	2714	2165	2088	2711
PUTNAM	967	631	134	203	367	398	203
SANTA ROSA	1673	1409	2	262	823	589	261
SARASOTA	4226	1829	466	1932	1246	1058	1923
SEMINOLE	2951	1284	163	1505	772	677	1503
ST JOHNS	1883	1033	497	354	1035	496	353
ST LUCIE	2714	526	441	1748	673	297	1745
SUMTER	810	699	24	88	414	309	88
SUWANNEE	477	349	30	99	188	194	96
TAYLOR	600	147	0	454	70	77	454
UNION	126	108	15	4	69	54	4
VOLUSIA	6388	1835	594	3959	1252	1182	3955
WAKULLA	314	160	141	13	118	184	13
WALTON	699	348	251	100	330	271	98
WASHINGTON	195	150	2	44	79	73	44

	Current Annual Distribution				If SHS Change Made		
	All Agencies	FHP	SO	CPD	FHP	SO	CPD
Statewide	312685	100932	71338	140415	93199	79294	140193
Percent of Total		32	23	45	0	0	0

Appendix C

County	Current Annual Distribution				FHP on SHS Roads Only		
	Total Crashes	FHP	SO	PD	FHP	SO	PD
ALACHUA	26	16	0	11	13	3	11
BAKER	10	10	0	0	7	3	0
BAY	22	15	0	8	9	6	8
BRADFORD	7	7	0	0	5	2	0
BREVARD	58	34	1	23	25	10	23
BROWARD	173	43	37	94	69	11	94
CALHOUN	4	4	0	0	4	1	0
CHARLOTTE	23	23	0	1	13	10	1
CITRUS	26	24	2	1	11	15	1
CLAY	14	8	5	1	6	7	1
COLLIER	36	30	3	3	16	17	3
COLUMBIA	24	22	0	2	15	8	2
DE SOTO	5	5	0	1	3	2	1
DIXIE	4	4	0	0	2	2	0
DUVAL	105	49	53	3	73	29	3
ESCAMBIA	37	34	0	3	23	12	3
FLAGLER	16	16	0	1	10	6	1
FRANKLIN	4	4	0	0	3	2	0
GADSDEN	11	11	0	1	7	4	1
GILCHRIST	4	3	0	1	2	2	1
GLADES	4	4	0	0	3	1	0
GULF	3	3	0	1	1	2	1
HAMILTON	7	7	0	0	3	4	0
HARDEE	11	10	0	1	8	2	1
HENDRY	12	10	1	1	4	8	1
HERNANDO	28	27	1	1	14	14	1
HIGHLANDs	15	12	0	3	7	5	3
HILLSBOROUGH	141	50	52	39	53	50	39
HOLMES	4	4	0	0	3	2	0
INDIAN RIVER	21	16	2	3	11	7	3
JACKSON	16	16	0	0	9	7	0
JEFFERSON	4	4	0	0	3	2	0
LAFAYETTE	2	2	0	0	2	0	0
LAKE	41	28	0	13	14	14	13
LEE	67	40	8	19	27	21	19
LEON	29	11	6	13	9	8	13
LEVY	12	11	0	2	7	4	2
LIBERTY	2	2	0	0	1	1	0
MADISON	6	6	0	0	4	2	0
MANATEE	39	31	0	8	22	10	8
MARION	61	53	0	8	24	29	8
MARTIN	28	24	1	3	18	8	3
MIAMI-DADE	237	71	79	88	92	59	87
MONROE	20	16	0	4	14	3	4

Appendix C

NASSAU	15	14	1	0	9	6	0
OKALOOSA	20	14	2	5	11	5	5
OKEECHOBEE	13	8	5	0	10	3	0
ORANGE	130	99	1	30	57	43	30
OSCEOLA	39	33	0	7	17	16	7
PALM BEACH	131	27	64	40	49	42	40
PASCO	72	64	1	7	40	26	7
PINELLAS	94	27	10	58	24	13	58
POLK	83	25	38	21	40	22	21
PUTNAM	20	19	0	1	11	9	1
SANTA ROSA	21	20	0	2	15	5	2
SARASOTA	37	27	0	10	18	9	10
SEMINOLE	26	17	0	10	9	8	10
ST JOHNS	22	16	4	3	13	6	3
ST LUCIE	31	12	3	16	12	3	16
SUMTER	17	17	0	1	9	8	1
SUWANNEE	11	11	0	0	4	7	0
TAYLOR	7	5	0	2	3	2	2
UNION	6	6	0	0	4	2	0
VOLUSIA	92	50	3	39	36	17	39
WAKULLA	4	3	1	0	3	2	0
WALTON	21	20	0	1	18	2	1
WASHINGTON	6	6	0	1	5	1	1

