

FY 2027 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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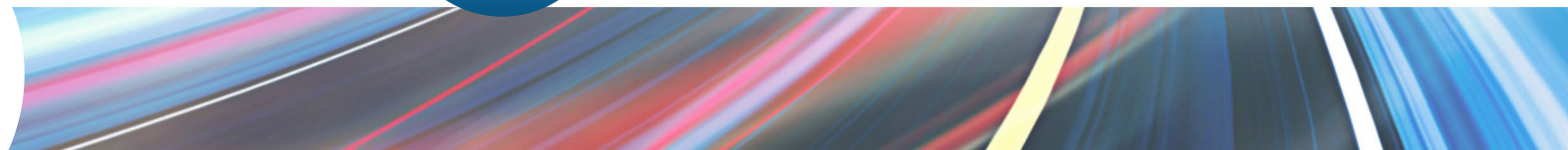
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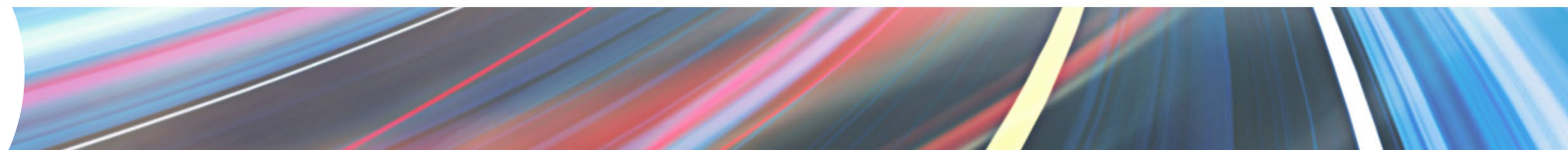


Introductions



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

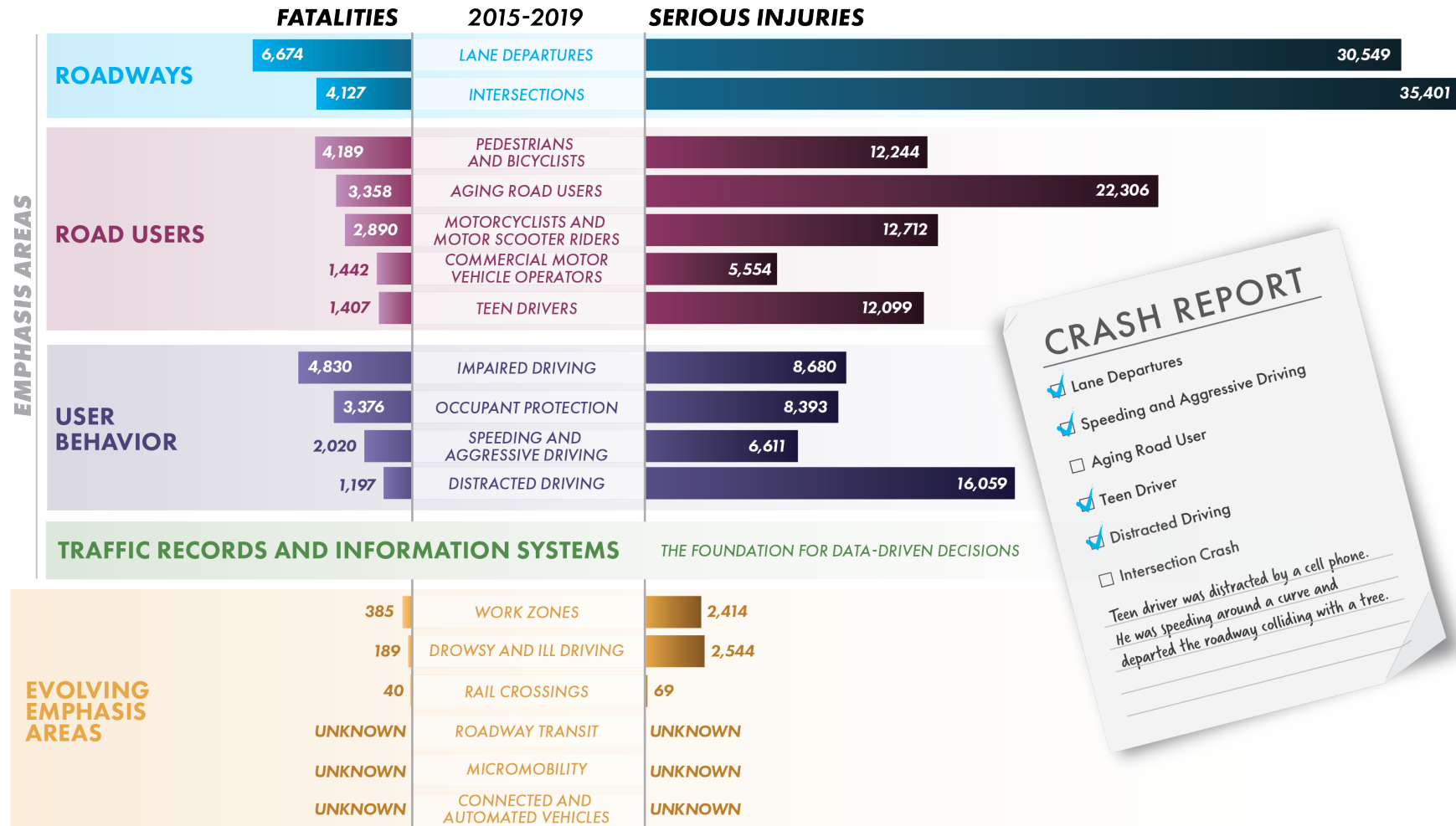


Florida's 2021 Strategic Highway Safety Plan

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 **Triannual Highway Safety Plan (3HSP)**



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.)



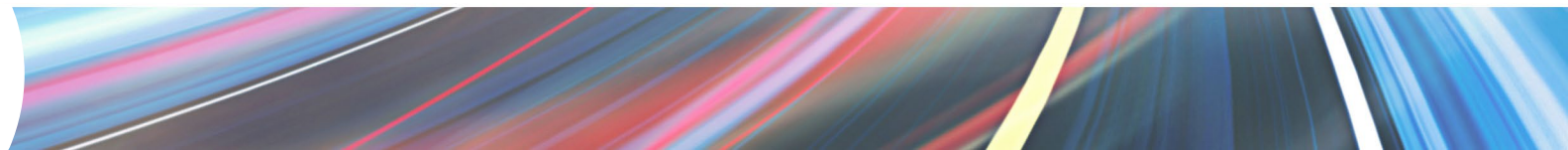
Funding Source: NHTSA

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.



Cost Reimbursement



- All subgrants are on a cost reimbursement basis

Meaning: Your agency will expend the funds and then invoice FDOT to seek reimbursement for those expenditures.



How To Apply?

Our Subgrants Management System (Intelligrants)

**Florida Highway Traffic Safety Grant System**

System Login

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.

Login

Username

Password

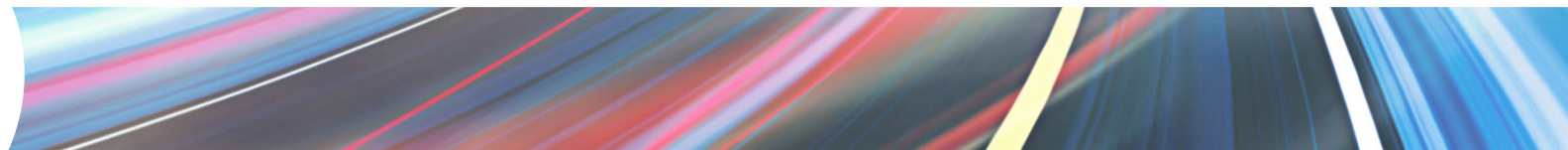
LOGIN

[New User?](#)

[Forgot Username/Password?](#)

