

FY 2026 FDOT Highway Safety Concept Paper Overview

FDOT State Safety Office

*presented to
Potential Subrecipients*

*presented by
Chris Craig, Traffic Safety Administrator*



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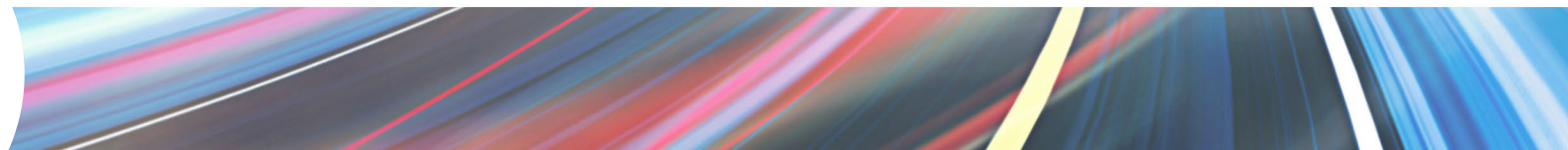


Introductions



Introductions

- Name
- Agency
- Major area of focus





Florida's 2021 Strategic Highway Safety Plan



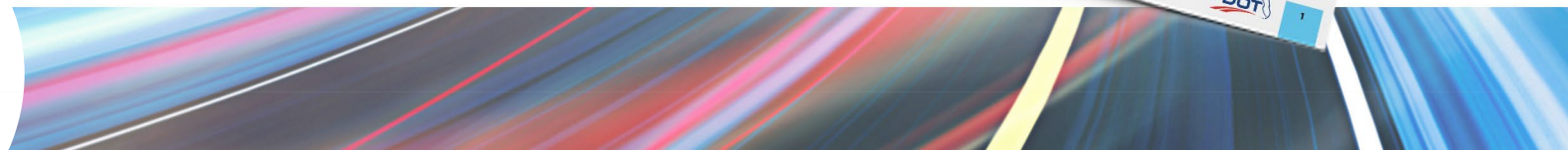
Strategic Highway Safety Plan (SHSP)

- A State's SHSP provides a comprehensive framework to reduce highway fatalities and serious injuries on all public roads
- Determines goals and objectives, analyzes crash data and identifies all federal requirements

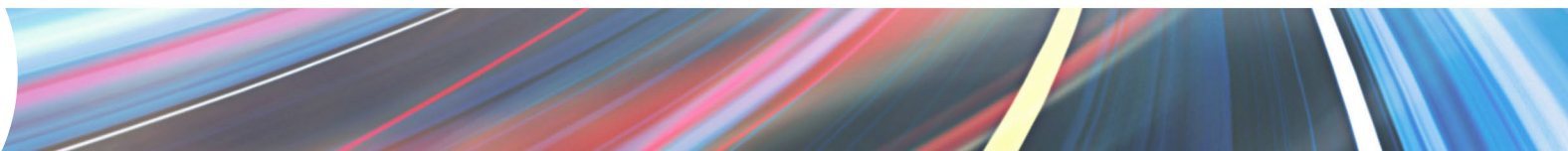
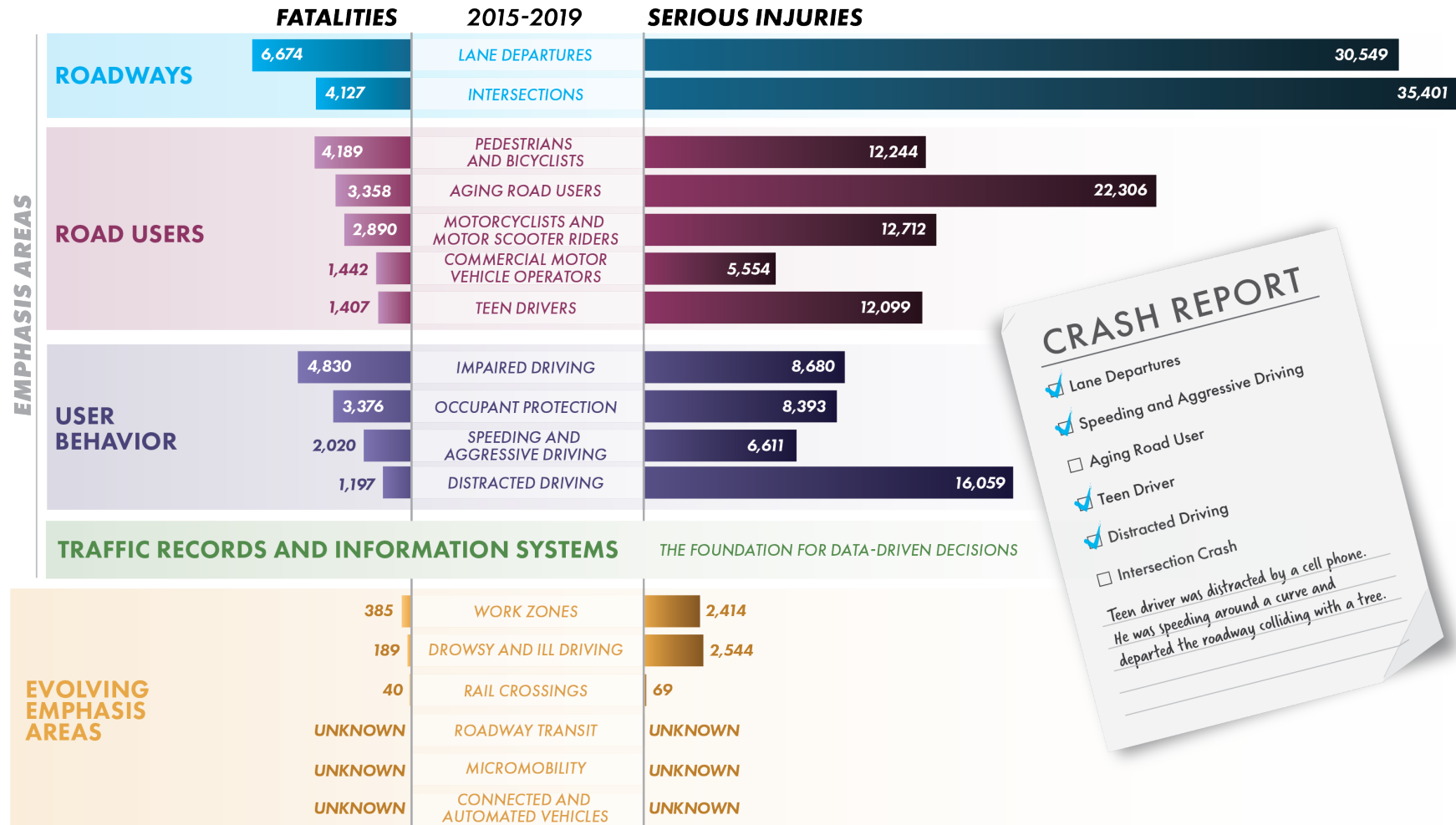


Florida's 2021 Strategic Highway Safety Plan

Florida shares the national traffic safety vision, **"Toward Zero Deaths,"** and has adopted our own version of the national vision, **"Target Zero Fatalities & Serious Injuries."**



Florida's 2021 Strategic Highway Safety Plan Priority Areas





General Subgrants Overview



Plan Connections

Subgrant development is guided by a **State's Strategic Highway Safety Plan (SHSP)** and the **Highway Safety Plan (HSP)**



Who Can Apply?



GOVERNMENT AGENCIES (POLITICAL SUBDIVISIONS OF STATE, LOCAL, CITY AND COUNTY GOVERNMENT AGENCIES)



LAW ENFORCEMENT AGENCIES



SCHOOLS (STATE COLLEGES AND STATE UNIVERSITIES)



EMERGENCY SERVICE PROVIDERS (EMS AND FIRE DEPARTMENTS)



CERTAIN QUALIFIED NON-PROFIT ORGANIZATIONS (MOTHERS AGAINST DRUNK DRIVING (MADD), FOUNDATIONS, ETC.)