	Current Annual Distribution				If SHS Change Made		
	All Agencies	FHP	SO	CPD	FHP	SO	CPD
Statewide	2322	1342	380	600	1068	654	600
Percent of Total		58%	16%	26%	46%	28%	26%

County	Current Annual Distribution				If FIHS Change Made		
	Total Crashes	FHP	SO	PD	FHP	SO	PD
ALACHUA	6173	2051	256	3866	1483	1231	3460
BAKER	352	271	73	9	67	279	7
BAY	4324	804	161	3360	270	799	3255
BRADFORD	414	208	9	197	131	163	121
BREVARD	5660	2574	184	2902	768	2043	2849
BROWARD	34856	4439	9135	21283	3980	9824	21053
CALHOUN	112	95	1	16	23	78	12
CHARLOTTE	1736	396	1221	120	124	1494	119
CITRUS	1321	394	900	27	463	838	20
CLAY	1845	491	1092	263	24	1559	263
COLLIER	2185	528	1246	411	307	1492	386
COLUMBIA	1158	890	1	268	262	638	259
DE SOTO	312	234	2	77	137	137	39
DIXIE	151	128	17	7	53	98	0
DUVAL	17063	2451	13678	935	2653	13545	866
ESCAMBIA	6543	4076	3	2464	433	3664	2447
FLAGLER	805	344	379	82	145	581	80
FRANKLIN	101	95	1	6	0	96	6
GADSDEN	668	579	0	89	152	429	88
GILCHRIST	134	122	8	5	32	100	2
GLADES	181	63	105	14	59	109	13
GULF	83	60	0	23	0	60	23
HAMILTON	217	188	1	29	91	98	28
HARDEE	348	230	2	116	127	156	66
HENDRY	294	114	114	67	118	123	54
HERNANDO	1638	866	619	154	581	923	134
HIGHLANDs	804	498	45	261	362	300	143
HILLSBOROUGH	22275	7407	8167	6702	4123	11714	6438
HOLMES	165	160	2	3	34	129	3
INDIAN RIVER	1219	326	552	342	212	670	338
JACKSON	571	450	1	121	97	357	117
JEFFERSON	187	172	4	11	74	107	7
LAFAYETTE	55	43	11	2	0	54	2
LAKE	3233	1222	116	1896	887	854	1493
LEE	6054	1096	1472	3487	744	2215	3095
LEON	6644	847	1115	4683	369	1674	4601
LEVY	481	312	44	126	149	252	81
LIBERTY	90	87	2	2	0	88	2
MADISON	411	266	0	146	109	157	145
MANATEE	5233	3446	325	1463	460	3317	1456
MARION	3895	2546	4	1346	779	1908	1209
MARTIN	1728	476	899	354	397	987	344
MIAMI-DADE	67759	14040	14230	39489	7742	20985	39032
MONROE	1551	516	360	675	99	781	671

NASSAU	681	89	486	106	153	423	105
OKALOOSA	2702	1126	299	1278	385	1149	1168
OKEECHOBEE	409	82	240	87	125	223	62
ORANGE	20077	12981	36	7060	2265	11577	6236
OSCEOLA	3532	2468	44	1020	595	2052	885
PALM BEACH	15838	3408	6157	6273	3032	6725	6081
PASCO	7204	6077	53	1074	1734	4662	808
PINELLAS	20238	5190	2894	12154	2037	6644	11557
POLK	6964	2422	1828	2714	1600	3101	2264
PUTNAM	967	631	134	203	193	629	145
SANTA ROSA	1673	1409	2	262	444	981	248
SARASOTA	4226	1829	466	1932	662	1845	1720
SEMINOLE	2951	1284	163	1505	348	1123	1480
ST JOHNS	1883	1033	497	354	361	1174	349
ST LUCIE	2714	526	441	1748	484	521	1709
SUMTER	810	699	24	88	316	418	77
SUWANNEE	477	349	30	99	79	302	97
TAYLOR	600	147	0	454	117	66	418
UNION	126	108	15	4	0	122	4
VOLUSIA	6388	1835	594	3959	813	1704	3871
WAKULLA	314	160	141	13	0	301	13
WALTON	699	348	251	100	320	319	60
WASHINGTON	195	150	2	44	71	82	42

