FDOT Transportation Alternatives Set-Aside Program

FUNDING APPLICATION

Submittal Date:

APPLICANT INFORMATION			
Agency/Organization Name:			
Agency Contact Name:	**Title:**		
Mailing Address:	**City:**	**State:** FL	**Zip Code:**
County:	**MPO/TPO (if applicable):**		
Telephone:	**Email Address:**		

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached. ❑ Yes *(Required)*

PROJECT TYPE: ❑ **Infrastructure** ❑ **Non-infrastructure**

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

❑ Currently fully LAP Certified / Year of Certification:
❑ Not LAP Certified but will seek project-specific certification
❑ Not LAP Certified but project will be administered by the FDOT District
❑ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name:			
LAP Sponsor/Implementing Agency Contact Name:	**Title:**		
Mailing Address:	**City:**	**State:** FL	**Zip Code:**
Telephone:	**Email Address:**		

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Please contact your FDOT district for district-specific application requirements.

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PROJECT NAME/TITLE:

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the FDOT TA Program Guidance.

1. ❑ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ❑ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ❑ Conversion and use of abandoned railroad corridors for non-motorized use
4. ❑ Construction of turnouts, overlooks, and viewing areas
5. ❑ Inventory, control or removal of outdoor advertising
6. ❑ Historic preservation and rehabilitation of historic transportation facilities
7. ❑ Vegetation management practices in transportation rights of way
8. ❑ Archaeological activities related to impacts from transportation projects
9. ❑ Environmental mitigation activities
10. ❑ Safe Routes to School

*NOTE: *Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm.*

PROJECT LOCATION:

Roadway name:*		
❑ **On-State System Road** (State Roadway)	❑ **Off-State System Road** (Local Roadway)	**Roadway number:** (i.e. US, SR, CR, etc., if applicable)

*NOTE: *For off-road/trail projects please indicate adjacent roadway*

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: Street Name/Mile Post/Other	**North or East Termini:** Street Name/Mile Post/Other
Project Length (in miles):	
Attachment included? ❑ Yes ❑ No	
A location map with aerial view is attached to this application. ❑ Yes *(Required)* *Label important features, roadways, etc. to clearly locate and show the boundaries of the project.*	

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PROJECT DESCRIPTION:

Brief Description (1,000 character limit) (*e.g. planning, design and construction of a sidewalk along Sample Road)*

Detailed Scope of Work:

A detailed scope of work is attached. ❑ Yes *(Required)*

Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.

Conceptual or design plans are attached. ❑ Yes ❑ No

Typical Section drawings are attached. ❑ Yes ❑ No

Other attachment (e.g. studies, documentation to support the project). ❑ Yes ❑ No

If yes, please describe (250 character limit):

PUBLIC INVOLVEMENT(500 character limit for each question below):

Has the applicant received input from stakeholders? Briefly explain: ❑ Yes ❑ No

Have public information or community meetings been held? ❑ Yes ❑ No

If yes, please provide a brief description and attach supporting documentation:

Describe public and private support for the project *(e.g. petitions, endorsements, resolutions, letters of support):*

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Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?
If Yes, specify and provide documentation:

❑ Yes ❑ No

Is environmental permitting required?
If Yes, specify and provide documentation:

❑ Yes ❑ No

Provide any additional project specific information that should be considered:

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ❑ Planning activities
- ❑ Project Development and Environment Study (PD&E)
- ❑ Preliminary Engineering/Final Design
- ❑ Right-of-Way (ROW)
- ❑ Construction
- ❑ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
❑ Implementing agency staff	N/A	❑ Implementing agency staff	N/A	❑ Implementing agency staff	❑ Implementing agency staff
❑ Consultant	❑ Consultant	❑ Consultant	❑ Consultant	❑ Consultant	❑ Consultant
❑ FDOT	❑ FDOT	❑ FDOT	❑ FDOT	❑ FDOT	❑ FDOT
❑ Not applicable	❑ Not applicable	❑ Not applicable	❑ Not applicable	❑ Not applicable	❑ Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).*

