



AIM Innovation Showcase Application

Sponsor

Nominations must be submitted by an AASHTO member DOT willing to help promote the innovation. If selected, the sponsoring DOT will be asked to present the innovation at the Innovation Showcase during the AASHTO Spring Meeting.

1. **Sponsoring DOT (State):** Florida Department of Transportation

2. **Name and Title:** Emmeth Duran, P.E., FDOT District Seven Traffic Safety Engineer

Organization: Florida Department of Transportation District Seven

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State: Florida

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Phone: 813-564-6819

Innovation Description (30 points)

The term “innovation” may include processes, products, techniques, procedures, and practices.

3. **Name of the innovation:**

Enhanced Law Enforcement Engagement (ELEE) Program

4. **Please describe the innovation.**

The Enhanced Law Enforcement Engagement (ELEE) program was launched in 2022 by the Florida Department of Transportation (FDOT) District Seven and represents a transformative approach to enhancing traffic safety. The program is a partnership between FDOT District Seven and state and local law enforcement agencies in the Tampa Bay, Florida region aimed at reducing fatal and serious injury crashes on state roads and federal highways managed by FDOT. The program introduces an incentive system where state and local law enforcement agencies earn points by donating their work hours

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conducting targeted enforcement in high-crash areas. These points are redeemable for essential traffic safety equipment, such as speed measuring equipment and portable breath testing devices, which helps the agencies enhance their capacity for future traffic safety operations.



Since its inception, the ELEE program has been highly successful, increasing law enforcement visibility in critical areas, promoting public awareness of safe driving practices, and equipping agencies with much-needed safety equipment. Although designed to address the lack of resources and incentives for traffic enforcement on high-crash roadways, the program has also improved communication and collaboration between law enforcement and FDOT.

The ELEE program is funded by FDOT District Seven and managed by the Center for Urban Transportation Research (CUTR) at the University of South Florida.

5. What is the existing baseline practice that the innovation intends to replace/improve?

Historically, traffic enforcement throughout the Tampa Bay region (and in many other regions throughout the country) has been underfunded. Local law enforcement traffic units have lacked the staffing and essential traffic safety equipment needed to adequately address speeding, impaired driving, and other unlawful activities that contribute to high traffic fatality rates at many locations throughout the region. With resources spread thin, Law Enforcement agencies have not been able to proactively respond to traffic safety issues identified by the FDOT District Seven Safety Office.

This challenge was exacerbated in the aftermath of the COVID pandemic, when staffing became a significant challenge for law enforcement agencies nationwide. During this time, traffic enforcement activity was substantially reduced as many specialized units, such as traffic units and DUI squads, were reassigned to cover calls for service. The ELEE program was developed to address these challenges by incentivizing traffic enforcement activities throughout the Tampa Bay region.

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6. What problems associated with the baseline practice does the innovation propose to solve?

The ELEE Program provides critical traffic safety equipment directly to local law enforcement agencies, greatly expanding their capacity to conduct enforcement at priority areas. In exchange, law enforcement agencies conduct targeted enforcement activities in high-crash areas identified by the Florida Department of Transportation. Although designed to address the lack of resources and incentives for traffic enforcement on high-crash roadways, the program has also improved communication and collaboration between law enforcement and traffic safety engineers.



7. Briefly describe the history of its development.

The ELEE program was introduced as a pilot by FDOT District Seven in February 2022, aiming to address critical issues in traffic safety and law enforcement resource allocation. In its pilot phase, the program began with 22 participating state and local law enforcement agencies operating within FDOT District Seven in Tampa Bay. The success of the pilot led to an expansion in 2023, with 25 state and local law enforcement agencies participating in the program. The second year of the program was equally as successful as the pilot, with the initiative earning recognition as the 2023 Greater Tampa Section ITE Project of the Year award and the program received a significant long-term funding commitment from FDOT District Seven management. The expanded program continued to build on the initial framework, incorporating participant feedback to enhance program flexibility and effectiveness.

As of 2024, the ELEE program is fully operational, with refined systems for points tracking and equipment redemption, and continues to evolve with ongoing improvements based on stakeholder input. In 2024, the ELEE program has been expanded to include educational outreach components aimed at schools, further broadening the program's impact.