Funding Source: NHTSA

The National Highway Traffic Safety Administration (NHTSA)

administers over \$500 million in grant programs annually to help states conduct effective highway safety programs.

FDOT State Safety Office awards subgrants to traffic safety partners who undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities using funding provided by NHTSA.

Subgrants are awarded to **state and local safety-related agencies** to assist in the development and implementation of programs in traffic safety priority areas.

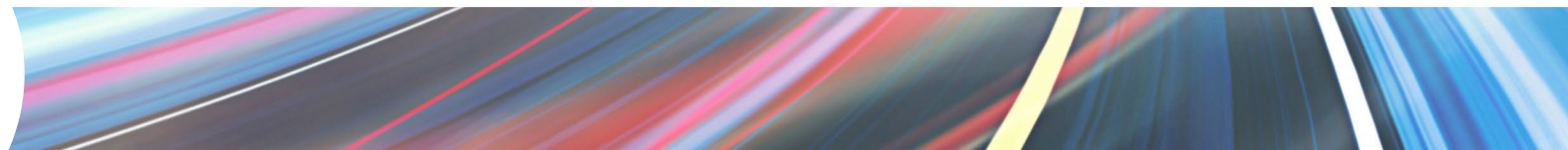


General Funded Project Types



NHTSA funding **CAN** be awarded to projects focused primarily on education, outreach, and enforcement activities to support a specific traffic safety challenge

Funding is **NOT AVAILABLE** for research or engineering projects



Funding Restrictions

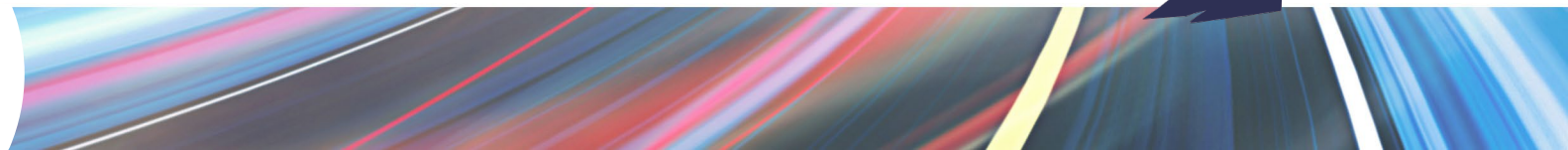
- Replacement/supplanting of existing program expenditures and/or items are not allowable

Examples of unallowable costs include, but are not limited to: replacement of vehicles purchased through previous subgrants, maintenance or rehabilitation of equipment previously purchased, and construction.



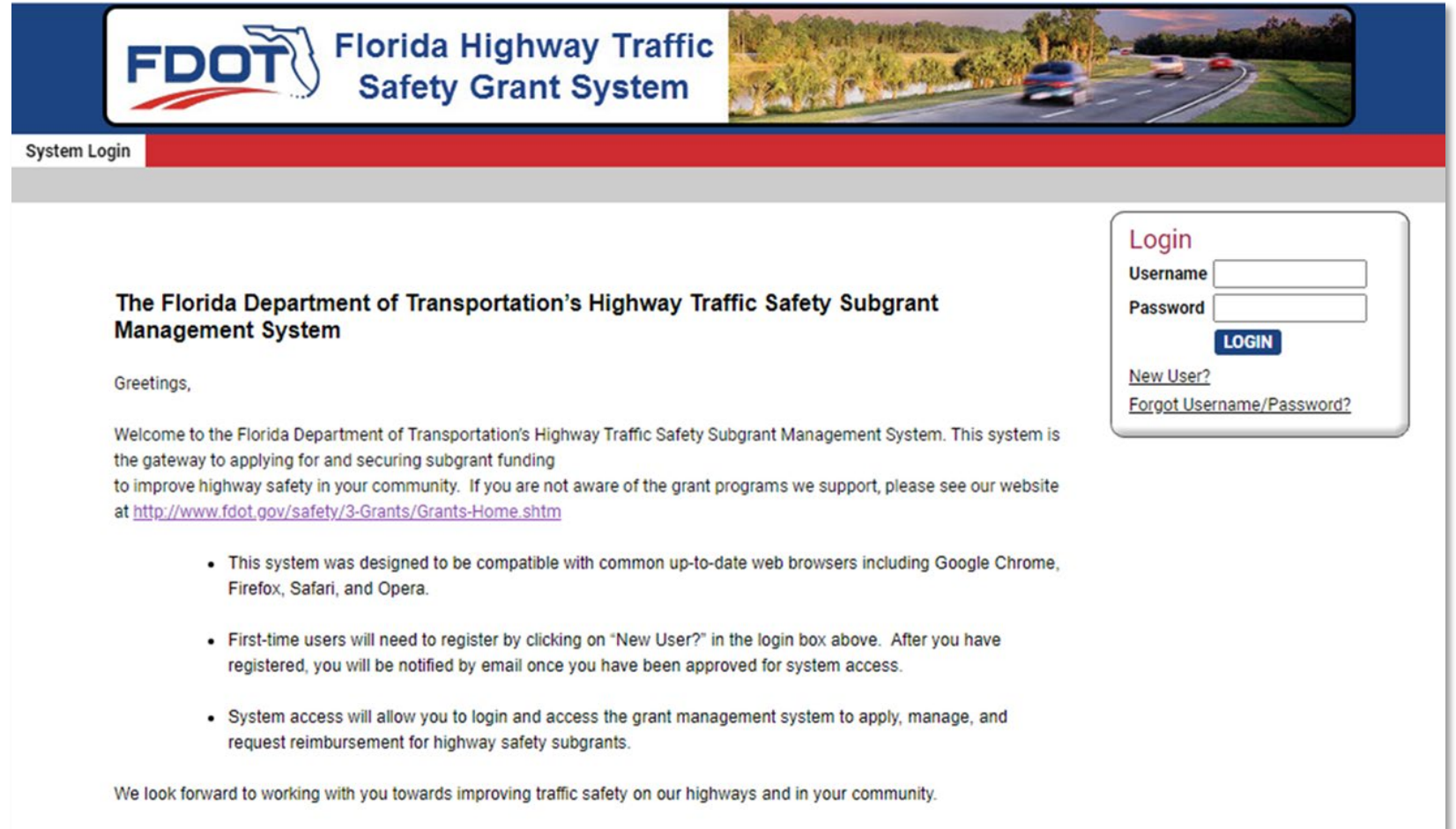
Tunnel Vision

***DON'T TRY TO
REPRODUCE
SOMETHING ANOTHER
TRAFFIC SAFETY
PARTNER IS ALREADY
DOING***



How To Apply?

Our Subgrants Management System (Intelligrants)



The screenshot shows the login page for the Florida Highway Traffic Safety Grant System. At the top, there is a banner with the FDOT logo and the text "Florida Highway Traffic Safety Grant System" next to a photograph of a highway. Below the banner is a red bar with the text "System Login". The main content area has a white background and contains the following text:

The Florida Department of Transportation's Highway Traffic Safety Subgrant Management System

Greetings,

Welcome to the Florida Department of Transportation's Highway Traffic Safety Subgrant Management System. This system is the gateway to applying for and securing subgrant funding to improve highway safety in your community. If you are not aware of the grant programs we support, please see our website at <http://www.fdot.gov/safety/3-Grants/Grants-Home.shtm>

- This system was designed to be compatible with common up-to-date web browsers including Google Chrome, Firefox, Safari, and Opera.
- First-time users will need to register by clicking on "New User?" in the login box above. After you have registered, you will be notified by email once you have been approved for system access.
- System access will allow you to login and access the grant management system to apply, manage, and request reimbursement for highway safety subgrants.