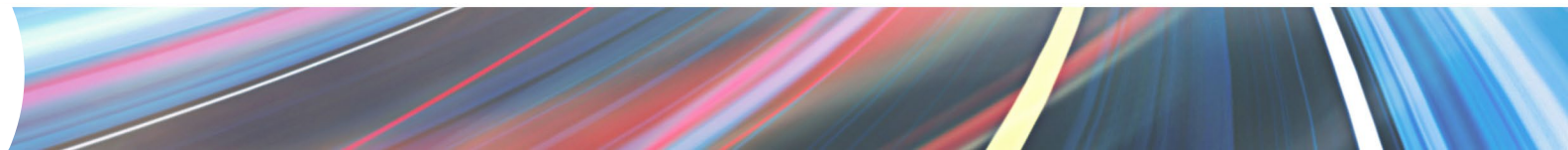
Selection Criteria

- ✓ 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 76 for further details)



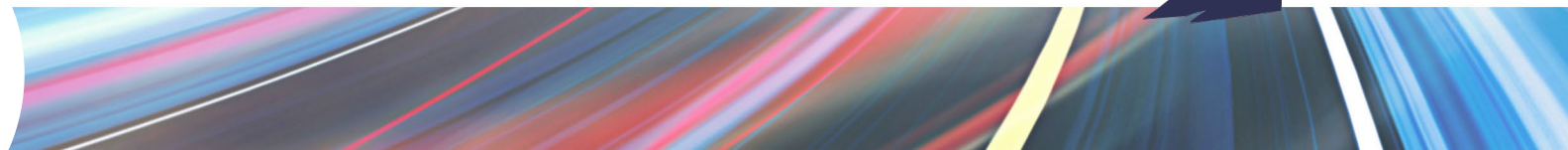
Three Year Rule

- 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

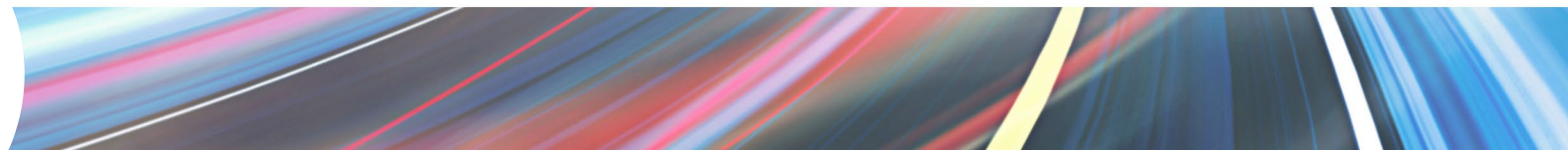
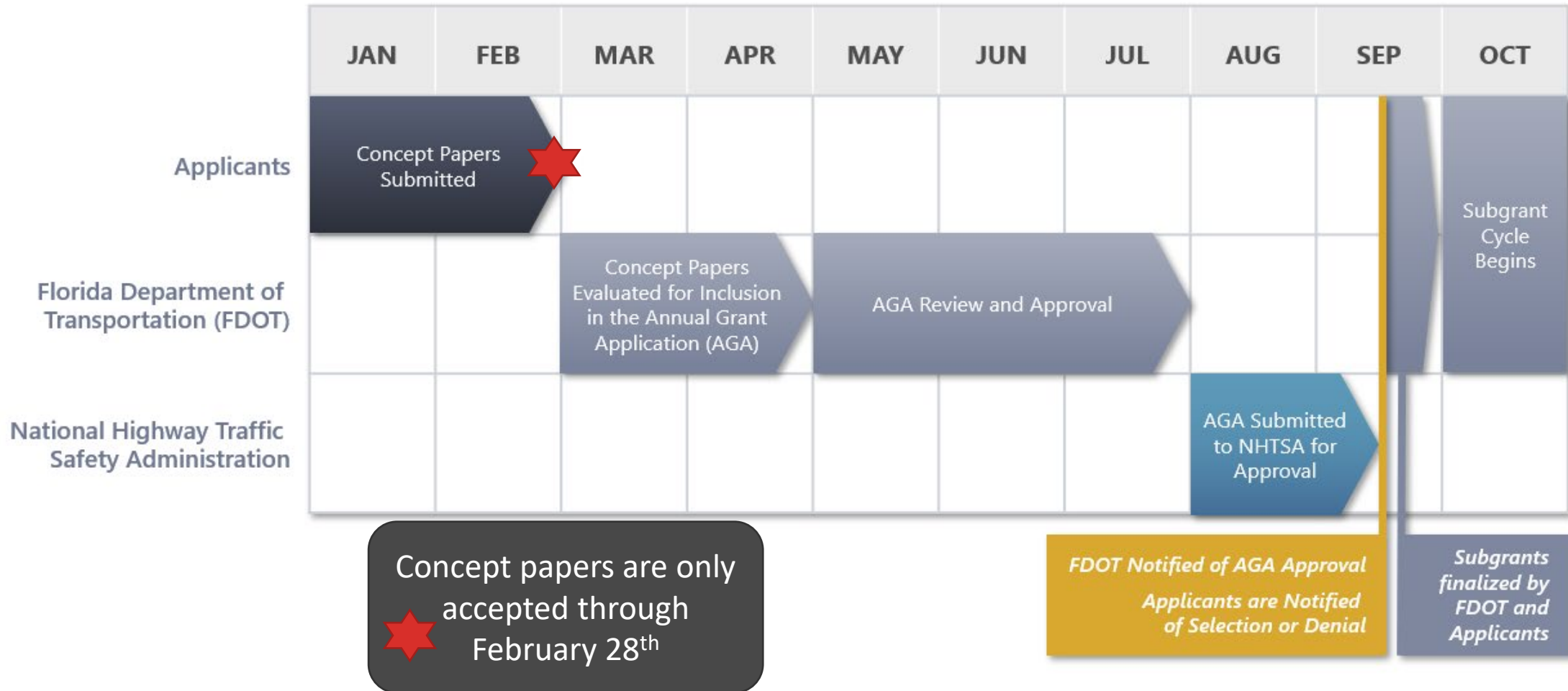