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Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

❑ Yes   ❑ No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers) (500 character limit):

Is there a proposed maintenance plan for when the project is complete? ❑ Yes   ❑ No
If yes, please provide a brief description and attach supporting documentation as appropriate (500 character limit):

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ❑ Yes   ❑ No
If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements) (500 character limit). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way (500 character limit):

Will temporary construction easements be required? ❑ Yes   ❑ No
If Yes, please describe (500 character limit):

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ESTIMATED PROJECT COST:

A detailed project cost estimate is attached. ❑ Yes *(Required)*

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	$	$	$
Project Development & Environmental Study (PD&E)	$	$	$
Design Costs/Plan Preparation	$	$	$
Environmental Assessment (s) associated with the design phase	$	$	$
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	$	$	$
Right-of-Way	$	$	$
Construction	$	$	$
Construction Engineering and Inspection Activities (CEI)	$	$	$
Other costs* (please describe)	$	$	$
TOTAL ESTIMATED PROJECT COST	$	$	$
PERCENT OF TOTAL PROJECT COST			**100%**

*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.

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PROJECT IMPLEMENTATION

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1. Design Plans

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    a. Are signed and sealed design plans available for this project?   ☐ Yes ☒ No

    b. If yes, are design plans updated to current standards and existing conditions?   ☐ Yes ☐ No

        1. Specify the date of design plans developed? *Click here to enter text.*
        2. Enter the Engineer of Record contact information: *Click here to enter text.*

    c. If no, identify status of design plans:

        ☐ No plans

        ☐ 30%

        ☐ 60%

        ☐ 90%

        ☐ Other Describe: *Click here to enter text.*

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2. Identify Permits & Certification Requirements

    Respond to applicable permits/ certifications within the project limits

a) Right of Way Certification needs and status including easements   ☐ Yes ☐ No
    N/A

b) Utility Certification   ☐ Yes ☐ No
    N/A

c) Railroad Recertification   ☐ Yes ☐ No
    N/A

d) South Florida Water Management District Permits   ☐ Yes ☐ No
    N/A

e) U S Army Corps of Engineers (USACE) Permits   ☐ Yes ☐ No
    N/A

f) Other Describe   ☐ Yes ☐ No
    N/A

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3. Acquired Permits/ Certifications are attached   ☐ Yes ☐ No

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    List:
    N/A

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
**2022 TRANSPORTATION ALTERNATIVES APPLICATION CYCLE
FOR FISCAL YEAR 2027/2028**

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PROJECT SCHEDULE

Include the following *as applicable*

1. Consultant(s) acquisition & award (Design & CEI)
2. Contractor acquisition & award
3. Project schedule
4. Production dates
5. Plans preparation
6. FDOT Review submittal (30 days review)
7. Environmental Assessments
8. Permits Acquisition

Enter project schedule here

Project timeline and schedule is detailed in the SRTS Non-Infrastructure application attachement.

ENVIRONMENTAL EVALUATION

Coordination with the Federal Highway Administration and the State Historic Preservation Officer will be required by Section 106 of the National Historic Preservation Act (NEPA)

1. Has the Local Agency performed an environmental assessment for the project? ☐ Yes ☒ No
List the environmental assessments performed: N/A

2. Does the Local Agency have a historic preservation planner? ☐ Yes ☒ No
If yes, provide contact information: N/A

3. Is the project adjacent to a locally designated historic property or a National Register of Historic places-listed historic site? ☐ Yes ☒ No
If yes, have any historic properties/places received Florida Department of State Historic Preservation Grant funds?
☐ Yes ☐ No
If yes, attach preservation agreements, covenants, or easements to this application.