We look forward to working with you towards improving traffic safety on our highways and in your community.

On the right side of the page, there is a login box with the following fields and buttons:

- Login
- Username
- Password
- LOGIN** button
- [New User?](#)
- [Forgot Username/Password?](#)



Selection Criteria

- ✓ Does the concept paper request satisfy a specific traffic safety need identified by the FDOT State Safety Office?
- ✓ Does the agency making the funding request serve a city/county ranked in the top 40% of its population group for the priority area in which funds are being requested according to the [Florida Highway Safety Matrices](#)?
- ✓ Does the crash data supplied in the concept paper's "Statement of the Problem" document an existing traffic safety problem? (Citation data and survey results can also be used to document the problem.)
- ✓ How does this request for funding tie into the [Strategic Highway Safety Plan](#) (goals and objectives)?
- ✓ If the agency was funded in the past, did it submit reports, invoices, and financial paperwork in a timely manner and implement the activities that were detailed in the subgrant agreement?
- ✓ Does the indirect cost rate requested significantly affect the proposed project's ability to adequately address the traffic safety need? (See slide 73 for further details)

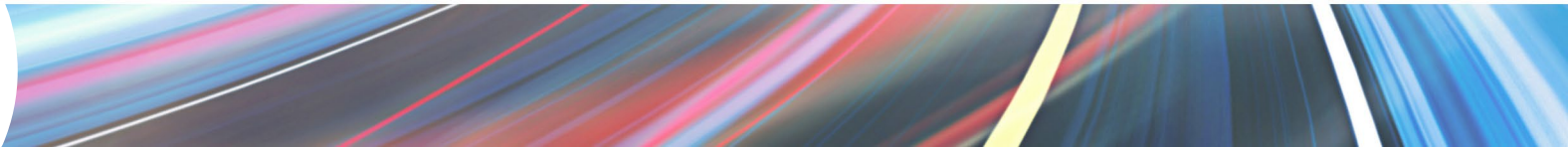
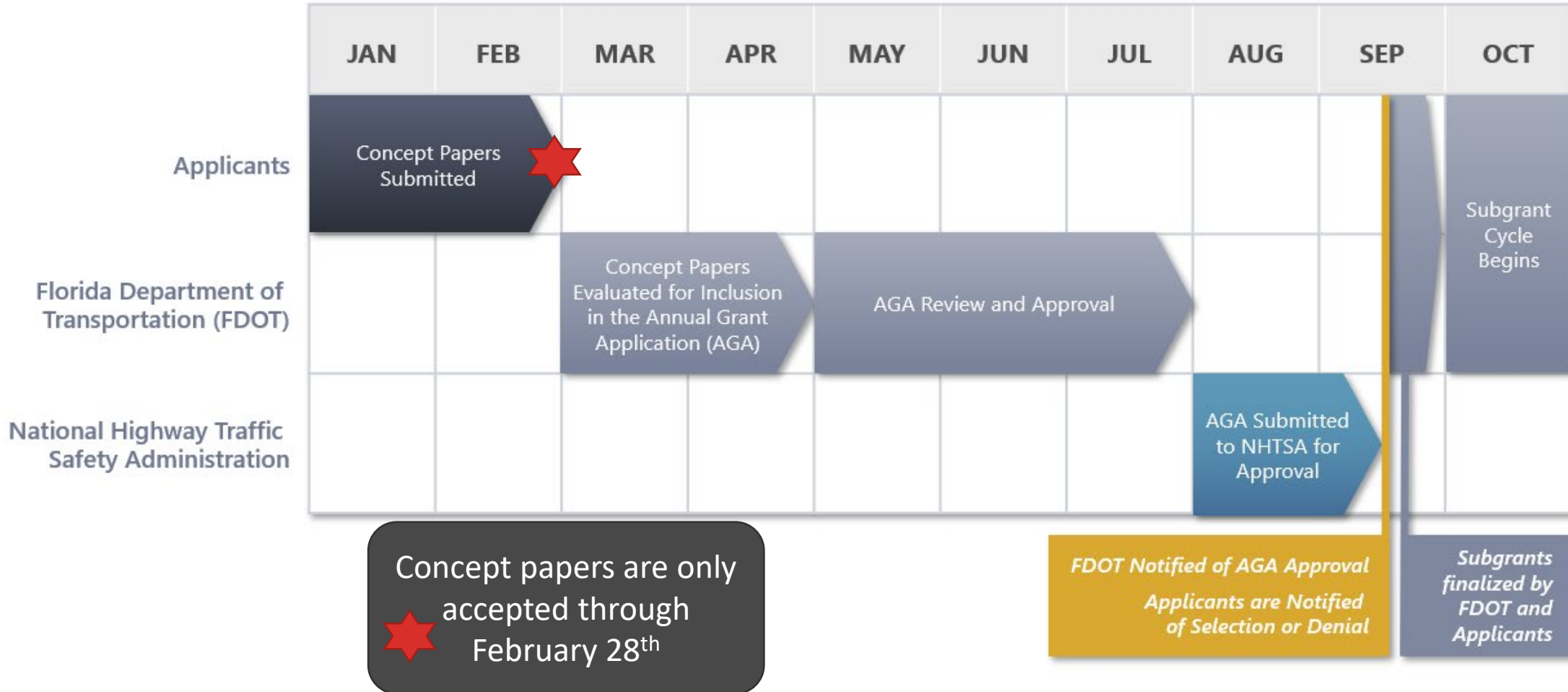


Three Year Rule

- Subgrants are awarded as "seed" money to assist in the development and implementation of programs in traffic safety priority areas
- However, there is no longer a three year rule in which agencies must take off a fourth year before reapplying



Concept to Subgrant Process Timeline





Highway Safety Matrix



Understanding the FDOT Matrix

FISCAL YEAR 2026

- County Matrix
- City Group 1 Matrix (Population 75,000+)
- City Group 2 Matrix (Population 15,000-74,999)
- City Group 3 Matrix (Population 3,000-14,999)