Tunnel Vision

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



Concept to Subgrant Process Timeline





Highway Safety Matrix

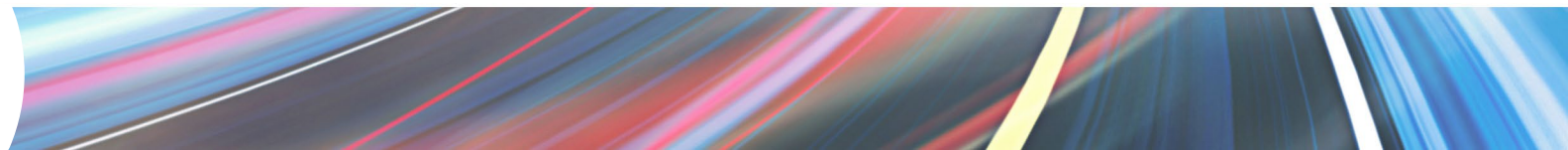


Understanding the FDOT Matrix

FISCAL YEAR 2027

- 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	Interstate Speeding Enforcement	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	Interstate Speeding Enforcement	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	Interstate Speeding Enforcement
Brevard	11	15	14	11	13	12	10	13	14	Y	Alachua	5	5	1	5	1	1	1	2	14	Y	Baker	17	13	21	12	19	16	26	9	10	Y
Broward	1	6	6	2	3	2	3	2	2	Y	Bay	12	4	3	3	7	2	3	6	9	N	Bradford	21	18	17	18	15	9	23	16	17	N
Collier	17	18	17	21	20	18	22	20	20	Y	Charlotte	3	9	6	2	11	5	7	4	7	Y	Calhoun	16	11	13	23	12	19	19	25	12	N
Duval	15	13	2	10	5	7	11	9	3	Y	Citrus	4	8	4	4	6	7	16	7	2	N	Desoto	3	7	10	2	9	1	14	2	16	N
Escambia	18	10	16	17	16	16	17	17	15	Y	Clay	18	18	11	15	15	11	15	12	5	N	Dixie	14	23	8	14	11	10	7	18	21	N
Hillsborough	6	3	1	3	1	4	1	4	4	Y	Columbia	11	15	5	18	4	14	5	9	13	Y	Franklin	22	21	23	19	26	17	18	22	23	N
Lake	16	14	15	15	14	20	14	15	8	N	Flagler	17	12	15	7	17	15	14	18	17	Y	Gadsden	7	1	3	10	3	8	2	5	14	Y
Lee	7	4	4	8	7	8	6	7	12	Y	Hernando	2	2	2	1	3	6	9	1	1	Y	Gilchrist	20	22	14	9	20	22	15	17	19	N
Leon	23	23	20	23	21	21	18	22	23	Y	Highlands	9	13	10	16	10	13	13	14	8	N	Glades	19	9	20	15	21	24	17	23	13	N
Manatee	9	12	13	14	15	11	19	10	9	Y	Indian River	7	11	13	12	12	9	6	13	18	Y	Gulf	25	16	25	17	22	18	25	21	22	N
Marion	12	22	9	13	10	15	13	14	18	Y	Martin	8	17	12	8	8	10	4	10	16	Y	Hamilton	11	14	9	21	7	13	9	11	24	Y
Miami-Dade	3	8	8	1	2	1	4	3	6	Y	Monroe	10	6	17	9	18	3	10	11	15	N	Hardee	4	15	7	11	8	4	10	6	18	N
Orange	8	1	7	5	6	3	5	1	1	Y	Nassau	16	16	18	17	16	18	17	16	10	Y	Hendry	8	3	5	3	5	3	5	8	9	N
Osceola	19	9	21	18	17	17	20	18	17	Y	Okaloosa	6	1	8	6	9	4	2	3	4	Y	Holmes	9	12	12	20	16	20	13	15	20	Y
Palm Beach	2	7	3	7	4	5	2	5	7	Y	Putnam	13	14	7	13	5	17	18	17	12	N	Jackson	5	4	6	5	6	5	12	4	8	Y
Pasco	4	2	12	9	12	9	12	6	5	Y	Santa Rosa	14	7	14	11	13	16	12	8	6	Y	Jefferson	18	10	15	22	17	21	11	14	5	Y
Pinellas	5	11	5	6	9	6	7	8	10	Y	Sumter	1	3	9	10	2	8	11	5	3	Y	Lafayette	23	25	24	26	23	25	21	24	25	N
Polk	14	19	10	12	8	13	8	11	11	Y	Walton	15	10	16	14	14	12	8	15	11	Y	Levy	2	17	2	1	2	7	4	7	6	N
Saint Johns	22	20	22	22	22	23	23	19	16	Y	<div>Legend</div> <div>Highest 40% in a category.</div>											Liberty	26	26	26	25	25	26	22	26	26	N
Saint Lucie	21	21	18	20	18	22	16	21	22	Y												Madison	15	2	19	7	18	12	3	10	4	Y
Sarasota	13	17	19	16	19	14	15	16	21	Y	<div>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.</div>											Okeechobee	6	20	4	4	4	6	6	3	7	N
Seminole	20	16	23	19	23	19	21	23	13	Y												Suwannee	1	19	1	6	1	2	1	1	3	Y
Volusia	10	5	11	4	11	10	9	12	19	Y												Taylor	13	8	11	8	10	11	8	19	11	N
																						Union	24	24	22	24	24	23	24	20	15	N
																						Wakulla	10	6	16	16	13	15	16	13	2	N
																						Washington	12	5	18	13	14	14	20	12	1	Y

FDOT Matrix – Group I



<div>  FY2027 Highway Safety Matrix - Ranking of Florida Cities  </div>										
(Based on total actual serious injuries and fatalities during 2020-2024)										
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	Interstate Speeding Enforcement
Boca Raton	14	23	18	30	15	25	29	27	6	Y
Boynton Beach	32	37	32	37	31	36	34	29	25	Y
Cape Coral	9	3	5	10	8	21	10	12	20	N
Clearwater	7	24	12	15	27	9	21	19	29	N
Coral Springs	11	26	36	33	33	27	31	11	5	N
Davie	29	21	26	22	21	30	22	30	24	Y
Daytona Beach	15	12	21	5	19	14	13	24	38	Y
Deerfield Beach	34	27	35	31	36	28	36	32	15	Y
Deltona	28	20	25	24	30	37	15	31	28	Y
Doral	38	38	38	38	38	38	38	37	26	N
Fort Lauderdale	6	8	9	6	7	5	6	6	3	Y
Fort Myers	17	30	27	20	17	16	8	16	12	Y
Gainesville	13	6	8	8	11	7	11	8	23	Y
Hialeah	12	22	22	13	13	10	30	14	19	Y
Hollywood	19	17	11	11	9	13	19	23	22	Y
Homestead	37	34	37	36	29	32	37	34	35	N
Jacksonville	2	2	1	1	1	2	2	2	1	Y
Kissimmee	22	4	29	14	20	20	27	13	16	N
Lakeland	18	31	15	16	14	23	20	18	13	Y
Largo	21	15	28	26	37	18	35	36	32	N
Melbourne	16	28	10	12	16	22	24	28	34	Y
Miami	8	9	7	4	5	4	9	4	10	Y
Miami Beach	36	36	33	27	35	12	32	38	18	Y



FDOT Matrix – Group II





FDOT											FY2027 Highway Safety Matrix - Ranking of Florida Cities											TARGET ZERO FATALITIES & SERIOUS INJURIES	
(Based on total actual serious injuries and fatalities during 2020-2024)																							
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	Interstate Speeding Enforcement	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	Interstate Speeding Enforcement		
Altamonte Springs	71	42	67	84	63	42	57	76	17	Y	Niceville	20	3	27	71	40	69	21	4	57	N		
Apopka	29	1	6	25	7	21	9	3	16	N	North Lauderdale	81	70	82	75	42	33	62	79	66	N		
Auburndale	62	96	57	70	82	55	67	61	91	N	North Miami	43	51	63	40	30	18	46	22	25	Y		
Aventura	47	27	87	85	77	34	73	72	69	N	North Miami Beach	78	78	83	63	71	52	97	80	67	Y		
Bartow	70	87	65	57	78	83	44	60	55	N	Oakland Park	55	43	75	41	53	27	72	40	45	Y		
Belle Glade	83	84	79	99	31	77	75	69	96	N	Ocala	1	7	1	1	1	1	2	1	12	Y		
Bonita Springs	33	53	15	32	37	49	20	39	62	Y	Ocoee	30	28	12	49	41	25	15	23	38	N		
Bradenton	37	52	29	31	58	16	64	49	37	Y	Opa-locka	67	46	50	53	32	51	29	52	101	N		
Casselberry	65	64	85	60	65	59	78	68	51	N	Ormond Beach	7	18	7	2	16	30	4	34	64	Y		
Clermont	12	9	13	13	5	28	5	11	1	N	Oviedo	85	30	100	72	86	86	68	56	47	N		
Cocoa	10	10	2	5	3	8	1	14	5	Y	Palm Beach Gardens	28	16	23	55	6	48	16	29	42	Y		
Coconut Creek	75	69	48	62	9	67	56	38	43	N	Palm Springs	84	90	40	51	75	53	37	28	53	N		
Cooper City	87	60	84	89	74	94	74	85	75	N	Palmetto Bay	82	101	97	81	79	84	91	78	82	N		
Coral Gables	11	22	52	26	44	20	89	33	13	N	Panama City	21	6	3	10	8	15	10	13	19	N		
Crestview	64	36	46	69	66	73	40	55	28	Y	Panama City Beach	54	45	8	7	17	23	11	9	31	N		
Cutler Bay	80	103	99	88	85	80	85	98	65	N	Parkland	101	89	89	100	100	91	100	91	73	N		
Dania Beach	32	56	25	27	45	31	49	57	6	Y	Pensacola	34	8	11	22	10	14	30	26	44	Y		
DeBary	73	72	77	61	80	88	80	82	85	Y	Pinecrest	92	93	93	102	98	92	102	84	94	N		
DeLand	18	23	36	15	26	19	41	15	39	Y	Pinellas Park	9	33	4	4	20	4	14	27	10	N		
Delray Beach	2	32	9	19	22	3	24	2	8	Y	Plant City	35	44	22	23	2	17	47	17	18	Y		
Dunedin	59	86	45	65	64	65	79	81	74	N	Port Orange	3	13	43	11	15	6	59	10	59	Y		