	Current Annual Distribution				If FIHS Change Made		
	All Agencies	FHP	SO	CPD	FHP	SO	CPD
Statewide	312685	100932	71338	140415	45242	133233	134210
Percent of Total		32%	23%	45%	14%	43%	43%

County	Current Annual Distribution				If FIHS Change Made		
	Total Crashes	FHP	SO	PD	FHP	SO	PD
ALACHUA	26	16	0	11	9	8	10
BAKER	10	10	0	0	3	8	0
BAY	22	15	0	8	7	9	7
BRADFORD	7	7	0	0	2	5	0
BREVARD	58	34	1	23	15	21	22
BROWARD	173	43	37	94	42	38	93
CALHOUN	4	4	0	0	0	4	0
CHARLOTTE	23	23	0	1	5	18	1
CITRUS	26	24	2	1	7	19	1
CLAY	14	8	5	1	1	12	1
COLLIER	36	30	3	3	9	25	3
COLUMBIA	24	22	0	2	8	15	2
DE SOTO	5	5	0	1	3	3	0
DIXIE	4	4	0	0	2	2	0
DUVAL	105	49	53	3	23	80	2
ESCAMBIA	37	34	0	3	7	28	3
FLAGLER	16	16	0	1	4	12	1
FRANKLIN	4	4	0	0	0	4	0
GADSDEN	11	11	0	1	2	9	1
GILCHRIST	4	3	0	1	1	3	0
GLADES	4	4	0	0	2	2	0
GULF	3	3	0	1	0	3	1
HAMILTON	7	7	0	0	2	5	0
HARDEE	11	10	0	1	7	4	0
HENDRY	12	10	1	1	3	8	1
HERNANDO	28	27	1	1	12	16	1
HIGHLANDs	15	12	0	3	9	6	1
HILLSBOROUGH	141	50	52	39	20	84	38
HOLMES	4	4	0	0	2	3	0
INDIAN RIVER	21	16	2	3	9	10	3
JACKSON	16	16	0	0	4	13	0
JEFFERSON	4	4	0	0	3	2	0
LAFAYETTE	2	2	0	0	0	2	0
LAKE	41	28	0	13	13	20	9
LEE	67	40	8	19	8	43	17
LEON	29	11	6	13	4	13	13
LEVY	12	11	0	2	5	7	0
LIBERTY	2	2	0	0	0	2	0
MADISON	6	6	0	0	3	3	0
MANATEE	39	31	0	8	11	21	8
MARION	61	53	0	8	14	39	8
MARTIN	28	24	1	3	9	16	3
MIAMI-DADE	237	71	79	88	42	109	87
MONROE	20	16	0	4	5	12	4

NASSAU	15	14	1	0	7	8	0
OKALOOSA	20	14	2	5	3	13	5
OKEECHOBEE	13	8	5	0	3	10	0
ORANGE	130	99	1	30	15	88	27
OSCEOLA	39	33	0	7	12	22	6
PALM BEACH	131	27	64	40	21	70	40
PASCO	72	64	1	7	20	48	4
PINELLAS	94	27	10	58	11	27	57
POLK	83	25	38	21	14	50	20
PUTNAM	20	19	0	1	3	16	1
SANTA ROSA	21	20	0	2	9	11	2
SARASOTA	37	27	0	10	10	18	9
SEMINOLE	26	17	0	10	2	15	10
ST JOHNS	22	16	4	3	4	15	3
ST LUCIE	31	12	3	16	9	6	16
SUMTER	17	17	0	1	5	12	1
SUWANNEE	11	11	0	0	1	10	0
TAYLOR	7	5	0	2	3	2	2
UNION	6	6	0	0	0	6	0
VOLUSIA	92	50	3	39	21	34	38
WAKULLA	4	3	1	0	0	4	0
WALTON	21	20	0	1	16	4	1
WASHINGTON	6	6	0	1	4	2	1

	Current Annual Distribution				If FIHS Change Made		
	All Agencies	FHP	SO	CPD	FHP	SO	CPD
Statewide	2322	1342	380	600	514	1237	571
Percent of Total		58%	16%	26%	22%	53%	25%

