

FY 2025 FDOT Highway Safety Subgrant Overview

FDOT State Safety Office

presented to
Potential Subrecipients

presented by
Chris Craig, Traffic Safety Administrator



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DEVELOPING A CONCEPT PAPER

FDOT State Safety Office Overview

MISSION:

To continually improve the safety of Florida's traveling public and FDOT employees.

Work with communities to identify and help resolve:

- Traffic safety issues
- Gather, analyze and report data on traffic crashes, injuries and deaths in Florida
- Distribute state and federal traffic safety funds
- Conduct public education campaigns





Florida's 2021 Strategic Highway Safety Plan



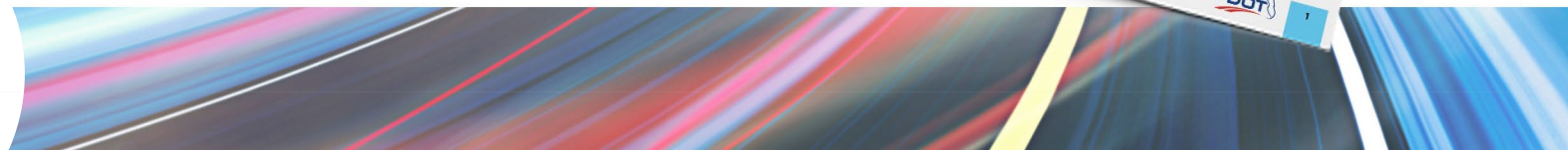
Strategic Highway Safety Plan (SHSP)

- 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

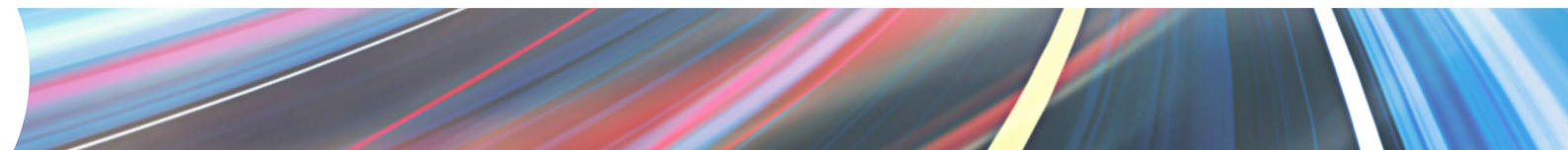
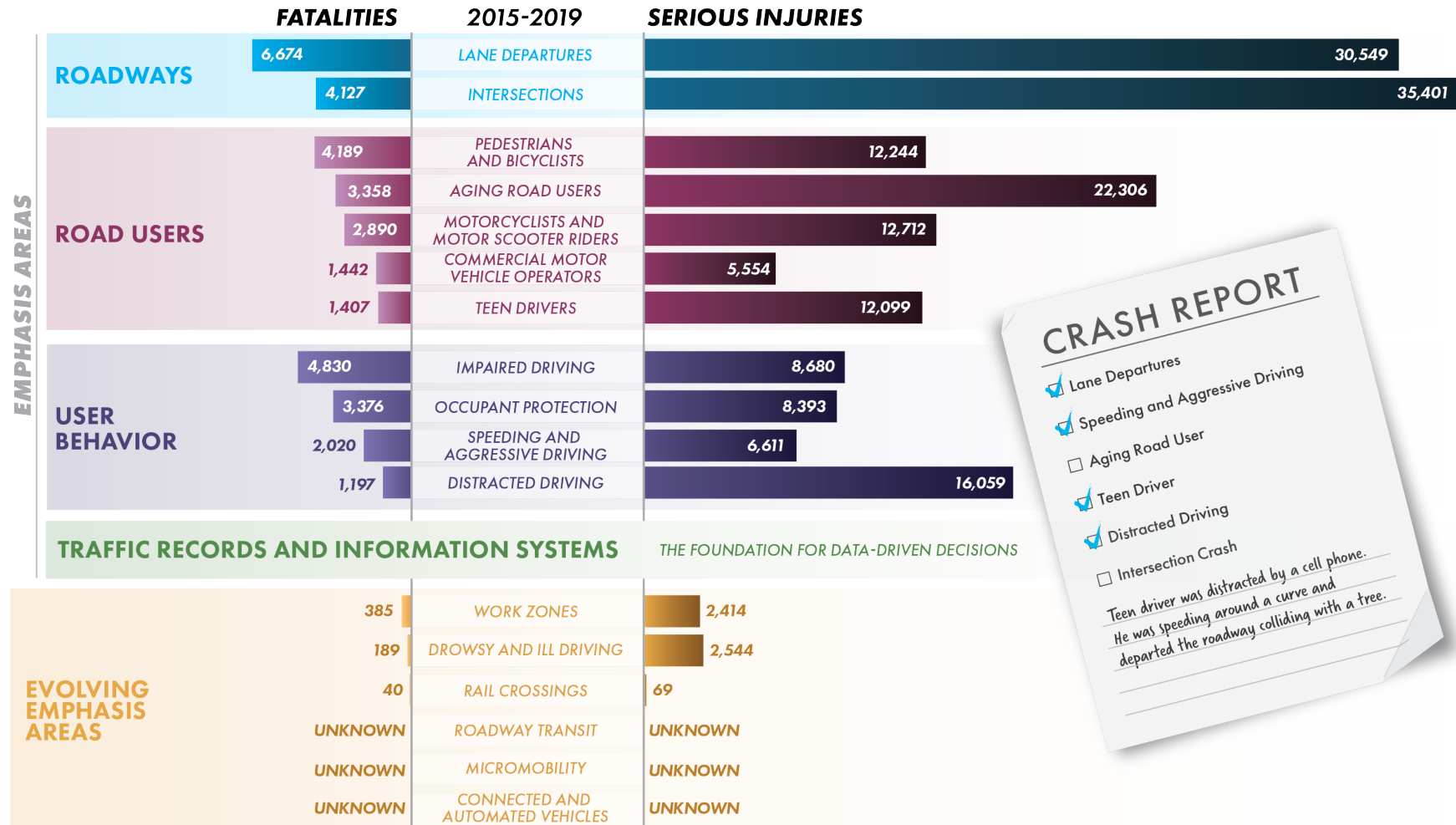


Florida's 2021 Strategic Highway Safety Plan

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 funded 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.