FDOT Matrix – Group III



<div>  <div> FY2027 Highway Safety Matrix - Ranking of Florida Cities <small>(Based on total actual serious injuries and fatalities during 2020-2024)</small> </div> <div>  </div> </div>																					
Group III - Population of 3,000-14,999 - 121 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	Interstate Speeding Enforcement	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	Interstate Speeding Enforcement
Alachua	17	14	1	12	3	39	3	5	45	Y	Lauderdale-By-The-Sea	83	85	101	73	102	35	75	81	72	N
Arcadia	40	51	33	84	70	17	45	47	63	N	Lighthouse Point	31	39	52	31	85	11	18	75	47	N
Atlantic Beach	55	65	64	92	84	26	61	71	35	N	Live Oak	21	69	15	71	6	18	20	20	70	N
Avon Park	27	26	86	81	33	55	95	45	53	N	Longboat Key	-	-	-	-	-	-	-	-	-	N
Bal Harbour	100	109	109	78	81	86	109	54	108	N	Loxahatchee Groves	97	104	74	89	41	102	39	68	96	N
Bay Harbor Islands	94	88	91	93	103	51	91	83	77	N	Macclesney	47	34	67	44	35	90	96	17	19	Y
Belle Isle	91	58	68	69	71	92	56	99	65	N	Madeira Beach	65	103	61	53	78	53	81	88	91	N
Belleair	-	-	-	-	-	-	-	-	-	N	Malabar	53	77	37	27	42	103	49	92	99	Y
Belleview	22	35	58	32	26	19	25	24	7	N	Marathon	4	3	20	14	24	7	54	15	51	N
Biscayne Park	109	108	108	109	109	109	70	108	106	N	Marianna	23	7	4	33	8	50	31	11	11	Y
Brooksville	3	1	3	2	2	9	5	7	10	N	Mary Esther	51	46	60	74	77	84	38	51	88	N
Bunnell	24	15	8	15	5	43	32	26	12	N	Mascotte	74	49	87	66	61	73	55	37	54	N
Bushnell	25	23	72	107	94	68	82	18	94	Y	Melbourne Beach	42	63	94	77	106	25	40	91	97	N
Callaway	54	54	39	55	31	63	36	55	31	N	Miami Shores	61	81	66	57	58	16	53	58	41	N
Cape Canaveral	101	48	28	58	60	40	24	76	50	N	Miami Springs	72	55	98	29	83	44	71	41	33	N
Chipley	35	12	73	62	39	70	104	27	8	Y	Midway	41	76	36	98	22	101	21	40	26	Y
Clewiston	68	22	29	38	36	49	28	48	64	N	Milton	16	13	41	13	19	23	67	6	48	N
Cocoa Beach	43	95	51	21	53	22	27	59	44	N	Mulberry	39	102	6	88	29	77	29	52	89	N
Crystal River	9	31	13	16	40	20	85	90	27	N	Neptune Beach	92	43	30	70	62	58	46	79	67	N
Dade City	11	42	24	19	20	12	6	10	15	N	Newberry	33	16	25	35	11	64	19	16	55	N
Davenport	15	24	27	26	10	31	17	14	4	N	North Bay Village	90	83	89	83	101	106	73	98	61	N
Daytona Beach Shores	77	73	22	4	76	14	14	85	83	N	North Palm Beach	19	4	40	56	47	21	1	72	36	N
DeFuniak Springs	34	11	17	20	17	30	13	21	22	Y	Oakland	95	71	92	61	90	75	78	84	82	N
Destin	12	5	14	11	14	1	8	2	1	N	Okeechobee	64	98	35	50	9	36	58	12	81	N



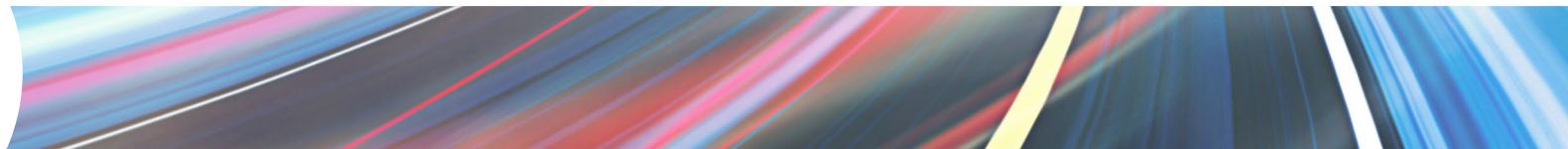


Subgrant Categories



Concept Paper Categories

- Aging Road Users
- Community Traffic Safety
- Distracted Driving
- Impaired Driving
- Interstate Speeding Enforcement
- 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



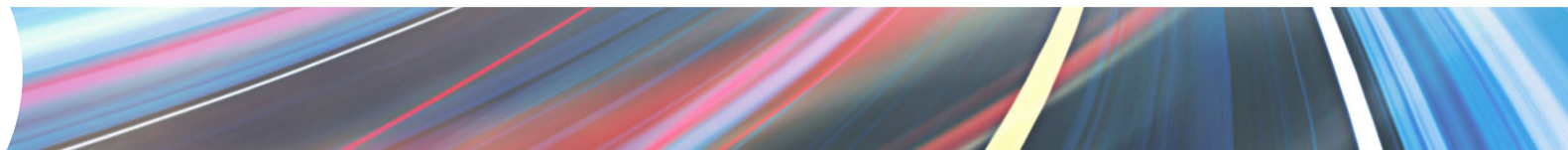
Agencies can apply for more than one program area



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



Not Allowed Under Any Subgrant

- Items that are frequently discussed but not currently allowed
 - Dispatchers regular time
 - Officers regular time
 - Officers time for training (regular or overtime)
 - Officers time for court (regular or overtime)
 - Prisoner transport services (regular or overtime)
 - Automated enforcement
 - Artificial Intelligence (AI)
 - Furniture
 - License plate readers
 - Permanently mounted speed feedback signs
 - Promotional items
 - Tint meters
 - Traffic counters



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:

- Speed measurement devices
- Vehicles



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

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 subgrant reimbursement and reporting (1-2 hours)
- Extra duty detail pay for officers
- Distracted driving simulators
- Banners
- Vehicle wraps
- Portable message boards
- USB drives (preloaded with distracted driving prevention messages)



What's **NOT** allowed:

- Speed measurement devices
- Vehicles

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)
- DUI checkpoint equipment:
 - B.A.T. mobile with great justification
 - Trailers
 - Vehicles for checkpoint
 - Message boards
 - Portable light towers
 - Traffic cones
 - Arrow boards
 - Generators
- Stylus LED Penlights



Impaired Driving

What's **NOT** allowed:

- Speed measurement devices
- Portable speed feedback signs



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)
- 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)

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

or visit us at:
RideSmartFlorida.com/SMARTCourse

FDOT www.RideSmartFlorida.com

Train Like a Motor Officer at a Location Near You

What's **NOT** allowed:

- Vehicles

Occupant Protection and Child Passenger Safety



Who can apply?

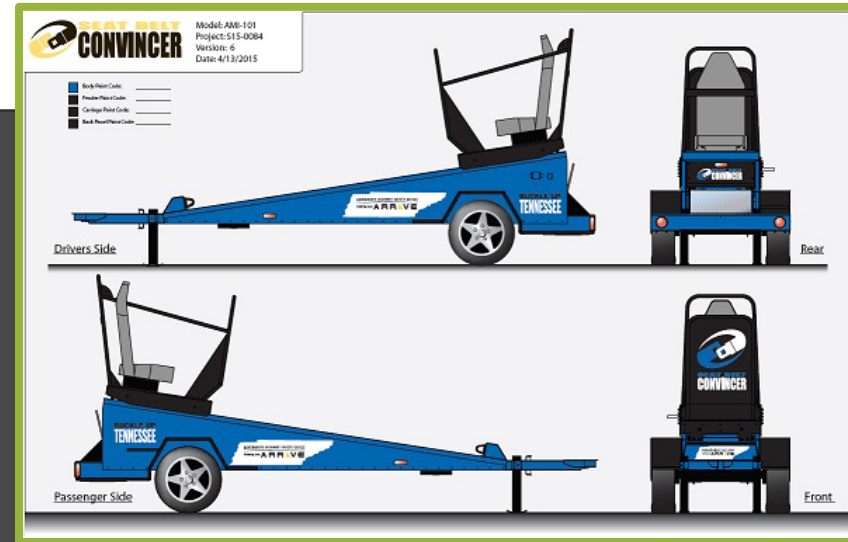
- Law enforcement agencies
- Colleges or universities
- Non-profits
- State agencies