Appendix F

2-TIER PLAN	Current Annual LF Crashes			
	FHP+SO Assumes All Unic Crashes			
County	Total Crashes	FHP	SO	PD
ALACHUA	6173	2051	256	3866
BAKER	352	271	73	9
BAY	4324	804	161	3360
BRADFORD	414	208	9	197
BREVARD	5660	2574	184	2902
BROWARD	34856	4439	9135	21283
CALHOUN	112	95	1	16
CHARLOTTE	1736	396	1221	120
CITRUS	1321	394	900	27
CLAY	1845	491	1092	263
COLLIER	2185	528	1246	411
COLUMBIA	1158	890	1	268
DE SOTO	312	234	2	77
DIXIE	151	128	17	7
DUVAL	17063	2451	13678	935
ESCAMBIA	6543	4076	3	2464
FLAGLER	805	344	379	82
FRANKLIN	101	95	1	6
GADSDEN	668	579	0	89
GILCHRIST	134	122	8	5
GLADES	181	63	105	14
GULF	83	60	0	23
HAMILTON	217	188	1	29
HARDEE	348	230	2	116
HENDRY	294	114	114	67
HERNANDO	1638	866	619	154
HIGHLANDs	804	498	45	261
HILLSBOROUGH	22275	7407	8167	6702
HOLMES	165	160	2	3
INDIAN RIVER	1219	326	552	342
JACKSON	571	450	1	121
JEFFERSON	187	172	4	11
LAFAYETTE	55	43	11	2
LAKE	3233	1222	116	1896
LEE	6054	1096	1472	3487
LEON	6644	847	1115	4683
LEVY	481	312	44	126
LIBERTY	90	87	2	2
MADISON	411	266	0	146
MANATEE	5233	3446	325	1463

FHP on State Roads		
FHP	SO	PD
1463	850	3861
168	176	9
445	522	3358
114	104	197
1636	1126	2898
8393	5208	21256
50	46	16
636	983	118
583	713	25
737	847	262
559	1217	409
549	345	265
123	113	77
68	77	7
8895	7242	927
2582	1499	2463
302	422	81
55	41	6
330	249	89
50	80	5
93	75	14
33	28	23
120	69	29
129	104	116
101	126	67
663	822	154
275	269	260
8658	6922	6695
84	79	3
420	459	340
246	205	121
112	65	11
28	26	2
668	671	1895
1054	1520	3481
968	995	4682
165	191	126
35	54	2
167	99	146
2127	1646	1461

Two Tier Proposal			
Type: 2 SHS 3 All Roads	FHP Projection	Change	Percent Change
2	1463	-589	-28.7
3	343	73	26.8
2	445	-359	-44.6
3	217	9	4.3
2	1636	-938	-36.4
2	8393	3954	89.1
3	96	1	0.5
2	636	240	60.7
3	1294	900	228.3
2	737	246	50.2
2	559	31	5.8
3	891	1	0.1
3	236	2	0.9
3	144	17	12.9
2	8895	6444	263.0
2	2582	-1495	-36.7
2	302	-42	-12.2
3	96	1	0.5
3	579	0	0.0
3	129	8	6.2
3	168	105	165.9
3	60	0	0.0
3	188	1	0.3
3	232	2	0.9
3	227	114	100.0
2	663	-203	-23.5
3	543	45	9.0
2	8658	1252	16.9
3	162	2	1.3
2	420	95	29.0
3	450	1	0.1
3	176	4	2.3
3	54	11	25.9
2	668	-554	-45.4
2	1054	-42	-3.8
2	968	121	14.3
3	355	44	14.0
3	88	2	1.7
3	266	0	0.0
2	2127	-1319	-38.3

Appendix F

2-TIER PLAN	Current Annual LF Crashes			
	FHP+SO Assumes All Unic Crashes			
County	Total Crashes	FHP	SO	PD
MARION	3895	2546	4	1346
MARTIN	1728	476	899	354
MIAMI-DADE	67759	14040	14230	39489
MONROE	1551	516	360	675
NASSAU	681	89	486	106
OKALOOSA	2702	1126	299	1278
OKEECHOBEE	409	82	240	87
ORANGE	20077	12981	36	7060
OSCEOLA	3532	2468	44	1020
PALM BEACH	15838	3408	6157	6273
PASCO	7204	6077	53	1074
PINELLAS	20238	5190	2894	12154
POLK	6964	2422	1828	2714
PUTNAM	967	631	134	203
SANTA ROSA	1673	1409	2	262
SARASOTA	4226	1829	466	1932
SEMINOLE	2951	1284	163	1505
ST JOHNS	1883	1033	497	354
ST LUCIE	2714	526	441	1748
SUMTER	810	699	24	88
SUWANNEE	477	349	30	99
TAYLOR	600	147	0	454
UNION	126	108	15	4
VOLUSIA	6388	1835	594	3959
WAKULLA	314	160	141	13
WALTON	699	348	251	100
WASHINGTON	195	150	2	44
Total	312685	100932	71338	