<https://www.fdot.gov/Safety/grants/highwaysafetymatrices.shtm>



FDOT Matrix – Florida Counties





Group I - Population of 300,001 and above - 23 Counties										Group II - Population of 50,001 to 300,000 - 18 Counties								Group III - Population of up to 50,000 - 26 Counties																													
Florida County (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones																		
Brevard	11	16	14	11	14	12	10	13	17	Alachua	5	4	1	2	1	1	1	2	14	Baker	18	15	21	14	19	18	25	9	6																		
Broward	3	6	7	3	3	2	3	3	2	Bay	11	3	3	4	6	2	3	5	7	Bradford	12	19	13	17	11	9	22	20	19																		
Collier	17	15	16	21	17	18	21	19	21	Charlotte	4	9	8	3	12	7	8	4	6	Calhoun	20	13	19	20	16	17	17	19	15																		
Duval	16	10	2	10	5	7	11	10	4	Citrus	3	5	4	5	7	6	15	6	1	Desoto	4	11	11	2	9	2	13	4	18																		
Escambia	18	13	21	18	18	15	20	18	15	Clay	16	18	10	15	13	11	13	15	8	Dixie	14	20	9	15	13	10	7	14	4																		
Hillsborough	6	3	1	2	1	4	1	4	3	Columbia	10	15	6	17	5	14	4	10	13	Franklin	24	23	23	21	26	16	23	21	24																		
Lake	15	14	15	16	13	19	14	15	9	Flagler	18	13	14	9	17	17	16	18	18	Gadsden	7	2	4	7	4	8	2	7	12																		
Lee	8	4	3	8	7	8	6	7	11	Hernando	1	2	2	1	4	5	7	1	2	Gilchrist	19	22	10	10	17	22	14	17	21																		
Leon	23	23	18	23	21	21	18	21	23	Highlands	7	11	7	16	10	13	12	9	9	Glades	21	4	17	12	22	25	18	25	16																		
Manatee	9	11	13	14	15	11	16	8	7	Indian River	8	12	13	13	11	9	6	14	17	Gulf	23	17	26	19	21	23	26	24	22																		
Marion	13	21	11	13	10	16	12	14	18	Martin	9	17	12	8	9	8	5	11	15	Hamilton	17	18	15	22	7	12	12	15	23																		
Miami-Dade	4	7	8	1	2	1	4	2	6	Monroe	12	6	18	7	18	4	14	12	16	Hardee	3	10	8	8	8	5	8	5	20																		
Orange	7	1	4	5	6	3	5	1	1	Nassau	15	16	15	18	16	18	18	16	11	Hendry	8	3	6	3	6	3	5	8	3																		
Osceola	19	9	20	17	16	17	22	17	14	Okaloosa	6	1	9	6	8	3	2	3	4	Holmes	10	12	20	18	15	20	16	10	14																		
Palm Beach	1	8	5	7	4	5	2	6	8	Putnam	13	14	5	12	3	15	17	17	10	Jackson	5	1	5	5	3	6	10	2	9																		
Pasco	2	2	9	9	12	9	13	5	5	Santa Rosa	14	7	17	11	14	16	10	8	5	Jefferson	16	9	16	24	20	19	11	12	5																		
Pinellas	5	12	6	6	9	6	8	9	12	Sumter	2	8	11	10	2	10	11	7	3	Lafayette	22	25	24	25	23	21	19	22	25																		
Polk	14	18	10	12	8	13	7	12	13	Walton	17	10	16	14	15	12	9	13	12	Levy	2	14	2	1	2	7	3	3	7																		
Saint Johns	22	20	22	22	22	23	23	20	19	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">Legend</p> <p style="text-align: center;">Highest 40% in a category.</p> </div> <p>The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 407.</p>																																					
Saint Lucie	21	22	19	20	20	22	17	22	22																			Liberty	26	26	25	23	25	26	21	26	26	Madison	15	7	18	11	18	15	6	13	11
Sarasota	12	17	17	15	19	14	15	16	20																			Okeechobee	6	21	3	4	5	4	9	6	13	Suwannee	1	16	1	6	1	1	1	1	8
Seminole	20	19	23	19	23	20	19	23	10																			Taylor	11	6	7	9	10	11	4	18	10	Union	25	24	22	26	24	24	24	23	17
Volusia	10	5	12	4	11	10	9	11	16																			Wakulla	9	5	12	16	14	13	15	11	2	Washington	13	8	14	13	12	14	20	16	1



FDOT Matrix – Group I



 FY2026 Highway Safety Matrix - Ranking of Florida Cities 									
(Based on total actual serious injuries and fatalities during 2019-2023)									
Group I - Population of 75,000 and above - 38 Cities									
Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Boca Raton	15	24	21	28	18	25	26	29	6
Boynton Beach	33	35	27	35	30	35	31	33	21
Cape Coral	9	4	7	10	13	20	11	13	26
Clearwater	11	22	13	15	24	10	23	21	29
Coral Springs	18	31	36	33	35	32	34	24	7
Davie	25	26	25	19	21	27	17	28	30
Daytona Beach	13	10	28	5	17	12	14	15	32
Deerfield Beach	36	25	35	30	36	28	32	31	20
Deltona	28	15	33	23	32	37	16	30	25
Doral	38	38	38	38	38	38	38	37	31
Fort Lauderdale	5	9	9	6	8	5	6	8	4
Fort Myers	17	32	24	20	20	17	7	14	13
Gainesville	10	6	8	8	11	7	10	7	27
Hialeah	12	21	15	13	9	8	24	12	15
Hollywood	21	18	10	14	6	13	19	16	12
Homestead	37	33	37	37	33	33	37	36	36
Jacksonville	2	2	1	1	1	2	1	2	1
Kissimmee	16	3	18	9	15	16	29	10	11
Lakeland	19	30	12	17	14	23	18	19	16
Largo	20	17	30	25	37	18	36	35	34
Melbourne	14	29	14	12	16	22	22	27	28
Miami	7	7	6	4	5	4	8	4	8
Miami Beach	34	36	31	27	34	14	27	38	14



FDOT Matrix – Group II



FDOT		FY2026 Highway Safety Matrix - Ranking of Florida Cities										TARGET ZERO							
(Based on total actual serious injuries and fatalities during 2019-2023)												TARGET ZERO							
Group II - Population of 15,000-74,999 - 105 Cities																			
Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Altamonte Springs	61	32	58	70	60	41	50	63	7	Niceville	22	5	40	65	40	67	23	5	61
Apopka	27	1	7	26	8	12	9	4	17	North Lauderdale	80	67	90	71	76	42	62	70	67
Auburndale	73	87	71	62	88	48	72	57	94	North Miami	52	66	57	42	44	22	48	30	45
Aventura	62	40	87	87	77	36	74	71	53	North Miami Beach	70	73	86	47	74	45	98	67	69
Bartow	66	81	60	44	71	88	44	51	60	Oakland Park	53	63	63	40	30	27	39	27	36
Belle Glade	79	88	73	93	39	79	61	80	98	Ocala	2	4	1	1	1	1	1	1	14
Bonita Springs	38	48	10	22	35	46	28	36	64	Ocoee	34	17	14	49	28	19	12	19	35
Bradenton	43	51	29	32	51	18	60	55	33	Opa-locka	75	47	61	53	43	53	20	45	101
Casselberry	85	79	89	69	62	65	70	62	56	Ormond Beach	6	21	6	2	20	17	6	35	68
Clermont	11	7	15	18	4	25	4	3	5	Oviedo	84	34	96	73	92	83	81	85	52
Cocoa	9	8	4	3	5	8	2	13	9	Palm Beach Gardens	31	28	34	55	10	55	21	34	32
Coconut Creek	76	82	51	66	11	70	38	40	47	Palm Springs	81	95	33	56	53	54	41	39	81
Cooper City	88	56	91	80	78	96	76	86	76	Palmetto Bay	86	102	99	84	95	81	92	76	84
Coral Gables	15	16	54	33	45	20	75	37	18	Panama City	21	3	2	11	6	16	11	25	15
Crestview	63	33	48	74	64	71	34	59	38	Panama City Beach	50	43	9	6	7	23	15	6	27
Cutler Bay	77	98	101	86	82	72	90	95	66	Parkland	102	84	97	101	101	92	101	92	73
Dania Beach	33	64	21	29	31	32	43	64	8	Pensacola	30	10	12	24	19	9	36	31	24
DeBary	65	65	79	58	85	93	86	88	87	Pinecrest	91	96	95	104	99	91	103	84	95
DeLand	13	13	43	12	17	14	52	7	37	Pinellas Park	8	25	5	4	16	4	16	26	4
Delray Beach	1	22	3	17	12	2	7	2	11	Plant City	26	36	18	25	2	31	37	15	50
Dunedin	54	85	46	61	68	60	82	82	74	Port Orange	4	26	41	7	21	6	64	9	62