8. What resources—such as technical specifications, training materials, and user guides—have you developed to assist with the deployment effort? If appropriate, please attach or provide weblinks to reports, videos, photographs, diagrams, or other images illustrating the appearance or functionality of the innovation below (if electronic, please provide a separate file). Please list your attachments or weblinks here.

Key tools developed for the ELEE program include a mobile-friendly system for tracking enforcement activities and points, customized high-crash corridor maps for each agency, and a detailed program guidebook outlining procedures and goals.

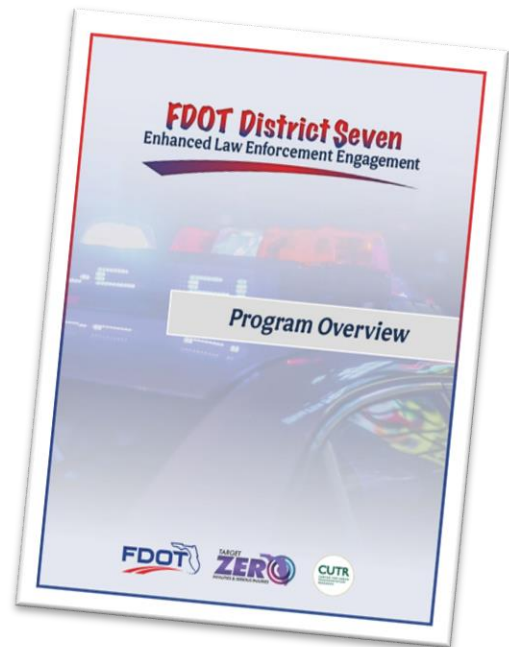
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The program also offers specialized training for law enforcement officers. One such course, focused on work zone safety audits, was created specifically for ELEE and made available free to participating agencies. This two-hour course used a "See Something, Say Something" approach, training officers to identify and report safety hazards in active work zones. Hundreds of officers from five counties completed the training, earning points for their participation. The course not only improved work zone safety awareness but also strengthened collaboration between law enforcement and FDOT, allowing for early identification and proactive resolution of safety concerns.



State of Development (10 points)

Innovations must be successfully deployed in at least one State DOT. The AIM selection process will favor innovations that have advanced beyond the research stage, at least to the pilot deployment stage, and preferably into routine use.

9. How ready is this innovation for implementation in an operational environment? Please select from the following options. Please describe.

- Innovation is fully functional and yet to be piloted.
- Innovation has been piloted successfully in an operational environment.
- Innovation has been deployed multiple times in an operational environment.
- Innovation is ready for full-scale implementation.

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The ELEE program is primed for widespread adoption. Since its successful launch and expansion, it has proven its effectiveness and is now fully operational across 25 law enforcement agencies. The program’s processes for tracking points and redeeming equipment are well-established and have been fine-tuned through practical experience. The lessons learned from implementing the ELEE program are easily transferable to other regions, making it straightforward for new agencies to adopt. Implementing the program requires only a modest investment of time and resources for training and setup, with no need for specialized equipment or extensive infrastructure. Given the substantial benefits it offers, the ELEE program represents a compelling opportunity for agencies looking to enhance traffic safety and enforcement.



10. What additional development is necessary to enable implementation of the innovation for routine use?

No additional development is necessary to replicate the structure of the program.

11. Do you have knowledge of other organizations using, currently developing, or showing interest in this innovation? Yes No

If so, please list organization names and contacts.

We are not aware of any agencies who are currently using this innovation, but FDOT District One is currently in the process of developing a similar program and many others have expressed interest.

Organization	Name	Phone	Email
FDOT District One	Keith Robbins, PhD	863-519-2267	Keith.robbsins@dot.state.fl.us

Potential Payoff (30 points)

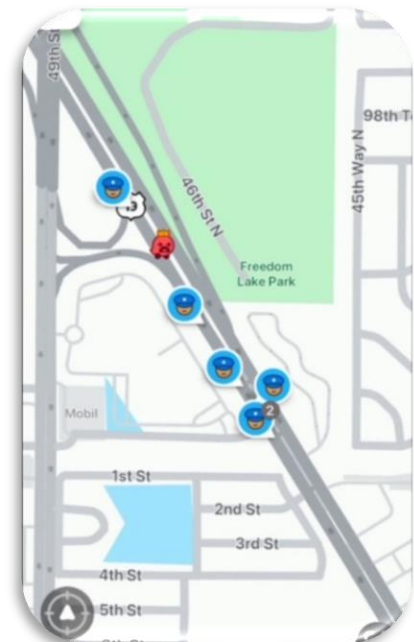
Payoff is defined as the combination of broad applicability and significant benefit or advantage over baseline practice.