FHP on State Roads		
FHP	SO	PD
1157	1394	1345
818	557	353
16689	11659	39411
533	347	671
309	266	106
986	444	1273
194	130	86
5708	7313	7056
1062	1454	1017
5612	3961	6265
2846	3285	1073
3822	4268	12148
2165	2088	2711
367	398	203
823	589	261
1246	1058	1923
772	677	1503
1035	496	353
673	297	1745
414	309	88
188	194	96
70	77	454
69	54	4
1252	1182	3955
118	184	13
330	271	98
79	73	44

Two Tier Proposal			
Type: 2 SHS 3 All Roads	FHP Projection	Change	Percent Change
2	1157	-1389	-54.6
2	818	342	71.9
2	16689	2649	18.9
3	876	360	69.7
3	575	486	549.2
2	986	-140	-12.4
3	322	240	292.7
2	5708	-7273	-56.0
2	1062	-1407	-57.0
2	5612	2205	64.7
2	2846	-3231	-53.2
2	3822	-1368	-26.4
2	2165	-257	-10.6
3	765	134	21.3
2	823	-586	-41.6
2	1246	-583	-31.9
2	772	-512	-39.9
2	1035	3	0.2
2	673	147	28.0
3	723	24	3.4
3	379	30	8.5
3	147	0	0.0
3	122	15	13.5
2	1252	-583	-31.8
3	301	141	87.8
3	599	251	72.1
3	151	2	1.0
Total	98808	-2125	

		Current Annual Distribution		
		FHP	SO	CPD
Statewide		100932	71338	140415
Percent of Total		32%	23%	45%

2 Tier Distribution		
FHP	SO	CPD
93199	79294	140193
30%	25%	45%

Appendix G

3-TIER PLAN	Current Annual LF Crashes				FHP on State Roads			Three Tier Proposal			
	FHP+SO Assumes All Unic Crashes				FHP on FIHS Roads			Type: 1 FIHS 2 SHS 3 All Roads	FHP Projection	Change	% Change
County	Total Crashes	FHP	SO	PD	FHP	SO	PD				
ALACHUA	6173	2051	256	3866	1463	850	3861	2	1463	-589	-28.7
BAKER	352	271	73	9	168	176	9	3	343	73	26.8
BAY	4324	804	161	3360	445	522	3358	2	445	-359	-44.6
BRADFORD	414	208	9	197	114	104	197	3	217	9	4.3
BREVARD	5660	2574	184	2902	1636	1126	2898	2	1636	-938	-36.4
BROWARD	34856	4439	9135	21283	3980	9824	21053	1	3980	-459	-10.3
CALHOUN	112	95	1	16	50	46	16	3	96	1	0.5
CHARLOTTE	1736	396	1221	120	636	983	118	2	636	240	60.7
CITRUS	1321	394	900	27	583	713	25	3	1294	900	228.3
CLAY	1845	491	1092	263	737	847	262	2	737	246	50.2
COLLIER	2185	528	1246	411	559	1217	409	2	559	31	5.8
COLUMBIA	1158	890	1	268	549	345	265	3	891	1	0.1
DE SOTO	312	234	2	77	123	113	77	3	236	2	0.9
DIXIE	151	128	17	7	68	77	7	3	144	17	12.9
DUVAL	17063	2451	13678	935	2653	13545	866	1	2653	203	8.3
ESCAMBIA	6543	4076	3	2464	2582	1499	2463	2	2582	-1495	-36.7
FLAGLER	805	344	379	82	302	422	81	2	302	-42	-12.2
FRANKLIN	101	95	1	6	55	41	6	3	96	1	0.5
GADSDEN	668	579	0	89	330	249	89	3	579	0	0.0
GILCHRIST	134	122	8	5	50	80	5	3	129	8	6.2
GLADES	181	63	105	14	93	75	14	3	168	105	165.9
GULF	83	60	0	23	33	28	23	3	60	0	0.0
HAMILTON	217	188	1	29	120	69	29	3	188	1	0.3
HARDEE	348	230	2	116	129	104	116	3	232	2	0.9
HENDRY	294	114	114	67	101	126	67	3	227	114	100.0
HERNANDO	1638	866	619	154	663	822	154	2	663	-203	-23.5
HIGHLANDS	804	498	45	261	275	269	260	3	543	45	9.0
HILLSBOROUGH	22275	7407	8167	6702	4123	11714	6438	1	4123	-3284	-44.3
HOLMES	165	160	2	3	84	79	3	3	162	2	1.3
INDIAN RIVER	1219	326	552	342	420	459	340	2	420	95	29.0
JACKSON	571	450	1	121	246	205	121	3	450	1	0.1
JEFFERSON	187	172	4	11	112	65	11	3	176	4	2.3
LAFAYETTE	55	43	11	2	28	26	2	3	54	11	25.9
LAKE	3233	1222	116	1896	668	671	1895	2	668	-554	-45.4
LEE	6054	1096	1472	3487	1054	1520	3481	2	1054	-42	-3.8
LEON	6644	847	1115	4683	968	995	4682	2	968	121	14.3
LEVY	481	312	44	126	165	191	126	3	355	44	14.0
LIBERTY	90	87	2	2	35	54	2	3	88	2	1.7
MADISON	411	266	0	146	167	99	146	3	266	0	0.0