FDOT Matrix – Group III



FY2026 Highway Safety Matrix - Ranking of Florida Cities																			
(Based on total actual serious injuries and fatalities during 2019-2023)																			
Group III - Population of 3,000-14,999 - 120 Cities																			
Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	13	11	2	9	4	34	3	8	47	Lauderdale-By-The-Sea	87	104	104	86	108	35	83	83	76
Arcadia	38	54	46	82	72	17	75	49	66	Lighthouse Point	27	38	55	21	69	9	11	78	49
Atlantic Beach	62	65	67	93	87	31	59	76	34	Live Oak	14	41	5	59	8	12	8	12	74
Avon Park	37	27	88	110	47	63	99	63	53	Longboat Key	96	84	103	83	106	99	102	101	67
Bal Harbour	120	119	119	120	119	107	118	118	114	Loxahatchee Groves	113	117	74	104	41	94	58	72	109
Bay Harbor Islands	98	105	93	113	109	68	104	105	81	Macclenny	56	40	70	58	35	110	100	25	19
Belle Isle	106	56	71	85	75	88	57	102	71	Madeira Beach	68	114	62	41	65	47	89	89	100
Belleair	109	111	110	116	96	102	111	70	96	Malabar	60	93	75	55	61	106	47	73	113
Belleview	23	42	60	38	27	45	45	30	5	Marathon	4	2	44	16	20	6	98	3	51
Biscayne Park	119	118	118	119	118	119	117	117	112	Marianna	22	10	9	37	6	41	35	6	12
Brooksville	2	3	3	1	2	10	7	5	9	Mary Esther	52	75	61	75	95	90	36	53	95
Bunnell	42	36	16	17	3	72	37	26	27	Mascotte	94	29	57	69	58	98	24	24	60
Bushnell	29	50	86	118	85	74	115	22	107	Melbourne Beach	59	62	117	63	117	30	46	92	110
Callaway	54	66	40	65	19	62	42	57	37	Miami Shores	83	97	87	79	54	19	43	60	43
Cape Canaveral	84	68	29	45	70	38	32	62	52	Miami Springs	81	64	99	32	86	43	48	35	33
Chipley	35	16	65	62	23	85	114	31	6	Midway	53	78	64	91	39	104	40	43	28
Clewiston	66	46	23	49	36	39	20	51	20	Milton	11	9	21	11	14	26	49	10	16
Cocoa Beach	26	98	54	14	56	20	27	47	46	Mulberry	24	76	12	88	29	92	26	54	97
Crystal River	6	14	18	15	40	36	92	56	13	Neptune Beach	97	24	24	71	74	66	67	80	70
Dade City	7	30	45	12	25	11	12	9	18	Newberry	44	20	22	30	16	64	25	11	62
Davenport	18	15	19	23	7	37	18	17	3	North Bay Village	95	83	91	81	104	109	81	99	63
Daytona Beach Shores	67	73	35	5	80	16	21	88	88	North Palm Beach	25	4	41	66	53	18	1	58	38
DeFuniak Springs	19	7	8	13	9	23	4	19	23	Oakland	107	59	94	61	94	81	77	86	84
Destin	17	6	6	20	15	2	5	2	1	Okeechobee	50	106	49	39	10	70	78	20	86



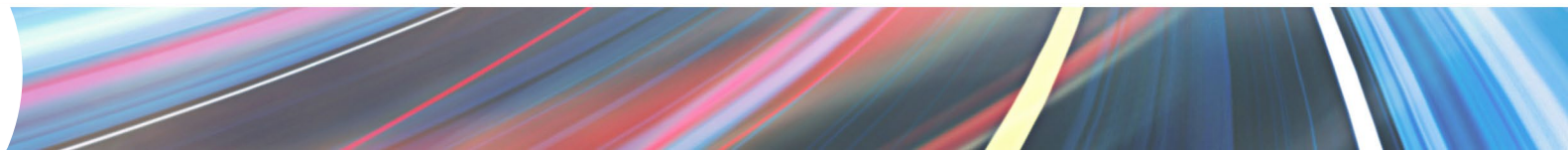


Subgrant Categories



Concept Paper Categories

- Aging Road Users
- Community Traffic Safety
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Pedestrian and Bicycle Safety
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety



Concept Papers

- The following slides are intended as examples of the most common requests



Anyone can apply under any category



Agencies can apply for more than one program area



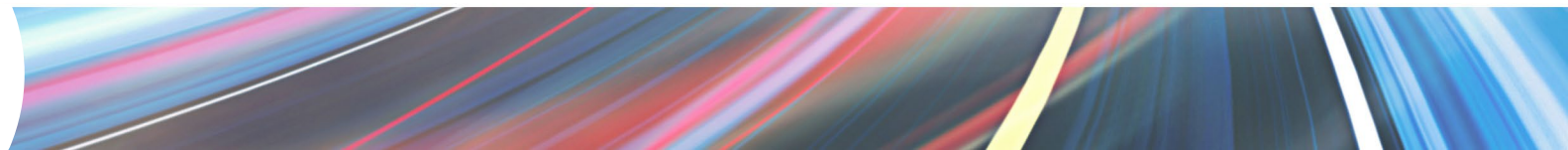
Do not use the same wording in each concept paper application



Wording must be program specific for the category you are applying for

Equipment

- Funding for equipment is contingent on evidence of need
- Requesting a majority funding for equipment is discouraged
- Concepts can **NOT** be for equipment only



Aging Road Users



- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Aging Road Users

What's allowed:

- Overtime hours for outreach and education
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Extra duty detail pay for officers

What's **NOT** allowed:

- Officers regular time
- Dispatchers time
- Speed measurement devices
- Vehicles
- Tint meters
- Promotional items
- Equipment ONLY



Community Traffic Safety



- FDOT District Community Traffic Safety Coordinators



Community Traffic Safety

What's allowed:

- Display materials such as:
 - Yard signs
 - Banners
 - Signal cabinet wraps
 - Selfie picture board frames
 - Pledge board props
 - Tablecloths
 - Outreach tents
- FDOT vehicle, trailer, and/or tailgate wraps
- Public education materials such as:
 - Coloring books for kids on traffic safety
 - Tip cards
 - USB drives (preloaded with traffic safety information)
- Driving simulators



What's **NOT** allowed:

- Vehicles
- Promotional items
- Equipment ONLY

Distracted Driving



- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Distracted Driving

What's allowed:

- Overtime hours for enforcement
- Overtime hours for outreach and education
- Overtime hours for dispatchers (as needed)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Extra duty detail pay for officers
- Distracted driving simulators
- Banners
- Portable message boards
- USB drives (preloaded with distracted driving prevention messages)



DISTRACTED DRIVING

WHAT YOU SHOULD KNOW!

VISUAL DISTRACTION

Visual distractions are the most common type of distraction – basically, anything that takes a driver's eyes from the road. It could be looking for items in the vehicle, or looking down at a device to view a text or watch a video.



TEEN SAFE DRIVING COALITION SADD FDOT

What's **NOT** allowed:

- Officers regular time
- Dispatchers regular time
- Speed measurement devices
- Vehicles
- Tint meters
- Promotional items

Impaired Driving



- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Impaired Driving

What's allowed:

- Overtime hours for enforcement
- Overtime hours for outreach and education
- Overtime hours for support staff during a checkpoint
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Extra duty detail pay for officers
- Fatal Vision goggles
- SIDNE or pedal karts
- Impaired driving simulators
- Portable message boards
- Vehicle Wrap (Drive Sober or Get Pulled Over)
- Intoxilyzers
- Vehicle installation of intoxilyzers
- In-car video systems
- USB drives (preloaded with impaired driving prevention messages)
- B.A.T. mobile with great justification
- Vehicle Wrap (Drive Sober or Get Pulled Over)
- DUI checkpoint equipment:
 - Trailers
 - Vehicles
 - Message boards
 - Portable light towers
 - Traffic cones
 - Arrow boards
 - Generators
- Stylus LED Penlights



Impaired Driving

What's **NOT** allowed:

- Officers regular time
- Officers time for training
- Officers time for court
- Promotional items
- Speed measurement devices
- Portable speed feedback signs
- Tint meters



Motorcycle Safety



- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Motorcycle Safety

What's allowed:

- Overtime hours for enforcement
- Overtime hours for SMART training course
- Overtime hours for outreach and education
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Overtime hours for dispatchers (as needed)
- Extra duty detail pay for officers
- Speed measurement devices (radars, lidars) for officers working on subgrant
- Supplies needed to conduct a SMART course
- Printing for educational materials promoting SMART training courses
- USB drives (preloaded with motorcycle safety messages)

What's **NOT** allowed:

- Officers regular time
- Vehicles
- Promotional items
- Equipment ONLY

**FROM GOOD TO GREAT:
Ride Better · Ride Smarter!**

LOCATIONS

S.M.A.R.T. Courses

1. Jacksonville
2. Gainesville
3. Tampa
4. Osceola

Track Days

5. Jennings
6. Palm Beach
7. Homestead-Miami

Scan To Learn More

**Train Like a Motor Officer
at a Location Near You**

or visit us at:
RideSmartFlorida.com/SMARTCourse

FDOT www.RideSmartFlorida.com

Occupant Protection and Child Passenger Safety



Who can apply?