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:

- Speed measurement devices
- Vehicles
- 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:

- Speed measurement devices
- Vehicles

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:

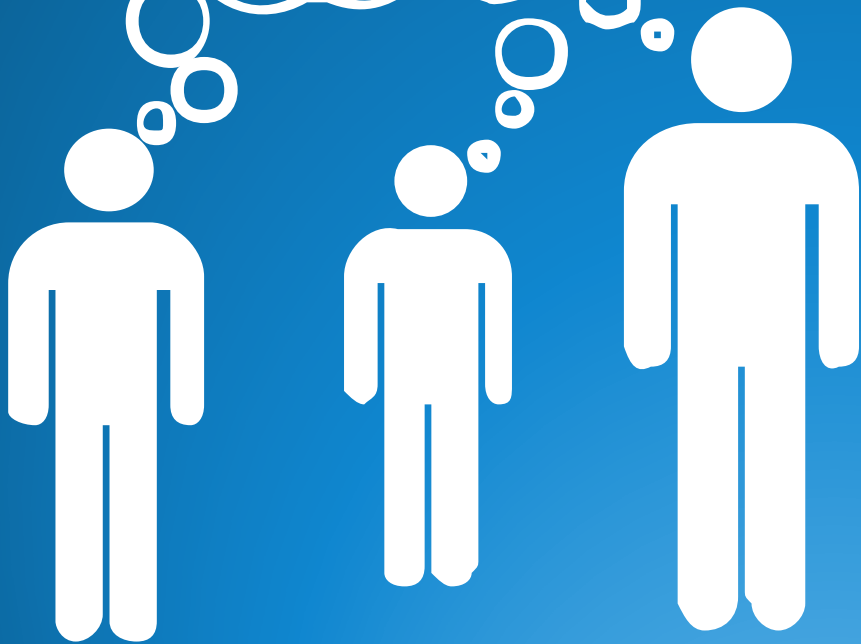
- State Correctional Officers
- Training for organizational growth
- Grant writing

Speeding and Aggressive Driving



Who can apply?

- 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:

- Vehicles

Interstate Speeding Enforcement



- Law enforcement agencies



FY 2027 Changes



FY2027 Highway Safety Matrix - Ranking of Florida Counties																			TARGET ZERO INJURY & DEATH RATES													
(Based on total actual serious injuries and fatalities during 2020-2024)																																
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 - 25 Counties													
Florida County (Group I)	Florida County (Group II)										Florida County (Group III)	Florida County (Group II)										Florida County (Group III)	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	Interstate Speeding Enforcement		Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement		Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Brevard	11	15	14	11	13	12	10	13	14	Y	Alachua	5	5	1	5	1	1	3	2	14	Y	Baker	17	13	21	12	19	16	26	9	10	Y
Broward	1	6	6	2	3	2	3	2	2	Y	Bay	12	4	3	3	7	2	3	6	9	N	Bradford	21	18	17	18	15	9	23	16	17	N
Collier	17	18	17	21	20	18	22	20	20	Y	Charlotte	3	9	6	2	11	5	7	4	7	Y	Calhoun	16	11	13	23	12	19	19	25	12	N
Duval	15	13	2	10	5	7	11	9	3	Y	Citrus	4	8	4	4	6	7	16	7	2	N	Desoto	3	7	10	2	9	1	14	2	16	N
Escambia	18	10	16	17	16	16	17	17	15	Y	Clay	18	18	11	15	15	11	15	12	5	N	Dixie	14	23	8	14	11	10	7	18	21	N
Hillsborough	6	3	1	3	1	4	1	4	4	Y	Columbia	11	15	5	18	4	14	5	9	13	Y	Franklin	22	21	23	19	26	17	18	22	23	N
Lake	16	14	15	15	14	20	14	15	8	N	Flagler	17	12	15	7	17	15	14	18	17	Y	Gadsden	7	1	3	10	3	8	2	5	14	Y
Lee	7	4	4	8	7	8	6	7	12	Y	Hernando	2	2	2	1	3	6	9	1	1	Y	Gilchrist	20	22	14	9	20	22	15	17	19	N
Leon	23	23	20	23	21	21	18	22	23	Y	Highlands	9	13	10	16	10	13	13	14	8	N	Glades	19	9	20	15	21	24	17	23	13	N
Manatee	9	12	13	14	15	11	19	10	9	Y	Indian River	7	11	13	12	12	9	6	13	18	Y	Gulf	25	16	25	17	22	18	25	21	22	N
Marion	12	22	9	13	10	15	13	14	18	Y	Martin	8	17	12	8	8	10	4	10	16	Y	Hamilton	11	14	9	21	7	13	9	11	24	Y
Miami-Dade	3	8	8	1	2	1	4	3	6	Y	Monroe	10	6	17	9	18	3	10	11	15	N	Hardee	4	15	7	11	8	4	10	6	18	N
Orange	8	1	7	5	6	3	5	1	1	Y	Nassau	16	16	18	17	16	18	17	16	10	Y	Hendry	8	3	5	3	5	3	5	8	9	N
Osceola	19	9	21	18	17	17	20	18	17	Y	Ocala	6	1	8	6	9	4	2	3	4	Y	Holmes	9	12	12	20	16	20	13	15	20	Y
Palm Beach	2	7	3	7	4	5	2	5	7	Y	Putnam	13	14	7	13	5	17	18	17	12	N	Jackson	5	4	6	5	6	5	12	4	8	Y
Pasco	4	2	12	9	12	9	12	6	5	Y	Santa Rosa	14	7	14	11	13	16	12	8	6	Y	Jefferson	18	10	15	22	17	21	11	14	5	Y
Pinellas	5	11	5	6	9	6	7	8	10	Y	Sumter	1	3	9	10	2	8	11	5	3	Y	Lafayette	23	25	24	26	23	25	21	24	25	N
Polk	14	19	10	12	8	13	8	11	11	Y	Walton	15	10	16	14	14	12	8	15	11	Y	Levy	2	17	2	1	2	7	4	7	6	N
Saint Johns	22	20	22	22	22	23	23	19	16	Y												Liberty	26	26	26	25	25	26	22	26	26	N
Saint Lucie	21	21	18	20	18	22	16	21	22	Y												Madison	15	2	19	7	18	12	3	10	4	Y
Sarasota	13	17	19	16	19	14	15	16	21	Y												Okeechobee	6	20	4	4	4	6	6	3	7	N
Seminole	20	16	23	19	23	19	21	23	13	Y												Suwannee	1	19	1	6	1	2	1	1	3	Y
Volusia	10	5	11	4	11	10	9	12	19	Y												Taylor	13	8	11	8	10	11	8	19	11	N
																						Union	24	24	22	24	24	23	24	20	15	N
																						Wakulla	10	6	16	16	13	15	16	13	2	N
																						Washington	12	5	18	13	14	14	20	12	1	Y

Legend
Higher 40% in a category.

The information above was compiled from information collected for the purposes of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this matrix shall be used only for the purposes intended and approved by the Florida Dept. of Transportation. See Title 21, United States Code, Section 4681.

Group I - Population of 300,001 and above - 23 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	Interstate Speeding Enforcement
Brevard	11	15	14	11	13	12	10	13	14	Y
Broward	1	6	6	2	3	2	3	2	2	Y
Collier	17	18	17	21	20	18	22	20	20	Y



Interstate Speeding Enforcement

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
- Ticket writers



What's **NOT** allowed:

- Vehicles
- Portable speed feedback signs
- Portable message boards

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 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:

- Vehicles
- Driving range improvements



Traffic Records



- Colleges or universities
- Non-profits
- State agencies



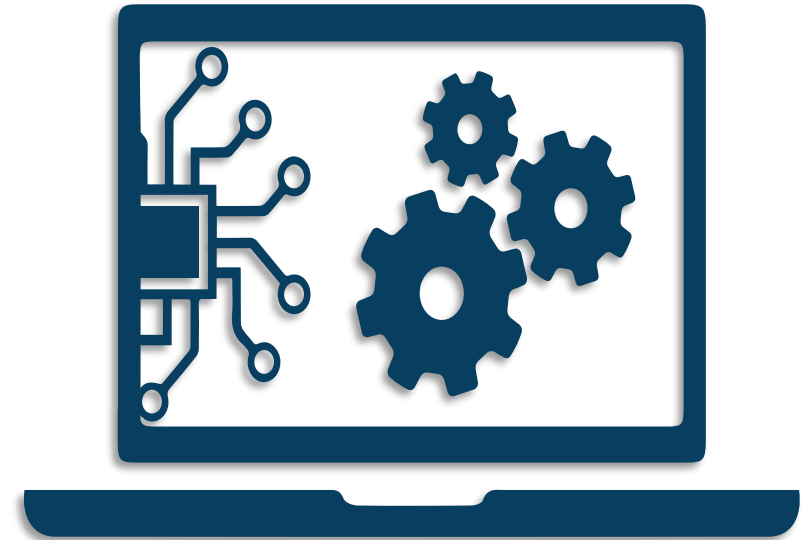
Traffic Records

What's allowed:

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

What's **NOT** allowed:

- 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 feedback board signs



What's **NOT** allowed:

- Vehicles

What's Allowed Guide



FLORIDA
LAW
ENFORCEMENT
LIAISON
PROGRAM



TRAFFIC SAFETY SUBGRANTS

WHAT'S ALLOWED?