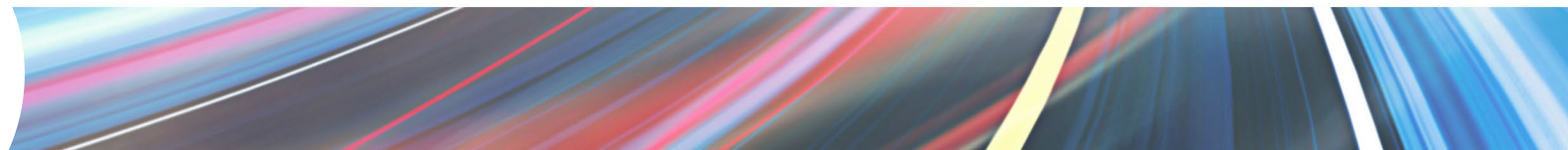


General Funded Project Types



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

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



Funding Restrictions

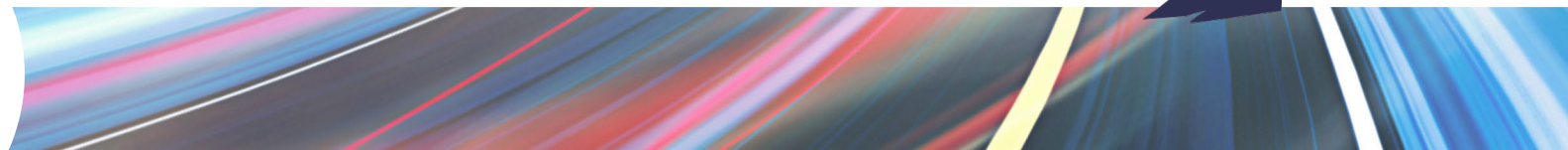
- Replacement/supplanting of existing program expenditures and/or items are not allowable