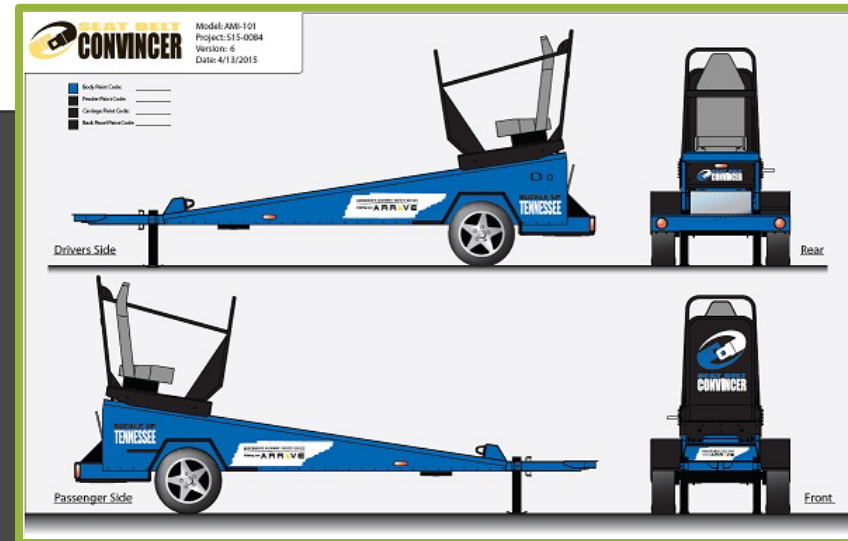
- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Occupant Protection and Child Passenger Safety

What's allowed:

- Overtime hours for enforcement
- Overtime hours for outreach and education
- Overtime hours for dispatchers (as needed)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Extra duty detail pay for officers
- Vehicle Wrap (Click It or Ticket)
- Portable message boards
- Seatbelt convincers
- Rollover simulators
- USB drives (preloaded with safety belt messages)



What's **NOT** allowed:

- Officers regular time
- Dispatchers regular time
- Speed measurement devices
- Vehicles
- Tint meters
- Promotional items
- Equipment ONLY
- Child passenger safety seats

Pedestrian and Bicycle Safety



Who can apply?

- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Pedestrian and Bicycle Safety

What's allowed:

- Overtime hours for enforcement
- Overtime hours for outreach and education
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Extra duty detail pay for officers
- USB drives (preloaded with pedestrian and bicycle safety messages)



What's **NOT** allowed:

- Officers regular time
- Dispatchers time
- Speed measurement devices
- Vehicles
- Tint meters
- Promotional items
- Equipment ONLY

Public Traffic Safety Professionals



- Training institutions that have an accredited Police Training Program or that can train professionals in traffic safety
- State agencies



Public Traffic Safety Professionals

What's allowed:

- Training Topics/Areas such as:
 - Traffic homicide investigation
 - Traffic crash reconstruction
 - Traffic-related issues law enforcement officers may face
 - Traffic enforcement equipment law enforcement officers will use
 - Impaired driving enforcement
 - Drug Recognition Expert
 - Drug Court Training
 - Police Motorcycle Instructor
- Tuition fees



What's **NOT** allowed:

- State Correctional Officers
- Equipment Only
- Training for organizational growth
- Grant writing

Speeding and Aggressive Driving



- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Speeding and Aggressive Driving

What's allowed:

- Overtime hours for enforcement
- Overtime hours for outreach and education
- Overtime hours for dispatchers (as needed)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Extra duty detail pay for officers
- Speed measurement devices (radars, lidars) for officers working on subgrant
- Portable speed feedback signs
- Portable message boards
- USB drives (preloaded with speed and aggressive driving safety messages)
- Ticket writers



What's **NOT** allowed:

- Officers regular time
- Dispatchers regular time
- Vehicles
- Tint meters
- Promotional items
- Equipment ONLY

Teen Driver Safety



- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Teen Driver Safety

What's allowed:

- Overtime hours for enforcement
 - Overtime hours for education
 - Overtime hours for dispatchers (as needed)
 - Overtime hours for subgrant reimbursement and reporting (1-2 hours)
 - Extra duty detail pay for officers
 - Speed measurement devices (radars, lidars) for officers working on subgrant
 - Florida Sheriff's Association Teen Driver Challenge support
 - Traffic cones for training
 - USB drives (preloaded with teen driver safety messages)
 - Fatal Vision goggles
- SIDNE or pedal karts
 - Seatbelt convincers
 - Rollover simulators
 - Distracted and Impaired driving simulators
 - Banners
 - Student guides
 - Some program related expenses



Teen Driver Safety

What's **NOT** allowed:

- Officers regular time
- Dispatchers regular time
- Vehicles
- Driving range improvements
- Furniture
- Tint meters
- Promotional items (Shirts, Trinkets, etc.)
- Equipment ONLY



Traffic Records



- Colleges or universities
- Non-profits
- State agencies



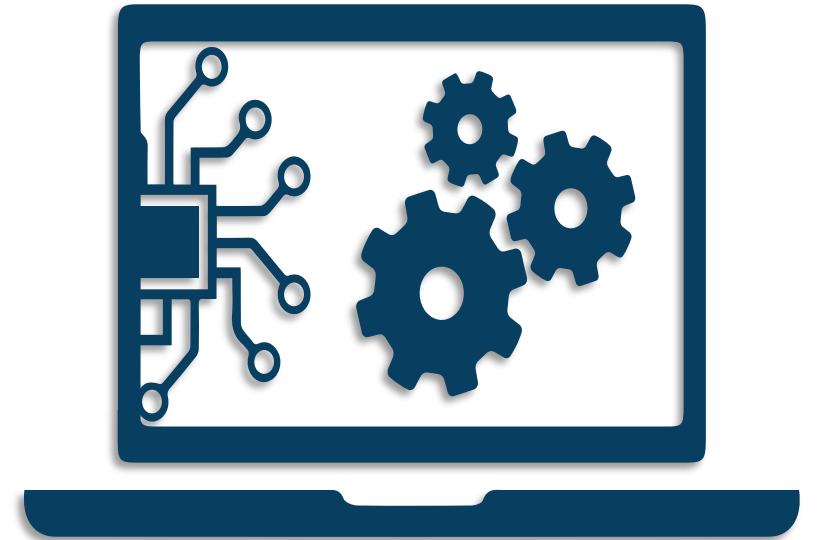
Traffic Records

What's allowed:

- Computer software (other than citation and crash form software)
- Comprehensive data system updates

What's **NOT** allowed:

- Promotional items
- Furniture
- Equipment ONLY
- Support for proprietary crash and citation software



Work Zone Safety



- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



Work Zone Safety

What's allowed:

- Overtime hours for enforcement in work zones
- Overtime hours for dispatchers (as needed)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Extra duty detail pay for officers
- Speed measurement devices (radars, lidars) for officers working on subgrant
- Portable speed message board signs



What's **NOT** allowed:

- Officers regular time
- Dispatchers regular time
- Vehicles
- Tint meters
- Promotional items
- Equipment ONLY

Developing a Concept Paper



Project Details

- Statement of the Problem
- Supporting Data
- Proposed Solution
- Sustainability
- Project Objectives
- Evaluation



Statement of Problem

- Identify the specific traffic safety-related problem or deficiency that the proposed project is intended to address and the associated emphasis area of the Strategic Highway Safety Plan (SHSP) that it falls into based on data
- Must be data-driven and indicate data supporting the reason behind the agency seeking funding. This should be detailed with the issues and facts surrounding the problem
- Spell out any acronyms

Document Information: [CPG-2021-FDHSMV-00051](#)

[Details](#)

You are here: > [2021 Highway Safety Grant Program Menu](#) > [Forms Menu](#) > Concept Papers

PROJECT DETAILS

Instructions:

Please complete this page, then click the **Save** button.