	Aging Road Users	Distracted Driving	Impaired Driving	Motorcycle Safety	Occupant Protection	Pedestrian & Bicycle Safety	Speeding & Aggressive Driving	Teen Driver Safety	Work Zone Safety	Interstate Speeding Enforcement
Overtime Hours for Education/Outreach	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓
Overtime Hours for Enforcement	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓
Overtime Hours for Dispatchers	✗	✗	✓	✗	✓	✗	✓	✗	✓	✓
Overtime Hours for Reporting/Reimbursement	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Extra Duty Detail Pay for Officers	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Portable Message Boards	✗	✓	✓	✓	✓	✗	✓	✗	✗	✗
Vehicle Wraps	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗
Intoxilyzers	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗
Speed Measurement Devices	✗	✗	✗	✓	✗	✗	✓	✓	✓	✓
Portable Speed Feedback Signs	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗
Vehicles	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗
USB Drives (Preloaded Safety Messages)	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗
Promotional Giveaway Items	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Driving Simulators	✗	✓	✓	✗	✗	✗	✗	✓	✗	✗

Note: This chart provides general guidance on allowable expenses commonly supported under FDOT traffic safety subgrants. It does not cover all possibilities and is **not an exhaustive list**. Funding approval is subject to FDOT and NHTSA policies, priorities, and the justification provided by the applicant. Exceptions may be considered if supported by a strong justification and a clear alignment with traffic safety objectives. Final approval is determined on a case-by-case basis.

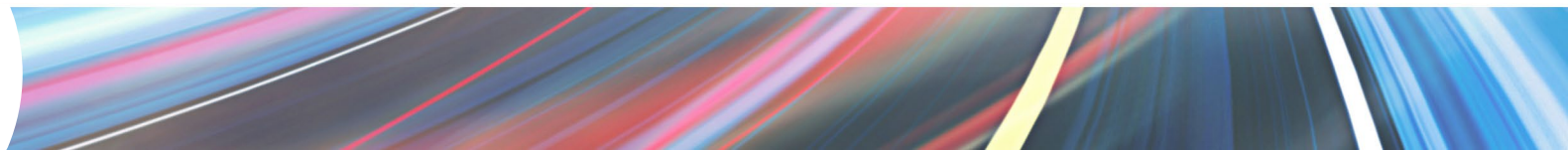


Developing a Concept Paper



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 where 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

3933 of 4000



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

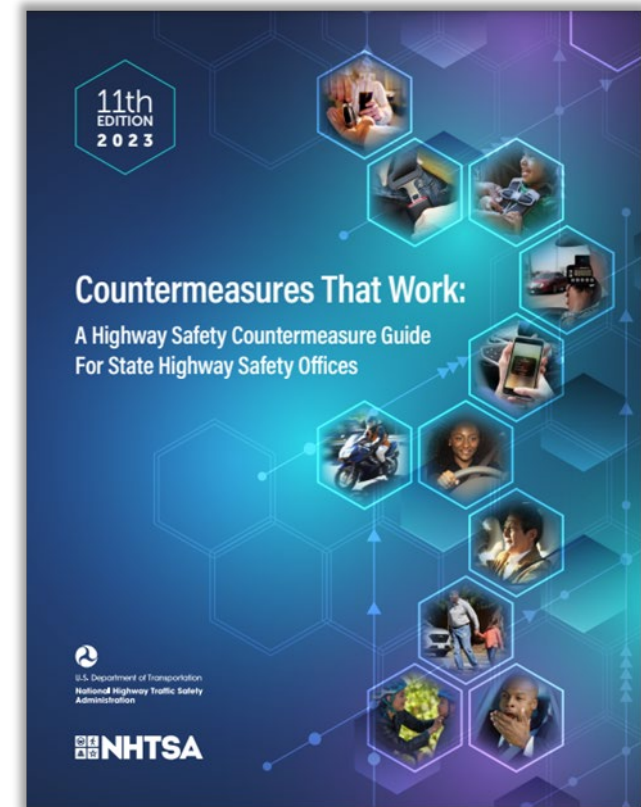


Proposed Solution Example (Addressing NHTSA Countermeasures)

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

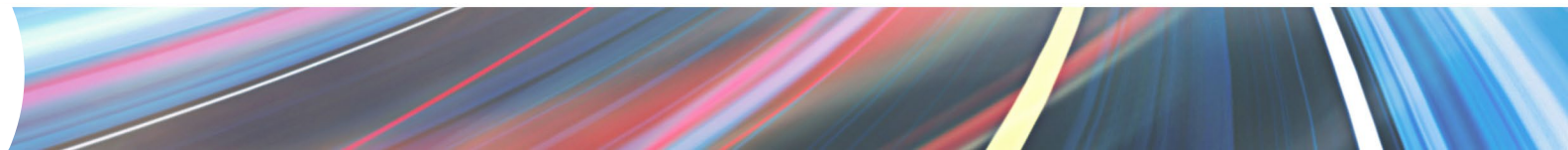
This program produces a *Parent and Teen Guide* designed to help parents in their driving coach role. It contains tips for conducting driving lessons, important teen driver safety facts, and the graduated driver licensing (GDL) law.