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



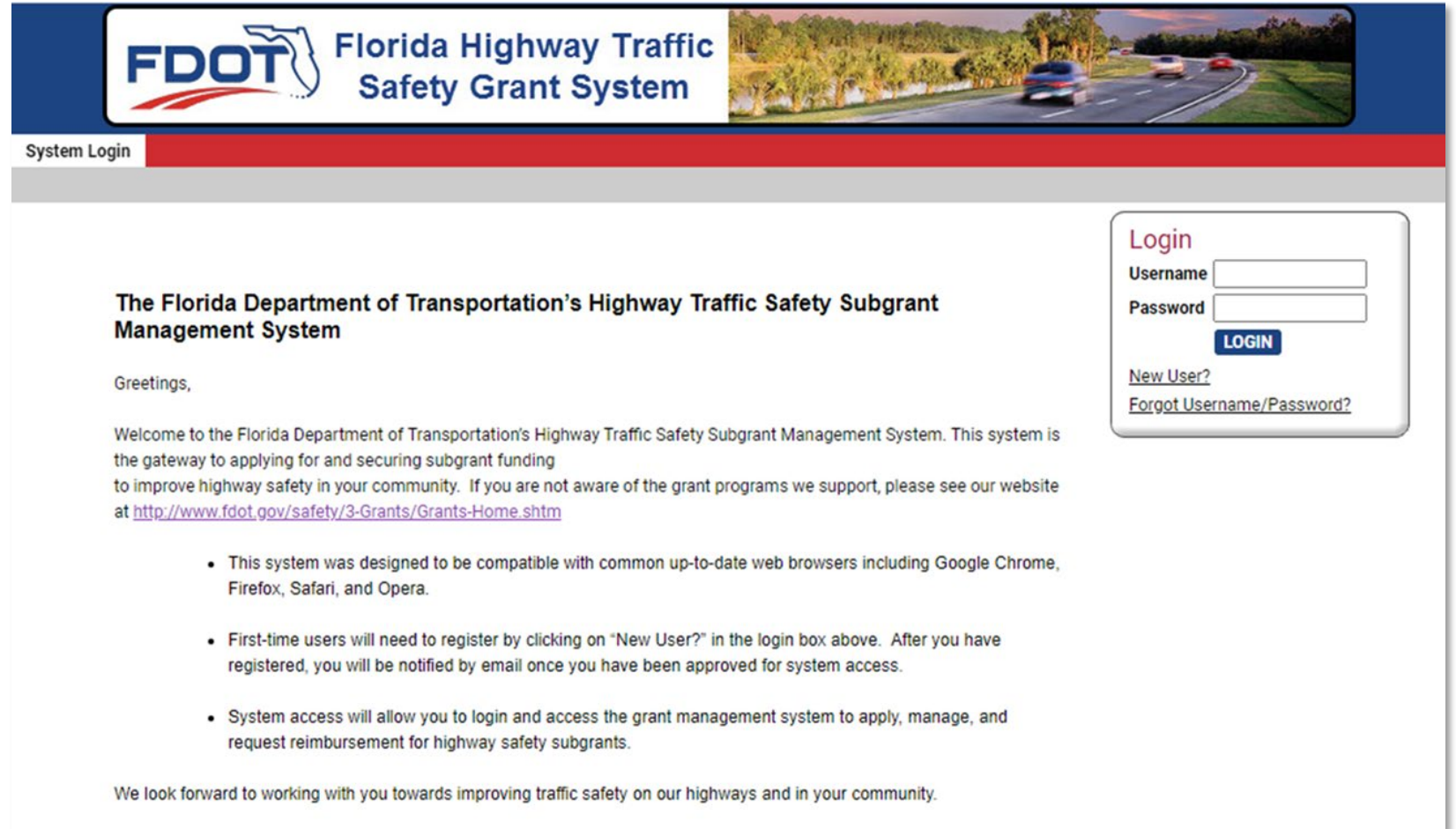
Tunnel Vision

***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.

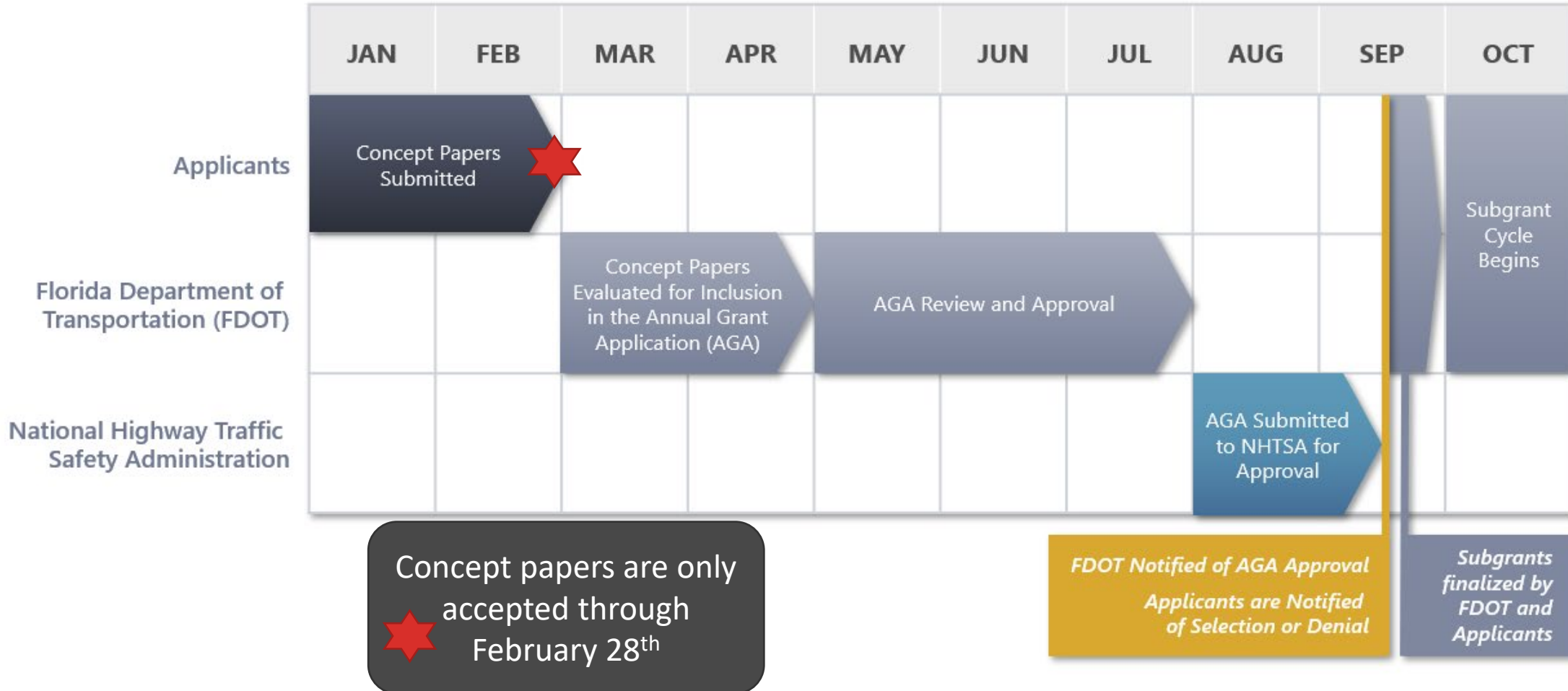
On the right side of the page, there is a login box with the following fields and buttons:

- Login
- Username
- Password
- LOGIN**
- [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 on a timely basis 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?

Concept to Subgrant Process Timeline





Highway Safety Matrix



Understanding the FDOT Matrix

FISCAL YEAR 2025 (AVAILABLE LATE DECEMBER)

- 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



FY2025 Highway Safety Matrix - Ranking of Florida Counties

(Based on total actual serious injuries and fatalities during 2018-2022)