Appendix G

3-TIER PLAN	Current Annual LF Crashes				FHP on State Roads			Three Tier Proposal			
	FHP+SO Assumes All Unic Crashes				FHP on FIHS Roads			Type: 1 FIHS 2 SHS 3 All Roads	FHP Projection	Change	% Change
County	Total Crashes	FHP	SO	PD	FHP	SO	PD				
MANATEE	5233	3446	325	1463	2127	1646	1461	2	2127	-1319	-38.3
MARION	3895	2546	4	1346	1157	1394	1345	2	1157	-1389	-54.6
MARTIN	1728	476	899	354	818	557	353	2	818	342	71.9
MIAMI-DADE	67759	14040	14230	39489	7742	20985	39032	1	7742	-6298	-44.9
MONROE	1551	516	360	675	533	347	671	3	876	360	69.7
NASSAU	681	89	486	106	309	266	106	3	575	486	549.2
OKALOOSA	2702	1126	299	1278	986	444	1273	2	986	-140	-12.4
OKEECHOBEE	409	82	240	87	194	130	86	3	322	240	292.7
ORANGE	20077	12981	36	7060	2265	11577	6236	1	2265	-10716	-82.6
OSCEOLA	3532	2468	44	1020	1062	1454	1017	2	1062	-1407	-57.0
PALM BEACH	15838	3408	6157	6273	3032	6725	6081	1	3032	-376	-11.0
PASCO	7204	6077	53	1074	2846	3285	1073	2	2846	-3231	-53.2
PINELLAS	20238	5190	2894	12154	3822	4268	12148	2	3822	-1368	-26.4
POLK	6964	2422	1828	2714	2165	2088	2711	2	2165	-257	-10.6
PUTNAM	967	631	134	203	367	398	203	3	765	134	21.3
SANTA ROSA	1673	1409	2	262	823	589	261	2	823	-586	-41.6
SARASOTA	4226	1829	466	1932	1246	1058	1923	2	1246	-583	-31.9
SEMINOLE	2951	1284	163	1505	772	677	1503	2	772	-512	-39.9
ST JOHNS	1883	1033	497	354	1035	496	353	2	1035	3	0.2
ST LUCIE	2714	526	441	1748	673	297	1745	2	673	147	28.0
SUMTER	810	699	24	88	414	309	88	3	723	24	3.4
SUWANNEE	477	349	30	99	188	194	96	3	379	30	8.5
TAYLOR	600	147	0	454	70	77	454	3	147	0	0.0
UNION	126	108	15	4	69	54	4	3	122	15	13.5
VOLUSIA	6388	1835	594	3959	1252	1182	3955	2	1252	-583	-31.8
WAKULLA	314	160	141	13	118	184	13	3	301	141	87.8
WALTON	699	348	251	100	330	271	98	3	599	251	72.1
WASHINGTON	195	150	2	44	79	73	44	3	151	2	1.0
	312685	100932	71338						68649	-32283	

		Current Annual Distribution		
		FHP	SO	CPD
Statewide		100932	71338	140415
Percent of Total		32%	23%	45%

3 Tier Distribution		
FHP	SO	CPD
63038	111359	138288
20%	36%	44%