4. Are archeological sites or Native American sensitive sites located within proximity to or adjacent to the project? ☐ Yes ☒ No
If yes, provide a brief description: N/A

5. Has the Local Agency coordinated with any Federal or State Agencies for this project? ☐ Yes ☒ No
If yes, provide a brief description and submit supporting documentation: N/A

6. Are parks, recreation areas or wildlife or waterfowl refuges adjacent or near the project? ☐ Yes ☒ No
If yes, provide a brief description: N/A

7. Are there any navigable waterways adjacent or near the project? ☐ Yes ☒ No
If yes, provide a brief description: N/A

8. Does the project have any wetland impacts? ☐ Yes ☒ No
If yes, will wetlands mitigation be needed? ☐ Yes ☐ No
If yes, provide a brief description: *Click here to enter text.*

9. Has the Local Agency reviewed the project for potential protected species/ critical habitat impacts? ☐ Yes ☒No
If yes, provide a brief description: N/A

10. Has the Local Agency reviewed the project for potential contamination that could affect the area? ☐Yes ☒ No
If yes, provide a brief description: *Click here to enter text.*

11. Are there noise sensitive areas? ☐ Yes ☒ No
If yes, provide a brief description: N/A

PROJECT FUNDING

TRANSPORTATION ALTERNATIVES FUNDS	$ 888,825
LOCAL FUNDS ALLOCATED	$ *Click here to enter text.*
TOTAL PROJECT COST	$ 888,825

PERCENTAGE OF TA FUNDS	100%
PERCENTAGE OF LOCAL CONTRIBUTION	0 %

Note: The percentage of local contribution indicated above will be greater than or equal to the local contribution to the final contract award.

> Example A: A 20% local contribution is indicated for a construction project. The local agency was awarded $1,000,000. The bid amount is $1,000,000. The awarded amount would be reduced to $800,000. The local agency would contribute $200,000.

> Example B: A 20% local contribution is indicated for a construction project. The local agency was awarded $1,000,000. The bid amount is $1,400,000. The awarded amount would remain $1,000,000. The local agency would contribute $400,000.

1. **Describe in detail funding types and commitment funds that will fund the project:**

This project will be funded 100% with TP funds. Year 1 - $287,820, Year 2 - $296,031, Year 3 - $304,974. A detailed budget and budget justification are attached.

2. **Provide the funding year for each phase(s) of the project:**

    09/01/2024 - 08/31/2027

3. **Submit a letter from the Local Agency's Budget Office committing Local Funds to the project.**

    A copy of the letter is included with this application.   ☐ Yes   ☒ No

LOCAL AGENCY BUDGET OFFICE COMMITMENT LETTER

Submit a letter from the Local Agency's Budget Office committing Local Funds to the project.

Agency must include this form as a cover for the letter.

N/A

Revised: July 2021

PROJECT SPONSORSHIP CERTIFICATION

I hereby certify that the proposed project herein described is supported by <u>University of Miami Miller School of Medicine</u> (Local Agency, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation (FDOT); (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) Comply with Local Agency Program Manual during all phases of the project, (5) comply with the NEPA process prior to construction, which may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction, and (6) support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs are reasonable and understand that <u>University of Miami School of Medicine</u> (Local Agency, county, state or federal agency, or tribal council) will bear all expenses in excess of the total cost of the project. Upon notification of project award, I further certify that the aforementioned entity will work with the FDOT to ensure the associated contracts are executed in the fiscal year programmed. Project deferrals are highly discouraged and are subject to fund availability.