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



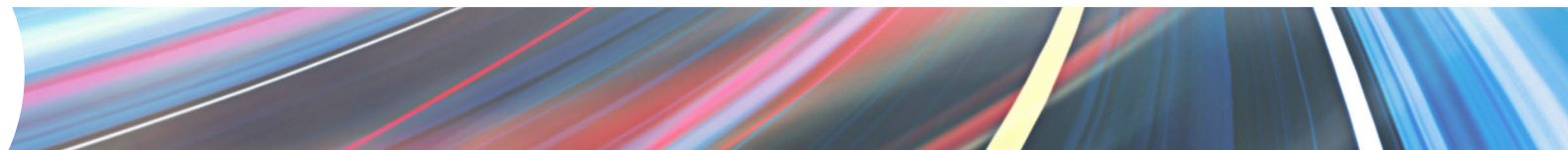
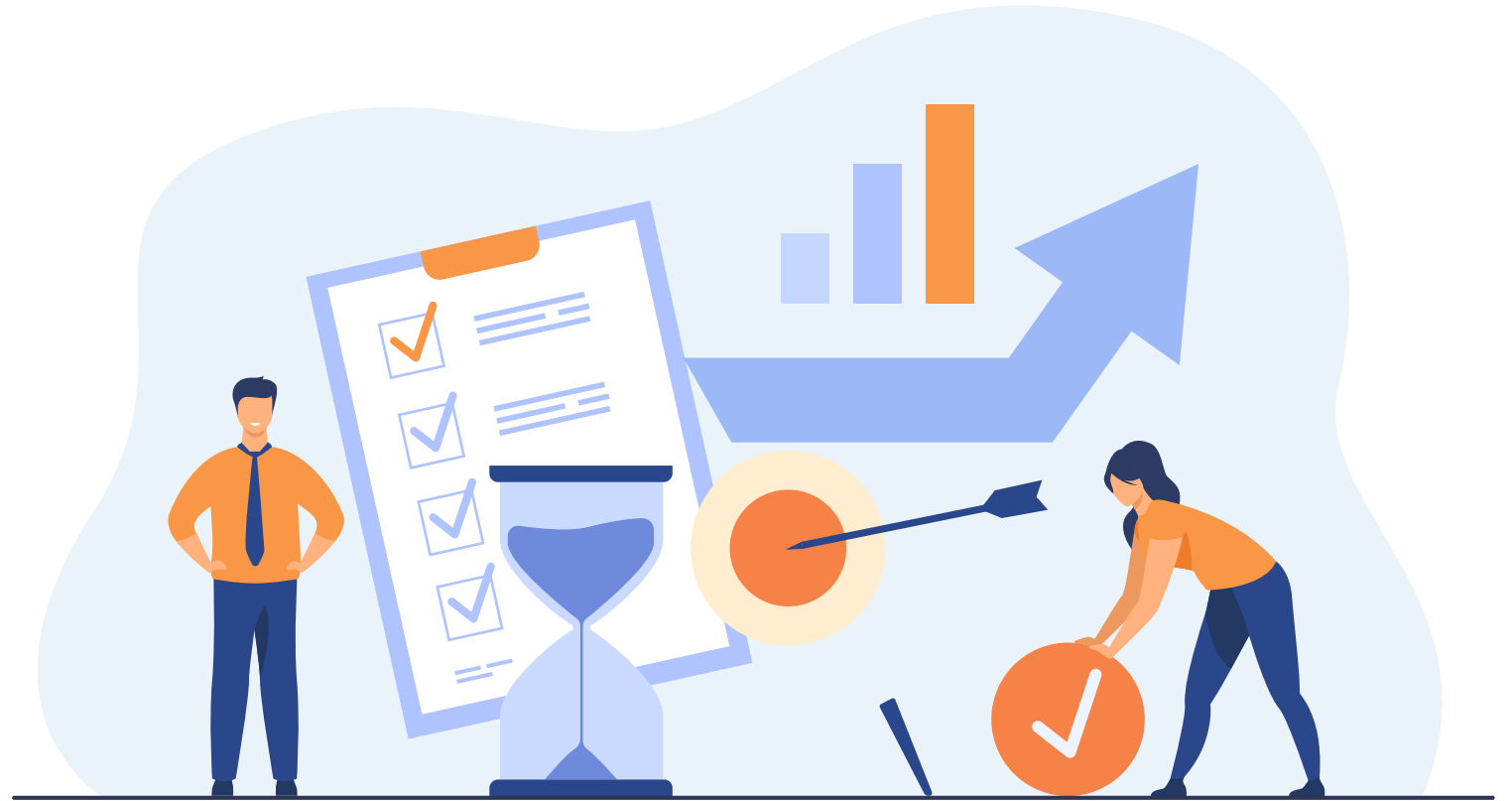
Sustainability

- 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



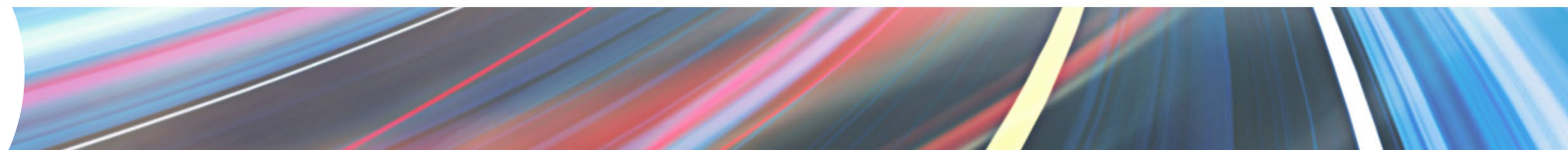
Project Objectives

- 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 **12 High Visibility Enforcement (HVE) operations** by the end of the subgrant period.



Evaluation

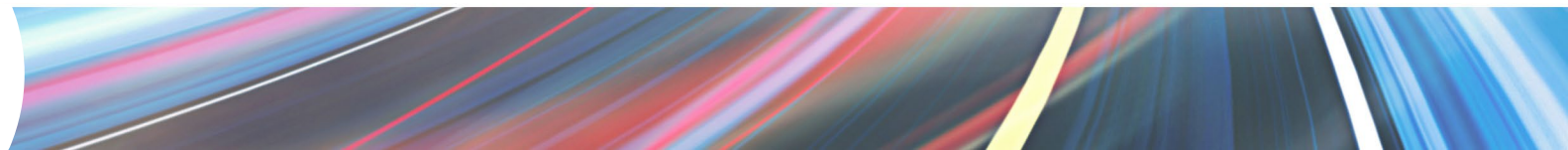
- Provide an explanation of how you will determine each project objective was met
- Use one or more of these methods:
 - *Formative*
 - *Process*
 - *Impact*
 - *Outcome*



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 12 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

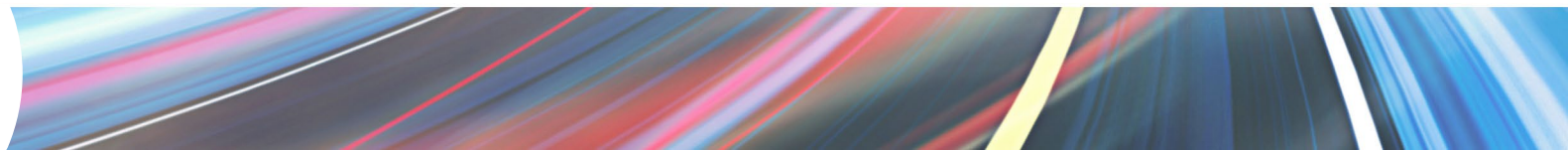
- Subgrant costs must be reasonable, proportional, and directly related to the stated problem and proposed solution
- Include tax (if out of state purchase), delivery, shipping, set-up costs, etc.
- Attempt to anticipate increases in costs that may occur between the time the subgrant is proposed and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



Budget Categories

PERSONNEL SERVICES

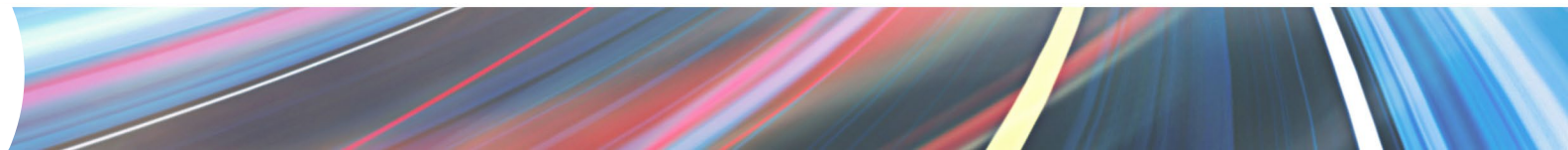
- Law enforcement
 - Overtime Salary Only
 - Overtime Salary and Benefits
- All others
 - Costs must include the position title, the salary, and percentage applicable to the project or if it is a full position
 - If benefits will be reimbursed, those should be listed



Budget Categories

CONTRACTUAL SERVICES

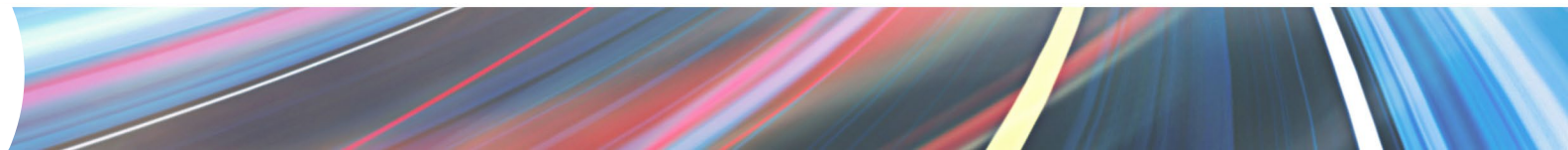
- Costs may include work that will be performed by each consultant firm or person secured on contract to work on the project
- Do not list a firm, agency, or individual's name
- Use descriptive titles such as “Data Consulting” and “Evaluation Services”