Required fields are marked with an *

Statement of the Problem: (Provide details about the traffic safety problem that you want to address)

The Florida Department of Transportation (FDOT) has identified traffic records and information systems as an area of emphasis in the Strategic Highway Safety Plan. The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is committed to "A Safer Florida" and promoting public safety is a primary component of the Agency's Strategic Plan. Improving the data quality attributes, which includes the timeliness, accuracy, completeness, uniformity, accessibility, and integration, of the crash and Uniform Traffic Citations (UTC) datasets supports FLHSMV's Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the state's data-driven approach in developing traffic safety initiatives and law enforcement countermeasures.

CRASH LOCATIONS

FDOT relies on a precise location of a crash to evaluate potential problems related to roadway design, signage, traffic control devices, and sight distances. Municipalities and county traffic operations likewise use crash location data for engineering and construction improvements. Other groups with road safety interests require crash data and precise crash locations. These include law enforcement, road safety officers, attorneys, research groups, governmental agencies, media, statisticians, insurance groups, and members of the public. Accurate and timely location data are also a critical component for integrating traffic records data sets for crash, citation/adjudication, roadway, and Emergency Medical Services (EMS); however, accurate and timely crash location data are currently not readily available to interested parties and stakeholders. Currently FDOT employs staff to manually review crash reports to determine the precise location of the crash. It is a time-consuming process that includes comparing data fields to narratives and diagrams on the crash reports. This is only done for long form crash reports (approximately 71% of crash reports) it takes more than a year after the crash event for the updated (accurate) location data to be posted and available for decision makers. Signal 4 Analytics, at the University of Florida, attempts to automatically geocode all Florida crash reports. On a daily basis, Signal 4 attempts to place a fixed point on a map from the information found on the crash report, which is provided by the law enforcement officer. For year 2019, approximately 88% of reports were mapped using this process. Though this number sounds impressive, it doesn't speak to the accuracy of those points on the map, or the contradictions of location information found on the crash report. For instance, a point on a map determined by the street and distance from an intersection might not match the latitude/longitude data on the same crash report. In other words, there are two possibilities for placing a point on the map. Which one is correct? Smart Mapping is available through a Florida geocoding web-service provided by Signal 4 Analytics. This application allows the law enforcement officer to place a point on a map and the geocoding web-service provides the text information, including latitude, longitude, and 14 other data elements, that gets populated into the crash report. The location information obtained using this process is very accurate and

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Statement of Problem Example

- According to the Centers for Disease Control and Prevention (CDC), motor vehicle crashes are the leading cause of fatalities for US teens. Six teens, aged 16-19, die every day from motor vehicle injuries.
- The Florida Department of Transportation (FDOT) has identified teen driver safety as an area of emphasis in the Strategic Highway Safety Plan. The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is committed to “A Safer Florida” and promoting public safety is a component of the Agency’s Business Plan.



Supporting Data

- Include crash, serious injury, fatality, and citation data (as appropriate) and a brief analysis of the data
- At minimum, analyze and provide the three most recent years of data and describe the relation to the selected emphasis area
- Refer to the FDOT Highway Safety Matrix
- Source can be Signal 4 or agency systems
- Provide data source references



NUMBER OF:	2018	2019	2020
Licensed 65+ drivers	503,120	506,143	509,184
Drivers in crashes	19,201	22,417	24,930
Drivers in fatal crashes	81	60	54
Drivers killed in fatal crashes	56	42	35
Drivers injured in crashes	5,510	5,651	5,939



Proposed Solution

- Provide the specific NHTSA countermeasure(s), chapter and section that you plan on implementing
- Explain how the countermeasure(s) will address the problem. Can use countermeasures that cross multiple chapters for one project
- Explain how the solution is connected to the Strategic Highway Safety Plan
- Explain how funding will be used
- If no countermeasure(s) exist, explain the basis of your selected strategy and how it will be effective

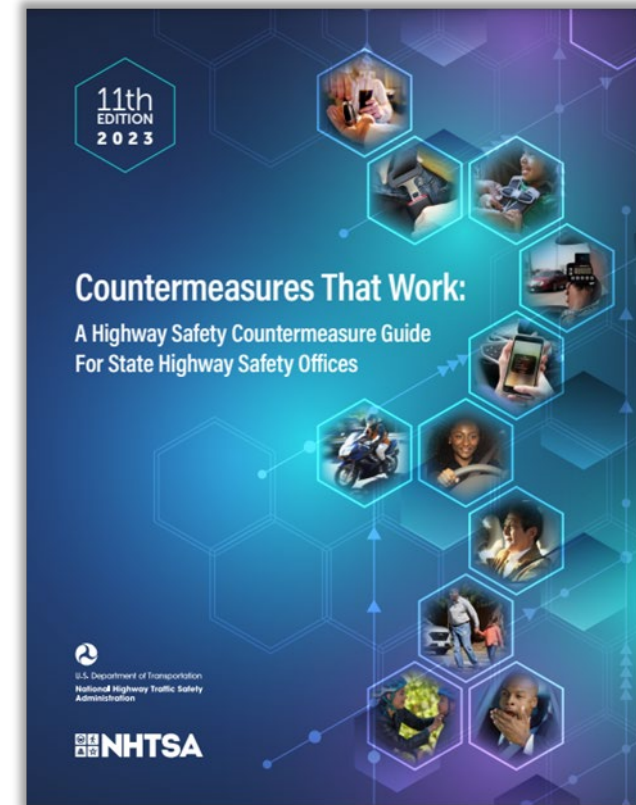


Proposed Solution Example (Addressing NHTSA Countermeasures)

NHTSA's *Countermeasures That Work* indicates in Chapter 7, "Most parents/guardians are heavily involved in teaching driving skills to their beginning teenage drivers ..."

This program produces a *Parent and Teen Guide* designed to help parents in their driving coach role. It contains tips for conducting driving lessons, important teen driver safety facts, and the graduated driver licensing (GDL) law.

These components are all consistent with other resources referenced in Chapter 7 of the guide.



Sustainability

- If not a statewide project, how will traffic safety efforts continue after initial funding
- If the program is statewide, meaning multiple counties, then this section does not need to be completed



Sustainability

- There is no longer a 3-year rule for law enforcement efforts
- Law enforcement agencies are expected to continue efforts to whatever extent possible even if future funding is not awarded
- Equipment is required to be used for original intended purposes



Project Objectives

- State the short-term objective(s) of the project. All objectives must be quantifiable
- Provide baseline data for all objectives



Project Objectives Examples

- **Reduce the number of crashes by 5%** compared to the three-year average of the most recent data, by conducting 12 sobriety checkpoints during the subgrant period.
- **Provide 12 public education outreach events** in the community during the subgrant period.
- To conduct at least **20 High Visibility Enforcement (HVE) operations** by the end of the subgrant period.