Florida County (Group I)	Group I - Population of 200,001 and above - 26 Counties								Florida County (Group II)	Group II - Population of 50,001 to 200,000 - 15 Counties								Florida County (Group III)	Group III - Population of up to 50,000 - 26 Counties										
	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers		Work Zones	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving		Teen Drivers	Work Zones	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	21	15	18	16	18	18	19	26	Bay	8	2	4	3	4	1	1	3	7	Baker	21	15	21	15	18	18	25	5	16
Brevard	11	15	14	10	15	12	10	13	14	Charlotte	4	6	7	4	11	5	6	4	6	Bradford	15	18	12	16	15	6	21	22	17
Broward	3	8	7	3	4	2	3	3	2	Citrus	2	1	2	2	5	4	7	2	2	Calhoun	19	16	20	19	20	16	19	19	19
Clay	26	26	25	26	26	26	26	26	22	Columbia	9	12	5	15	2	11	4	7	13	Desoto	4	12	10	1	9	3	15	6	21
Collier	17	13	17	22	18	19	22	21	25	Flagler	14	11	12	7	14	14	12	15	14	Dixie	14	19	9	13	11	11	9	14	4
Duval	16	10	2	11	5	7	11	11	3	Hernando	1	3	1	1	3	3	3	1	1	Franklin	24	23	24	21	26	17	23	24	24
Escambia	18	18	21	20	22	15	23	20	16	Highlands	5	9	6	12	7	10	9	5	9	Gadsden	7	2	4	6	5	9	2	12	15
Hillsborough	6	3	1	2	1	4	2	4	4	Indian River	6	10	9	11	9	7	5	10	15	Gilchrist	18	21	8	12	13	23	13	13	22
Lake	15	14	16	16	13	21	14	15	10	Martin	7	15	8	6	8	6	2	9	8	Glades	20	10	14	10	21	22	20	20	13
Lee	9	4	3	9	7	9	6	8	11	Monroe	10	5	14	5	15	2	11	14	12	Gulf	22	20	26	22	22	25	22	25	7
Leon	25	25	22	25	21	22	17	23	24	Nassau	13	14	11	14	12	15	15	12	5	Hamilton	17	17	15	20	8	13	12	17	23
Manatee	7	11	13	13	14	11	15	7	8	Putnam	12	13	3	10	1	12	13	13	11	Hardee	3	9	7	7	6	7	10	4	11
Marion	13	22	10	15	10	16	12	14	20	Santa Rosa	11	4	13	8	13	13	10	8	4	Hendry	6	3	6	3	7	1	4	9	2
Miami-Dade	4	9	8	1	2	1	4	2	6	Sumter	3	7	10	9	6	8	14	6	3	Holmes	10	13	19	18	17	19	16	8	12
Okaloosa	23	16	26	24	25	24	21	18	23	Walton	15	8	15	13	10	9	8	11	10	Jackson	5	1	5	8	3	4	11	2	6
Orange	8	1	4	5	6	3	5	1	1											Jefferson	11	7	18	23	16	20	8	10	5
Osceola	20	6	4	19	17	17	17	24	17											Lafayette	23	24	23	25	23	24	18	23	25
Palm Beach	1	7	6	7	3	6	1	6	9											Levy	1	11	2	2	2	8	3	3	10
Pasco	2	2	9	8	12	8	13	5	5											Liberty	25	26	25	24	25	26	24	26	26
Pinellas	5	12	5	6	9	5	7	9	12											Madison	16	6	17	11	19	15	7	16	18
Polk	14	17	12	12	8	13	9	12	17											Okeechobee	8	22	3	4	4	5	5	7	8
Saint Johns	24	23	23	23	24	25	25	25	21											Suwannee	2	8	1	5	1	2	1	1	14
Saint Lucie	22	24	20	21	20	23	19	24	19											Taylor	12	5	11	9	10	10	6	15	9
Sarasota	12	20	18	14	19	14	16	16	18											Union	26	25	22	26	24	21	26	21	20
Seminole	21	19	24	19	23	20	20	22	7											Wakulla	9	4	13	14	14	14	14	11	3
Volusia	10	5	11	4	11	10	8	10	13											Washington	13	14	16	17	12	12	17	18	1



Legend
 Highest 40% in a category.

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.



FDOT Matrix – Group I



 FY2025 Highway Safety Matrix - Ranking of Florida Cities 									
(Based on total actual serious injuries and fatalities during 2018-2022)									
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	17	21	23	29	17	25	28	24	6
Boynton Beach	33	35	27	33	30	31	31	36	20
Cape Coral	12	4	7	10	15	22	12	12	27
Clearwater	11	25	12	17	21	11	22	29	31
Coral Springs	34	32	37	34	35	35	35	33	15
Davie	26	30	21	18	19	28	17	25	32
Daytona Beach	13	9	25	5	16	10	10	15	9
Deerfield Beach	36	31	35	31	36	27	32	30	24
Deltona	24	13	31	23	32	36	20	26	23
Doral	38	38	38	38	38	38	38	37	34
Fort Lauderdale	5	8	10	7	8	5	8	8	5
Fort Myers	16	14	16	16	18	18	7	13	19
Gainesville	9	6	6	9	11	8	14	9	28
Hialeah	10	27	15	13	7	7	24	10	16
Hollywood	21	19	11	14	9	15	19	18	13
Homestead	37	36	36	37	33	34	37	35	29
Jacksonville	2	2	1	2	1	2	2	2	1
Kissimmee	14	3	13	8	14	12	26	6	8
Lakeland	19	29	14	15	13	24	18	19	18
Largo	18	15	29	25	37	17	36	32	36
Melbourne	15	22	17	12	22	20	21	22	25
Miami	7	7	5	4	5	4	6	4	7
Miami Beach	32	33	30	21	31	13	27	38	26