12. Identify the top three benefits your DOT has realized from using this innovation. Describe the type and scale of benefits of using this innovation over baseline practice. Provide additional information, if available, using quantitative metrics, to describe the benefits.

Benefit Types	Please describe:
Improved Safety	The program has resulted in increased enforcement hours which have contributed to reductions in traffic fatalities and vehicle speeds.
Organizational Efficiency	The program has increased communication and collaboration between law enforcement and traffic safety engineers, allowing for more efficient use of collective resources.
Improved Quality	By providing underfunded law enforcement agencies with traffic safety equipment, the program has improved each participating agency's ability to perform quality traffic enforcement details.

Provide any additional details below:

The ELEE program has demonstrated substantial benefits, making it a model for other jurisdictions. In the first two years, law enforcement agencies have logged 33,508 donated enforcement hours and issued 27,359 warnings and 28,687 citations under the program. These activities contributed to a 20% reduction in serious injuries and a 15% decrease in fatalities across the five-county Tampa Bay region from 2021 to 2023. Additionally, a June 2024 TRB/ASCE publication found that the enforcement activities performed under this program had immediate effects on motorist operating speeds along the Tampa Bay high-crash corridors. The program has also distributed a significant amount of traffic safety equipment to law enforcement agencies, including 803 items of traffic safety apparel/devices, 410 window tint meters, 327 units of speed measuring equipment, 89 portable breath testing devices, six speed feedback trailers, two portable light towers, and one crash mapping system.



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The program has also been incredibly popular with partner law enforcement agencies and has helped build strong relationships among law enforcement agencies and between those agencies and FDOT.



The ELEE program has done something that we have been trying to do for a while, and that is motivate our Troopers and to take pride in traffic safety enforcement. This program has brought other agencies to work alongside our agency and promote Teamwork, making us all as one team. And with budget shortfalls for many years, this program has given us the ability to obtain new and good equipment to replace our old and outdated equipment, further empowering the Troopers to do their jobs better. The ELEE program is a great program, and I hope to see it continue for many more years!

-Lieutenant Daniel Middleton, Florida Highway Patrol

Prior to the inception of the ELEE program, the Citrus County Sheriff's Office faced funding difficulties that prevented them from acquiring much needed traffic safety equipment. The ELEE program has given the agency the opportunity to earn that equipment in a safe, fair and cohesive manner. The ELEE program is one of the most valuable programs that the agency participates in. It has allowed our agency to re-establish the commitment to our community that we are dedicated to traffic safety. We are beyond grateful to each, and every member of the ELEE team and we hope the program continues.

-Sgt. Laura Anstead, Citrus County Sheriff's Office



Deployability (30 points)

The AIM selection process will favor innovations that can be adopted with a reasonable amount of effort and cost, commensurate with the payoff potential.

13. What challenges and/or lessons learned should other organizations be aware of before adopting this innovation?

The most significant challenge in the implementation of the program was developing a system for logging enforcement hours that was user friendly and limited the effort required by law enforcement partners. This challenge was easily overcome by using a widely available survey platform and a carefully designed survey to limit effort and potential for error in logging enforcement activities. Another challenge faced at the start of the program was the initial reluctance of a small group of agencies to participate in the pilot; however, this challenge was quickly overcome when these agencies saw the incredible success of the pilot.

14. Please provide details of cost, effort, and length of time expended to deploy the innovation in your organization.

Cost: \$480,000/year for equipment and \$100,000/year for program administration labor costs

Level of Effort: Minimal

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Time: Roughly 200 hours of FDOT staff time per year

15. To what extent might implementation of this innovation require the involvement of third parties, including vendors, contractors, and consultants? If so, please describe. List the type of expertise required for implementation.

The implementation of this program requires relatively limited third-party involvement. Vendors are necessary for procuring traffic enforcement equipment, and while consultants supported the implementation of the ELEE program—specifically in law enforcement coordination and program administration—this was primarily due to the need for staff augmentation to handle the increased workload. With adequate staffing levels, these tasks could be managed internally by FDOT. Key skills required for staff administering this program include relationship building, effective communication, and data management.