Name (please type or print): Karen Hurdle

Title: Director

Signature: _____

Date: 2/14/22

Signature of person with budget authority
(i.e., County Administrator, or Public Works Director

<u>If you have any questions about this application or need assistance, please contact:</u>

Oscar Camejo
Miami-Dade Transportation Planning Organization
Phone: (305) 375-1837
Email: Oscar.Camejo@miamidade.gov

Janene Sclafani
Monroe County
Phone: (305) 289-2545
Email: Sclafani-Janene@MonroeCounty-FL.Gov

Xiomara Nunez
Florida Department of Transportation District Six
Phone: (305) 470-5404
xiomara.nunez@dot.state.fl.us

RESOURCES

FDOT Local Agency Program Manual
https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtm

FDOT PD&E Manual
https://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm

Basis of Estimates Manual
http://www.fdot.gov/programmanagement/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm

E-Doc signature needed FP-6738 Hotz

Final Audit Report   2022-02-14

Created:	2022-02-14
By:	Ines Lopez (ILopez4@med.miami.edu)
Status:	Signed
Transaction ID:	CBJCHBCAABAABU2R_6ujSiSkNBuC8iZt3cGI-yPhNtTw

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Document created by Ines Lopez (ILopez4@med.miami.edu)
2022-02-14 - 3:40:05 PM GMT- IP address: 98.254.54.59

Document emailed to Karen Hurdle (khurdle@med.miami.edu) for signature
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Email viewed by Karen Hurdle (khurdle@med.miami.edu)
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Document e-signed by Karen Hurdle (khurdle@med.miami.edu)
Signature Date: 2022-02-14 - 7:03:25 PM GMT - Time Source: server- IP address: 104.14.150.128

Agreement completed.
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Adobe Sign

Florida's
Safe Routes to School
Non-Infrastructure
Information Form

Section 1 – School & Applicant Information

Proposed Activity or Program

Name of Proposed Activity or Program: *Enhancing WalkSafe and BikeSafe Social Networking & Interactive Platforms*

Brief Description of Proposed Activity or Program: The KiDZ Neuroscience Center (KNC)'s focus continues to be on addressing the urgent need to decrease pedestrian- and pedalcycling-related injury and fatality rates by assisting Miami-Dade County Public Schools (MDCPS) with implementing, monitoring, and evaluating the WalkSafe and BikeSafe programs.

The COVID-19 pandemic has forced education to adapt by way of taking place online. Through the development of complete virtual versions of the programs, the KNC has ensured that our programs continue to be implemented and that they stay relevant in a post-pandemic world. Given the need to be able to implement socially-distanced methods of learning, virtual education is of paramount importance. Preliminary data suggest that students' knowledge of pedestrian safety concepts was better retained through our supplemental, *WalkSafe At Home* virtual pilot portal (released in late 2020), suggesting that virtual curricula are an effective means to educate children about safety concepts. In 2021, we discovered that youths who specifically participated in this pilot virtual portal demonstrated a greater-than-average understanding of street design elements and safety principles, as demonstrated by the content presented and highlighted by the students in their artwork submitted to our annual poster contest.

However, virtual content in general has an inherently problematic aspect as well in that engagement in it is generally sedentary and thus it tends to reduce one's overall physical activity. Through *Enhancing WalkSafe and BikeSafe Social Networking & Interactive Platforms,* we aim to address this by way of utilizing the technology of handheld devices to promote physical activity and to integrate this input into our content. In 2021, we began experimenting with this concept of merging virtual activity with physical activity, via our *Bike your Block Month* challenge. Through the creation and promotion of this challenge, we learned a lot about how to effectively implement such a "mixed media" program that utilizes virtual interaction via a mobile device with "real-world" physical activity via bicycling. We also learned that such a program must be cross-platform and mobile device-focused, i.e., application (a.k.a. "app")-based so that it can seamlessly integrate movement data (for e.g., accelerometer, pedometer) in order to determine the user's level of activity and to be able to reward (and motivate) them on this basis.

The plan for this proposal is to continue to incorporate new educational videos, topics, assessment tools, and relevant resources in both programs. The programmatic components of the two programs will be further enhanced by creating interactive, virtual, web- and mobile application-based elements that will correspond with the educational content being taught in the curricula across all grade levels. The curricula, and the elements of the virtual interactive component, will continue to include current, relevant topics such as: physical and socio-behavioral benefits of walking and bicycling, active transportation, mobility and transit, addressing equity, and complete streets that will provide a more comprehensive and inclusive picture of walkability and bikeability in society.