FDOT Matrix – Group II



FY2025 Highway Safety Matrix - Ranking of Florida Cities																			
(Based on total actual serious injuries and fatalities during 2018-2022)																			
Group II - Population of 15,000-74,999 - 104 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	62	26	62	64	60	54	53	69	5	Niceville	24	6	44	55	33	70	14	5	81
Apopka	26	3	14	29	13	17	15	10	17	North Lauderdale	98	54	91	83	78	57	63	84	103
Auburndale	64	86	69	57	77	45	68	54	97	North Miami	57	71	63	52	45	28	54	37	52
Aventura	60	40	72	76	94	44	66	59	36	North Miami Beach	61	70	83	63	72	40	97	58	69
Bartow	69	69	54	46	84	88	52	53	95	Oakland Park	46	56	71	33	29	19	27	36	53
Belle Glade	91	96	81	87	51	81	72	91	98	Ocala	2	4	2	2	2	2	3	2	18
Bonita Springs	36	46	12	27	34	46	26	45	47	Ocoee	30	21	16	62	40	23	7	19	46
Bradenton	4	9	3	11	16	6	43	3	14	Opa-locka	84	47	61	50	56	53	24	61	71
Casselberry	85	83	78	66	67	77	70	70	57	Ormond Beach	6	12	8	3	20	14	6	30	100
Clermont	13	15	11	18	5	35	8	6	10	Oviedo	72	43	86	80	92	85	88	93	74
Cocoa	11	8	4	5	8	10	2	9	11	Palm Beach Gardens	37	37	34	69	12	59	20	52	37
Coconut Creek	70	82	41	68	15	73	48	44	32	Palm Springs	77	97	22	44	44	50	29	31	68
Cooper City	78	66	94	71	66	90	74	75	79	Palmetto Bay	81	93	97	85	88	79	93	81	85
Coral Gables	19	17	52	35	36	15	79	39	33	Panama City	17	5	6	16	6	11	18	33	13
Crestview	68	36	53	84	68	68	50	56	59	Panama City Beach	63	41	15	9	9	31	22	12	27
Cutler Bay	76	91	102	88	80	64	101	98	72	Parkland	102	87	98	104	99	99	100	90	65
Dania Beach	33	77	30	30	32	29	36	71	12	Pensacola	27	18	17	24	22	8	49	32	20
DeBary	74	68	85	78	82	92	94	86	89	Pinecrest	88	98	96	103	98	89	102	88	49
DeLand	15	11	40	19	19	24	39	7	40	Pinellas Park	8	22	5	4	17	4	17	18	7
Delray Beach	3	16	7	12	4	3	4	4	9	Plant City	34	34	23	25	3	37	34	25	48
Dunedin	54	81	65	67	71	61	75	72	67	Port Orange	5	25	28	10	27	9	59	13	76
Edgewater	53	76	56	45	54	55	69	74	78	Punta Gorda	40	38	47	59	53	72	42	73	23



FDOT Matrix – Group III



FY2025 Highway Safety Matrix - Ranking of Florida Cities																			
(Based on total actual serious injuries and fatalities during 2018-2022)																			
Group III - Population of 3,000-14,999 - 118 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	15	15	2	8	6	51	4	13	50	Live Oak	13	24	4	50	4	14	9	2	27
Arcadia	24	34	32	18	31	9	74	50	67	Longboat Key	85	70	72	102	98	81	102	90	52
Atlantic Beach	65	95	95	75	82	48	83	45	37	Loxahatchee Groves	102	104	86	104	55	86	91	101	76
Avon Park	23	29	82	64	46	61	73	91	13	Macclenny	56	38	67	56	32	99	90	20	69
Bal Harbour	110	116	115	117	117	106	96	117	114	Madeira Beach	62	114	48	37	68	47	70	115	111
Bay Harbor Islands	104	105	88	107	108	79	106	80	82	Madison	100	58	85	94	104	76	89	75	68
Belle Isle	101	73	74	80	87	77	64	99	73	Malabar	53	51	93	73	66	93	44	42	102
Belleair	114	110	107	112	94	104	112	71	98	Marathon	7	2	29	15	38	7	103	11	23
Belleview	22	41	47	35	50	57	22	24	7	Marianna	36	10	9	51	5	40	19	5	16
Biscayne Park	118	115	114	116	116	118	95	116	113	Mary Esther	61	65	69	111	93	90	56	57	97
Brooksville	2	4	3	1	3	10	12	7	4	Mascotte	92	32	59	66	26	97	7	29	63
Bunnell	49	21	34	19	10	80	24	37	11	Melbourne Beach	54	26	49	61	115	36	46	51	112
Bushnell	63	46	94	115	95	105	118	32	32	Miami Shores	83	98	97	77	53	23	50	64	47
Callaway	71	48	52	89	23	60	49	47	41	Miami Springs	58	67	81	28	70	38	48	44	36
Cape Canaveral	86	99	66	45	62	44	26	48	53	Midway	116	94	70	99	67	95	69	43	107
Chipley	32	37	62	74	24	96	116	26	30	Milton	12	7	14	7	20	54	11	22	9
Clewiston	25	39	15	30	21	32	36	40	2	Mulberry	27	80	18	86	34	92	29	59	101
Cocoa Beach	30	69	65	14	61	28	51	65	49	Neptune Beach	94	40	37	68	73	84	75	98	72
Crystal River	5	9	20	3	35	35	45	38	18	Newberry	40	22	6	41	8	56	13	15	62
Dade City	11	33	44	17	27	13	35	10	25	North Bay Village	99	87	83	92	101	108	87	94	60
Davenport	16	14	27	40	17	52	72	14	6	North Palm Beach	17	6	42	76	44	22	2	61	40
Daytona Beach Shores	81	62	17	5	65	19	15	84	88	Oakland	105	79	89	71	92	67	77	83	86
DeFuniak Springs	18	8	7	10	9	18	3	36	15	Okeechobee	51	106	38	36	12	68	37	25	87





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

Equipment

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



Aging Road Users



- Law enforcement agencies
- College 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)

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 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
- College or universities
- Non-profits
- State agencies



Distracted Driving

What's allowed:

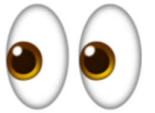
- Overtime hours for enforcement
- Overtime hours for outreach and education
- Overtime hours for dispatchers (as needed for larger agencies)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Distracted driving simulators
- Banners
- Portable message boards
- USB drives (preloaded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



WHAT YOU SHOULD KNOW!