Budget Categories

EXPENSES

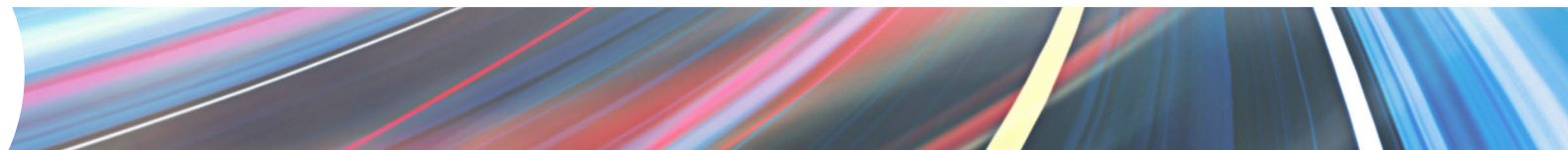
- Direct expenditures, such as travel, printing, educational materials, public information and education items, etc.
- Cost less than \$10,000 per item
- In order to be considered educational, distributed material must provide substantial information and education content to the public (not merely a 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

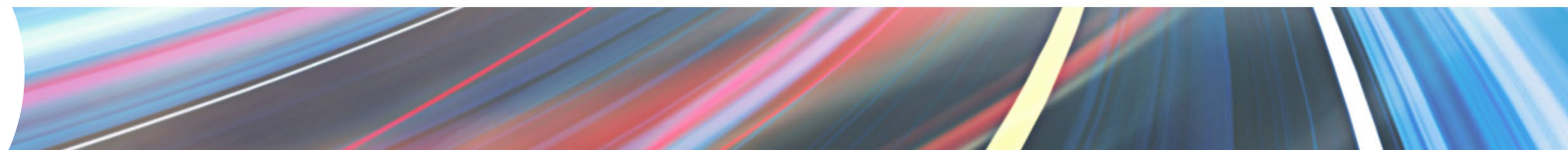
- Enter the estimated dollar amount for equipment that costs \$10,000 or more per unit
- Include a separate line item for each piece of equipment that is \$10,000 or more
- Do not use brand names
 - Blood Alcohol Testing (BAT) vehicle to be used at checkpoints
 - Light tower trailer to be used at checkpoints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



Budget Categories

EQUIPMENT COSTING \$10,000 OR MORE

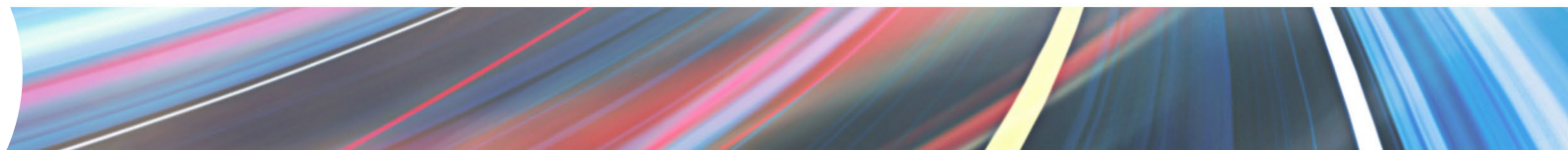
- Include any emergency equipment in total cost
- Concepts for equipment only are not allowable under the NHTSA guidelines and will not be considered
- Equipment should not be a majority of the project
- Enforcement agencies are usually not awarded equipment in their first subgrant



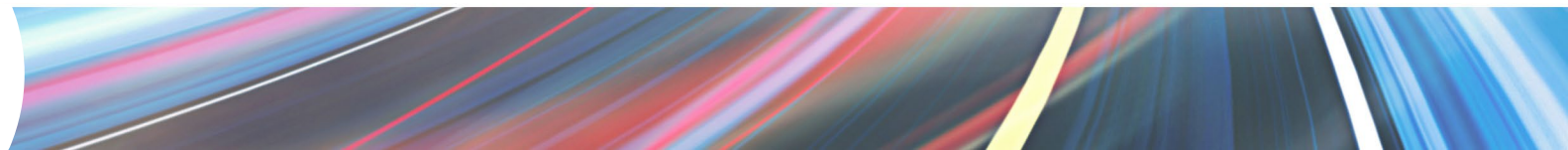
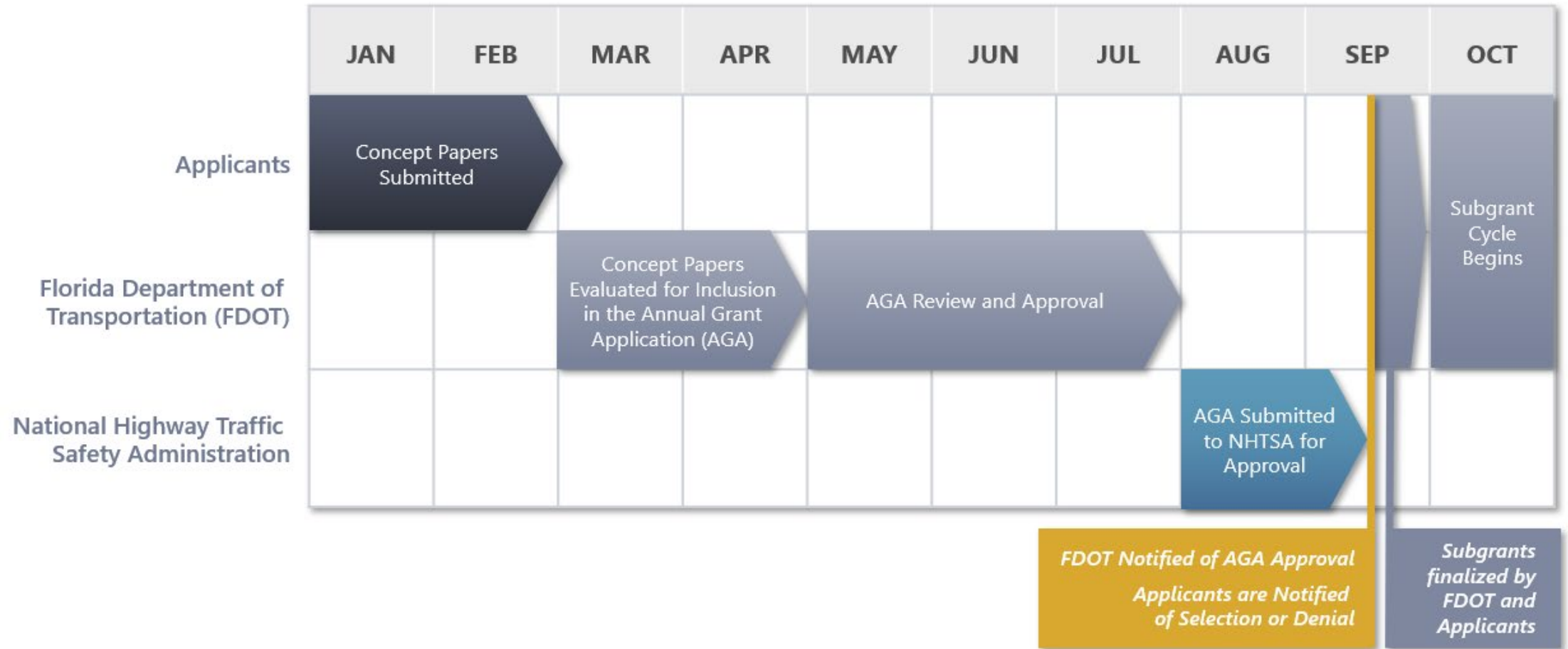
Budget Categories

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

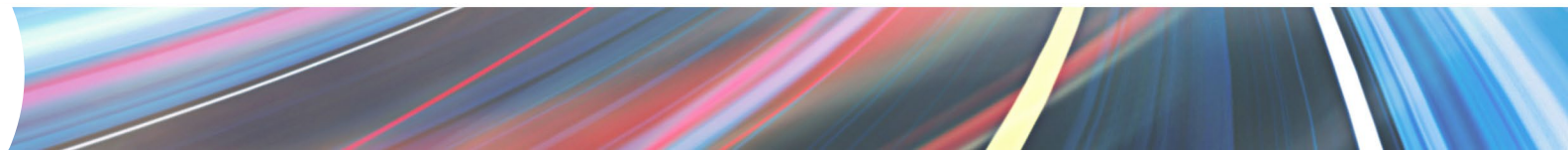
<https://www.fdot.gov/Safety/grants/grants-conceptpapers.shtm>

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!