KNC's social media and communication department will continue to routinely provide resources and current information on pedestrian and bicycling safety affecting Miami-Dade, the state of Florida, nation and worldwide. KNC will continue to create communication avenues for community engagement, discussion, and active participation in outreach events and community meetings.

In addition to targeting all children nationwide, this project will specifically target all K-8 students attending MDCPS elementary (171), K-8 centers (48), and middle schools (75) by making all program components accessible over the course of the three-year grant. We will continue to utilize the WalkSafe Middle School Virtual Education program which is currently being piloted in a total of 30 MDCPS schools, we propose to reach these 30 MDCPS schools throughout this three-year grant which will include: free access to the new web-/app-based, virtual interactive component, traditional and virtual curricula, training, resources, and technical assistance. Priority will be given to those schools located in communities with high percentages of pedestrian and bicyclist injuries and fatalities, and serving students from low socioeconomic and diverse backgrounds.

To develop, facilitate, and evaluate this project, KNC will continue working in partnership with several partners and stakeholders in the county, including MDCPS, Miami-Dade (M-D) Parks and Recreation Department, M-D Public Library, M-D Police Department, and the Metropolitan/Transportation Planning Organization (M/TPO) and our FDOT District Office. In addition, KNC will seek to explore new partnerships with relevant educational and children's media companies with established application-based programming, such as Disney, Nickelodeon, PBS, Khan Academy, etc. Based on the 6-E model and the need for equity and inclusivity, a comprehensive mixed-methods evaluation will assess quality implementation and program impact during the development of the three-year project. A formative and process evaluation approach will be used to assess all components of the project.

School Information

County or Counties: Miami-Dade County

City or Cities: Multiple municipalities and unincorporated areas

Type of school(s) (check all that apply): ☒ Public ☐ Private

☒ Elementary ☒ Middle ☐ High ☐ Other types of schools*

Explain Other schools below

K-8 centers will also be targeted by the proposed project.

Number of schools involved

☐ 1-3 schools involved. Name(s) of school(s)

#1:

#2:

#3:

☒ Multiple schools. Explain below how many schools will be involved, and their involvement.

Over the course of the three-year grant, the proposed *Enhancing WalkSafe and BikeSafe Social Networking & Interactive Platforms* will be piloted in a total of 30 MDCPS schools serving students in grades K-8. The selected schools will be located across the three Miami-Dade school regions (North, Central, South), and priority will be given to those middle schools located in communities with high percentages of pedestrian and bicyclist injuries/fatalities, and that serve students from low socioeconomic and diverse backgrounds. Access to all of our educational materials will be continue to be made freely available. Such materials include, but are not limited to: our curricula, teacher training,

supplemental resources, and technical assistance. KNC staff will facilitate the use of our materials in the schools by coordinating with MDCPS regional directors, school administrators, and teachers the planning and scheduling of the teacher training and the implementation of the WalkSafe and BikeSafe curricula both in schools, in virtual (remote) mode and in conjunction with the new, interactive mobile application-based component. Given that virtual content (in general) tends to be associated with being sedentary, *Enhancing WalkSafe and BikeSafe Social Networking & Interactive Platforms* will directly address this by way of utilizing the technology of handheld devices to promote physical activity and integrating this element into our educational content. Students at the selected schools will be able to be among the first people to utilize our companion interactive program and/or application. This will be created specifically for the purpose of use on a mobile-device or tablet and will integrate multiple physical activity-promoting elements (such as a "leveling-up" system that will require users to perform physical activity for e.g., take X number of steps, or photograph X number of crosswalks in order to level up). Lastly, since our social media presence will continue to expand as well, students and teachers (and parents) may continue to engage with us through any of our social media platforms.