DISTRACTION

Distractions are the most common type of crash. Basically, anything that takes a driver's attention off the road. It could be looking at a phone, looking out the window, or looking down at a text or watch a video.



What's **NOT** allowed:

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

Impaired Driving



- Law enforcement agencies
- College 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)
- Fatal Vision goggles
- SIDNE or pedal karts
- Impaired driving simulators
- Portable message boards
- Vehicle Wrap (Drive Sober or Get Pulled Over)
- Intoxilyzers
- In-car video systems
- Vehicle installation of intoxilyzers
- USB drives (preloaded with impaired driving prevention messages)
- B.A.T. mobile with great justification
- DUI vehicles
- Vehicle Wrap (Drive Sober or Get Pulled Over)
- DUI checkpoint equipment:
 - Trailers
 - Message boards
 - Portable light towers
 - Traffic cones
 - Arrow boards
 - Generators
- Stylus LED Penlights



Impaired Driving

What's **NOT** allowed:

- Officers regular time
- Dispatchers 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
- College 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)
- Speed measurement devices (radars, lidars)
- 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

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

or visit us at:
RideSmartFlorida.com/SMARTCourse

FDOT www.RideSmartFlorida.com

What's **NOT** allowed:

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

Occupant Protection and Child Passenger Safety



Who can apply?

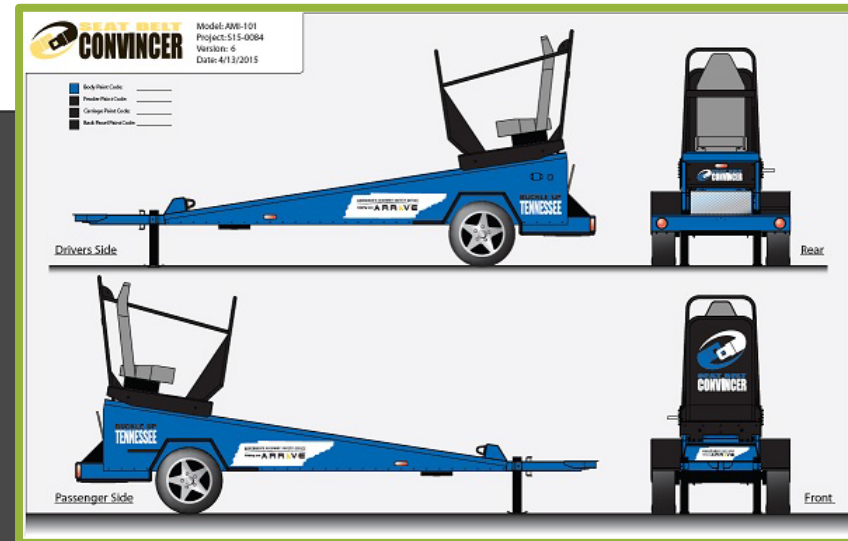
- Law enforcement agencies
- College or universities
- Non-profits
- State agencies



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 for larger agencies)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Vehicle Wrap (Click It or Ticket)
- Portable message boards
- Seatbelt convincers
- 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?

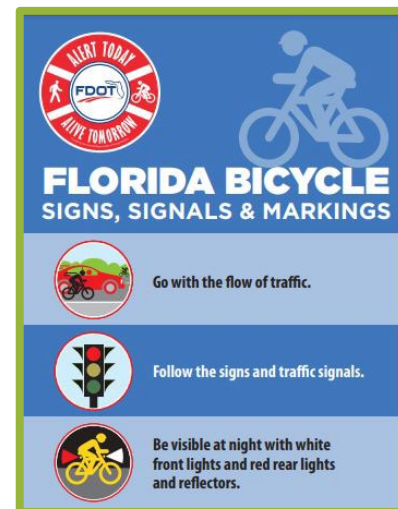
- Law enforcement agencies
- College or universities
- Non-profits
- State agencies



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)
- 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



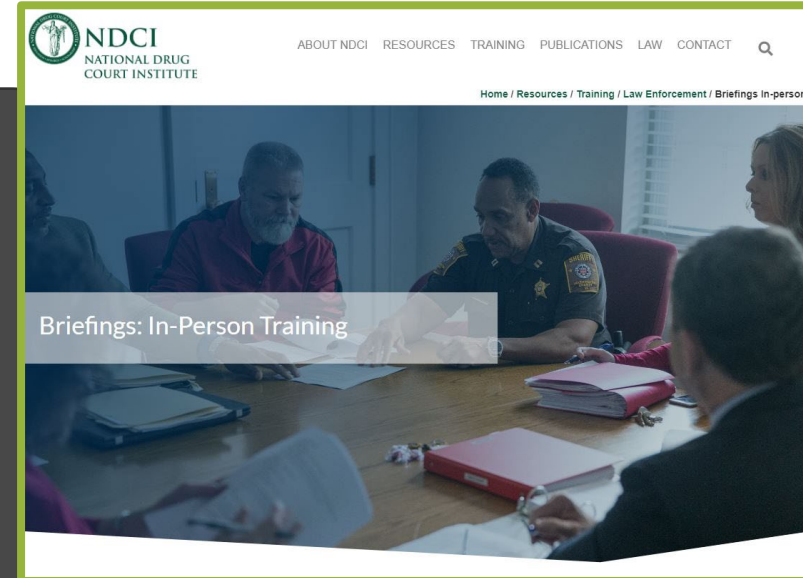
- Training institutions that have an accredited Police Training Program or that can train professionals in traffic safety
- State agencies



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
- College 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 for larger agencies)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Speed measurement devices (radars, lidars)
- 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
- College 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 for larger agencies)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Speed measurement devices (radars, lidars)
- 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
- Distracted and Impaired driving simulators
- Banners
- Program related expenses