Evaluation

- Provide an explanation of how you will determine each project objective was met
- Use one or more of these methods:
 - *Formative*
 - *Process*
 - *Impact*
 - *Outcome*



Details about the four methods of evaluation can be found at:
<http://www.fdot.gov/safety/3-Grants/ProgramEvaluation.pdf>

Evaluation Examples

- **Formative evaluation:** Review the survey and revise the presentation if the results are not at least 4.5 out of 5.0.
- **Process evaluation:** Conduct a minimum of 20 occupant protection high visibility overtime enforcement operations during the project period.
- **Impact evaluation:** Use the results of surveys to determine the impact of the behavioral change regarding driving laws and driving behaviors.
- **Outcome evaluation:** Strive to decrease motorcycle crashes and fatalities by 5% compared to the same time period from the previous year.



Budget

- Subgrant costs must be reasonable, proportional, and directly related to the stated problem and proposed solution
- Include tax (if out of state purchase), delivery, shipping, set-up costs, etc.
- Attempt to anticipate increases in costs that may occur between the time the subgrant is proposed and the subgrant start date
- Round up to an even number



Budget Categories

PERSONNEL SERVICES

- Law enforcement
 - Overtime Salary Only
 - Overtime Salary and Benefits
- All others
 - Costs must include the position title, the salary, and percentage applicable to the project or if it is a full position
 - If benefits will be reimbursed, those should be listed



Budget Categories

CONTRACTUAL SERVICES

- Costs may include work that will be performed by each consultant firm or person secured on contract to work on the project
- Do not list a firm, agency, or individual's name
- Use descriptive titles such as “Data Consulting” and “Evaluation Services”



Budget Categories

EXPENSES

- Direct expenditures, such as travel, printing, educational materials, public information and education items, etc.
- Cost less than \$10,000 per item
- In order to be considered educational, distributed material must provide substantial information and education content to the public (not merely a slogan) and have the sole purpose of conveying that information
- Do not use brand names
 - 3 Radars for traffic unit to support speed enforcement efforts



Budget Categories

EQUIPMENT COSTING \$10,000 OR MORE

- Enter the estimated dollar amount for equipment that costs \$10,000 or more per unit
- Include a separate line item for each piece of equipment that is \$10,000 or more
- Do not use brand names
 - Blood Alcohol Testing (BAT) vehicle to be used at checkpoints
 - Light tower trailer to be used at checkpoints
 - Message board trailer for displaying safety belt messages around the county



Budget Categories

EQUIPMENT COSTING \$10,000 OR MORE

- Include any emergency equipment in total cost
- Concepts for equipment only are not allowable under the NHTSA guidelines and will not be considered
- Equipment should not be a majority of the project
- Enforcement agencies are usually not awarded equipment in their first subgrant



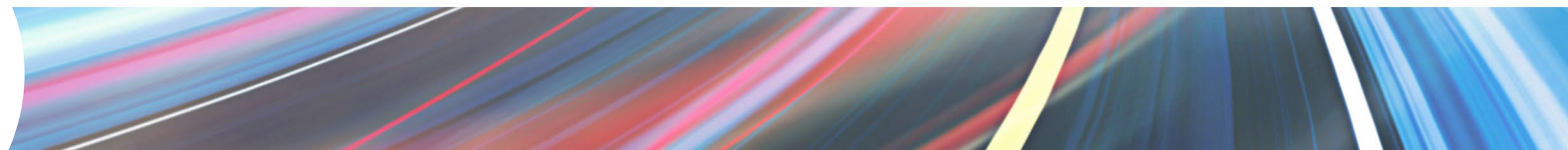
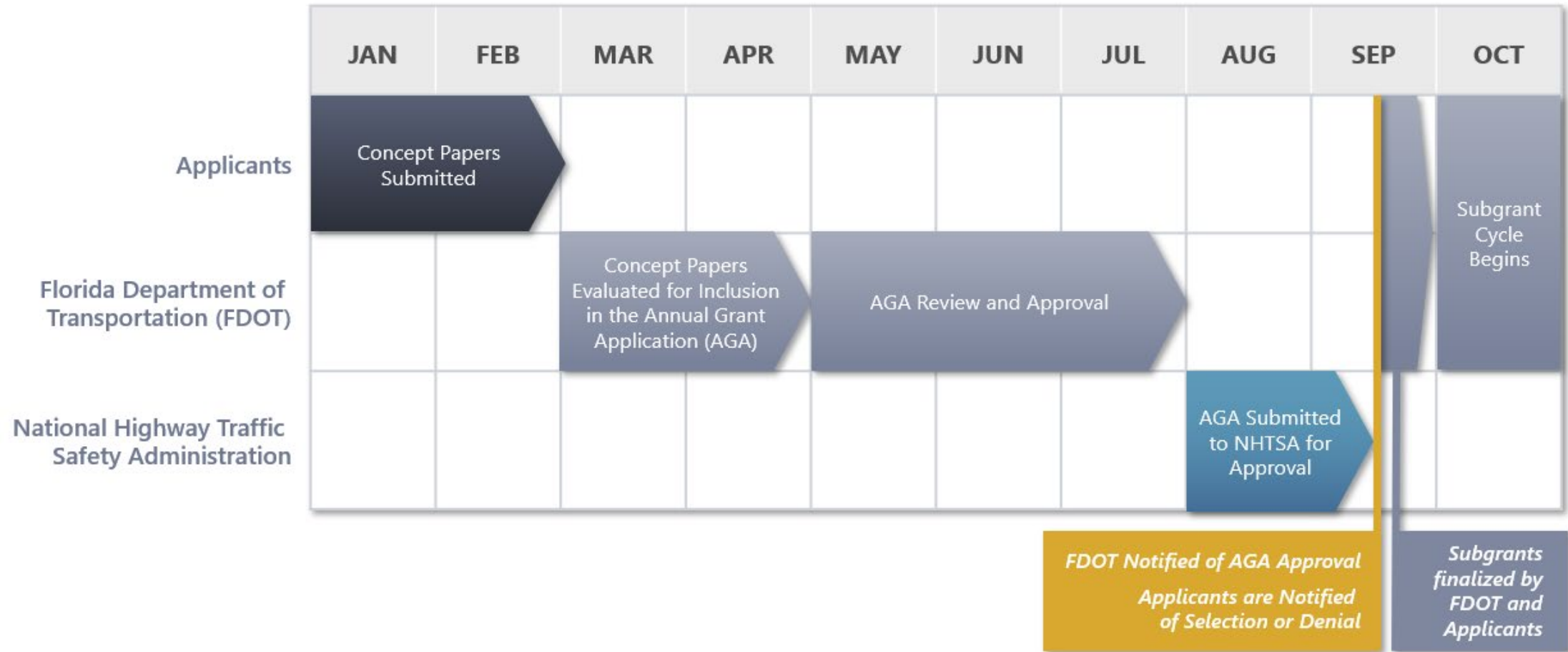
Budget Categories

INDIRECT COSTS

- Allowed for costs that cannot be charged
- A subrecipient may opt to request a lower or no indirect costs rate, even if it has a federally negotiated indirect cost rate
- Concept papers requesting indirect costs will be awarded based on cost benefit, available funding, and if the indirect cost rate requested significantly affects the proposed project's ability to adequately address the traffic safety need
- The FDOT State Safety Office has historically not awarded indirect costs for local projects, law enforcement agencies for enforcement activities, or rates over 10%



Funding Cycle



Resources

Signal 4 Analytics

<https://signal4analytics.com>

Traffic Crash Facts

<https://www.flhsmv.gov/resources/crash-citation-reports/>

Highway Safety Matrix, Concept Paper Instructions, Forms, and Samples

<https://www.fdot.gov/Safety/grants/grants-conceptpapers.shtm>

Strategic Highway Safety Plan

<https://www.fdot.gov/Safety/shsp/shsp.shtm>

NHTSA Countermeasures That Work

<https://www.nhtsa.gov/book/countermeasures/countermeasures-that-work>



Questions





Thank You!

