**Connected and Automated Vehicles**

*Connected Vehicles (CV)* use vehicle-to-vehicle, vehicle-to-infrastructure, and infrastructure-to-vehicle communication to exchange information between vehicles, drivers, the roadside, bicyclists and pedestrians. *Autonomous Vehicles (AV)* are vehicles equipped with advanced sensors and computing abilities to perceive surroundings and activate steering, braking, and acceleration actions without operator input.

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**PROJECTS/INITIATIVES**

**PLANNING**
- US 41 Florida’s Regional Advanced Mobility Elements (FRAME) Gainesville
- Central Florida Autonomous Vehicle (AV) Proving Ground
- Driver Assistive Trucking Platooning (DATP) Pilot
- Pinellas County Signal Phase and Timing (SPaT)
- Connected Freight Priority System Deployment
- US 1 Keys COAST
- I-4 Florida’s Regional Advanced Mobility Elements (FRAME)

**DESIGN/IMPLEMENTATION**
- I-75 Florida’s Regional Advanced Mobility Elements (FRAME) Gainesville
- I-75 Florida’s Regional Advanced Mobility Elements (FRAME) Ocala
- Florida’s Turnpike Enterprise (FTE) SunTrax
- Gainesville AV
- Gainesville Bike and Pedestrian Safety
- City of Orlando Greenway/Pedestrian Safety
- SR 434 Connected Vehicle Deployment
- Downtown Tampa Autonomous Transit
- Orlando Smart Community 2017 ACTMID
- Voyage at The Villages
- Implementing Solutions from Transportation Research and Evaluation of Emerging Technologies (I-STREET)
- Gainesville Signal Phase and Timing (SPaT) Trapezium

**OPERATIONAL**
- US 90 Signal Phase and Timing (SPaT) Tallahassee
- Osceola County Connected Vehicle Signals
- Tampa Hillsborough Expressway Authority (THEA) Connected Vehicle Pilot

*Source: FDOT Connected Vehicle Initiative*
The Connected and Automated Vehicles (CAV) Program at the Florida Department of Transportation (FDOT) is aiming toward aggressive safety improvements with a focus on Vision Zero; significant mobility advancements with a focus on multimodal transportation systems and all road users; and visible economic development achievements with a focus on industry partnerships and technology deployments. FDOT’s Central and District Offices, planning and implementation stakeholders, industry entities, and university partners are aggressively supporting the deployment of the CAV Program to achieve near-term and sustainable safety, mobility, and economic development (SME) benefits. FDOT has started planning, designing, and deploying several CAV pilot projects and is also engaging with private-sector companies that are developing, testing, and implementing CAV technologies and applications.

FDOT has developed a CAV Business Plan in order to establish an institutionalized framework and target schedule to aggressively move the CAV Program from research and pilot projects into statewide deployment using expedited planning and outcome-centric SME goals.

**2019 - 2020**
Early Implementation

**2021+**
Full-Scale Implementation

- 94% of serious crashes are due to human error
  
  Source: National Highway Traffic Safety Administration

- $1,348 annual cost of congestion per driver in the U.S.
  
  Source: INRIX 2018 Global Traffic Scorecard