Teen Driver Safety

What's **NOT** allowed:

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



Traffic Records



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



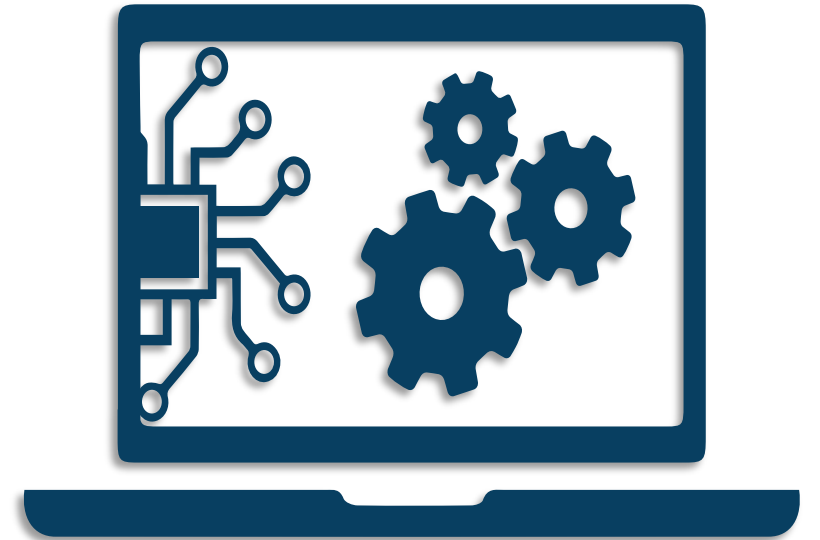
Traffic Records

What's allowed:

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

What's **NOT** allowed:

- Officers regular time
- Dispatchers regular time
- Vehicles
- Promotional items
- Equipment ONLY
- Support for proprietary crash and citation software



Work Zone Safety



- Law enforcement agencies



Work Zone Safety

What's allowed:

- Overtime hours for enforcement in work zones
- Overtime hours for dispatchers (as needed for larger agencies)
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Speed measurement devices (radars, lidars)
- 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

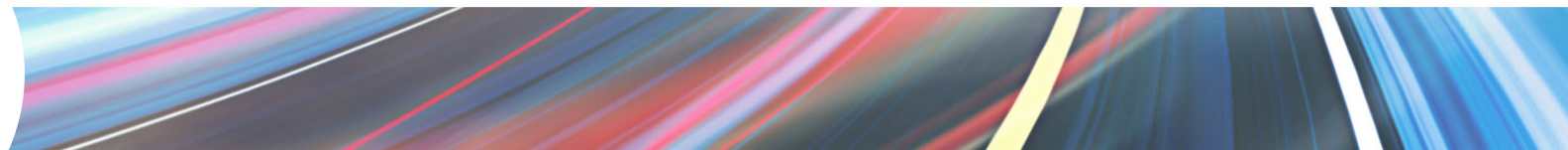


<https://www.fdot.gov/safety/3-Grants/Grants-conceptpapers.shtm>



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, 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 selection 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 countermeasures will address the problem.
- Explain how the solution is connected to the Strategic Highway Safety Plan.
- Explain how funding will support the countermeasures.
- If no countermeasures exist, explain the basis of your selected strategy and how it will be effective.

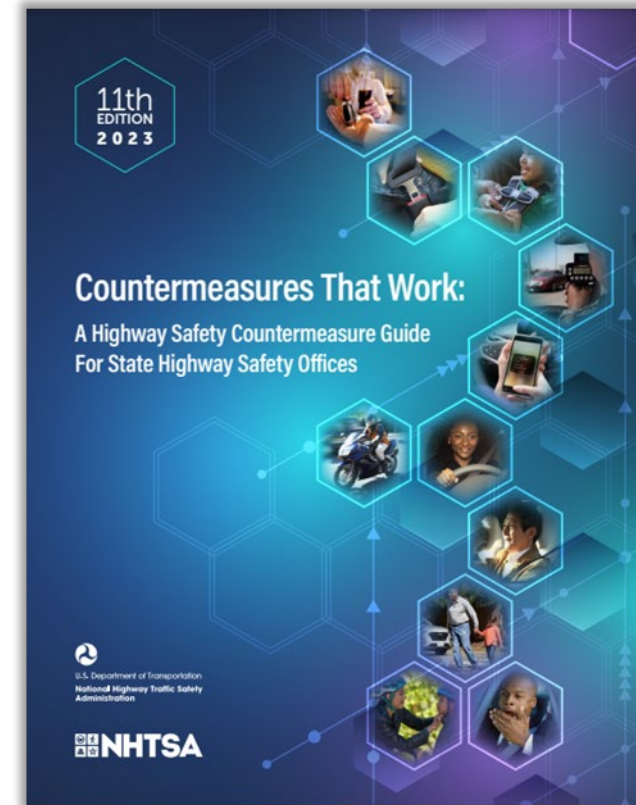


Proposed Solution Example (Addressing NHTSA Countermeasures)

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.



Project Objectives

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



Project Objectives

Example

- **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 **60 child passenger fitting station appointments** 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 3.5 out of 4.0.
- **Process evaluation:** Compare the number of events and presentations conducted to the number listed (100).
- **Impact evaluation:** Use the results of surveys to determine the impact of the behavioral change regarding driving laws and driving behaviors.
- **Outcome evaluation:** Compare the percentage of older drivers 65+ in crashes and fatalities, in identified counties, to the reduction percentage proposed (3%).

Budget

- Subgrant costs must be reasonable and 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

- Costs must include the position title, the salary, and percentage applicable to the project.
- 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

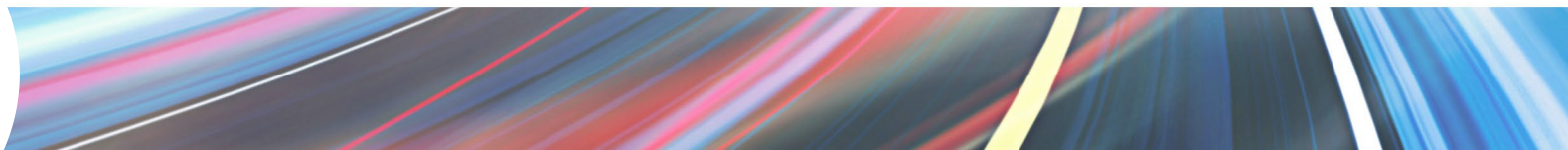
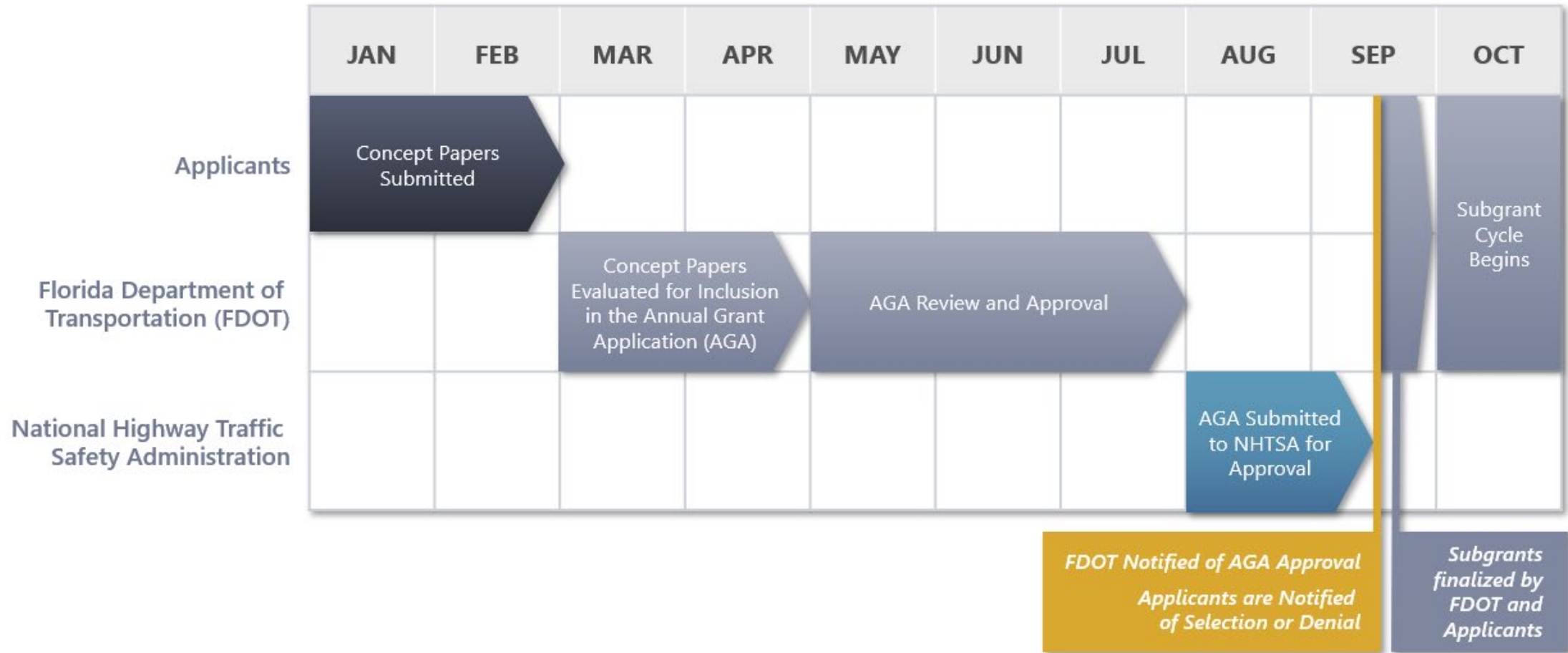
- Direct expenditures, such as travel, printing, educational materials, public information and education items, etc.
- Cost less than \$5,000 per item
- In order to be considered educational, distributed material must provide substantial information and education content to the public (not merely a slogan) and have the sole purpose of conveying that information
- Do not use brand names

Budget Categories

EQUIPMENT COSTING \$5,000 OR MORE

- Enter the estimated dollar amount for equipment that costs \$5,000 or more per unit
- Do not use brand names
- Include a separate line item for each piece of equipment that is \$5,000 or more. You must buy American unless an exemption is received

Funding Cycle



Resources

Traffic Crash Facts

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

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

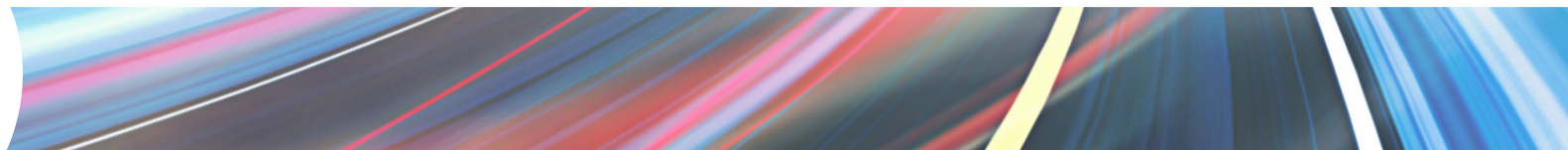
<https://www.fdot.gov/Safety/grants/grants-conceptpapers.shtm>

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!