In addition to targeting all children nationwide, this project will specifically target all K-8 students attending MDCPS elementary (171), K-8 centers (48), and middle schools (75) by making all program components accessible over the course of the three-year grant. Given that the WalkSafe Middle School Virtual Education program is now being piloted in a total of 30 MDCPS schools, we propose to reach these 30 MDCPS schools throughout this three-year grant as well, with free access to the new web-/app-based, virtual interactive component, the traditional and virtual curricula, training, resources, and technical assistance. Priority will be given to those schools located in communities with high percentages of pedestrian and bicyclist injuries and fatalities, and serving students from low socioeconomic and diverse backgrounds. The program will encourage students to evaluate the infrastructure surrounding their school and within two miles of their school.

Applicant Information			
☐ School Board	☐ Private School	☐ Governmental Agency	☒ Other

Name of Agency/Organization: University of Miami Miller School of Medicine		
Contact Person: Karen Hurdle	Title: Director	
Daytime Phone: 305-284-3952	E-mail: mra@miami.edu	
Mailing Address: 1320 S. Dixie Hwy, Suite 650		
City: Miami	State: Florida	Zip: 33136
Signature:	Typed Name: Karen Hurdle	Date: 2/15/2022

Signature of School Board or school representative required when different from applicant:		
Signature:	Typed Name:	Date:

Section 2 – General Program Information

1. **Data Collection:** Please review the data collection forms found at this link: http://www.saferoutesinfo.org/resources/index.cfm. Baseline data collection is required at the beginning of your program and follow-up data collection is required at its completion.
   Do you agree to provide this data following the FDOT District's schedule?   ☒ Yes   ☐ No
   Please describe how you plan to collect this data.

Throughout this three-year grant, KNC's WalkSafe and BikeSafe programs in all its formats, including the family safety education efforts will be closely monitor for effectiveness and fidelity of program implementation through a comprehensive program evaluation. Evaluation tools and strategies, including surveys, meeting logs, site observations, photos, and videos will be implemented to collect both qualitative and quantitative data. Qualtrics will be the main online platform to be used for data collection, analysis, and reporting. Miami Dade students, teachers, families, and community members will play a key role in the evaluation of WalkSafe's and BikeSafe's sustainability and enhancement virtual efforts by providing information on satisfaction, awareness, and content knowledge of the programs, as well as recommendations for improvement. We will also perform secondary analysis of data pertaining to pedalcycling- and pedestrian-involved crashes and injuries in Miami-Dade county (as well as in any other counties state-wide, wherever rates of implementation are high). Type of evaluation tools and data to be collected during this project are addressed in the table below.

Education via Virtual Curriculum	- Demographics for students and teachers served by school and region - Demographics provided by users who choose to engage in the program outside of school - Number of elementary and middle school students and teachers served by school and region - Average student class size per curriculum session by school - Number of completed *WalkSafe & BikeSafe Curriculum Completion Forms* - Number of completed Elementary and Middle School Student Pre-Curriculum Survey - Number of completed Elementary and Middle School Student Post-Curriculum Survey - Quality of curricula content and delivery mode as rated by teachers - Quality of curricula content and delivery mode as rated by students - Quality of curricula content and delivery mode as rated by users outside of school setting - Number of teacher training sessions by school and region - Number of observations of service delivery and activities by school and region - Number of families served by type of service delivery and activities - Number of parents and family members by type of activity and delivery mode - Quality of the Family Virtual content as rated by families - Percentage of parents and family members satisfied with program's content and delivery - Quality, timeliness & accessibility of training content and delivery - KNC professionalism, accessibility, and courtesy through the program

Virtual Learning via Smartphone/Mobile Device/Tablet Applications	- Number of downloads of our educational programming content via mobile device and/or web-based content - Number of users served by type of service delivery and activities - Available user demographics (i.e., age, gender, race/ethnicity, education level) - Number of users by type of activity and delivery mode - Quality of the virtually interactive educational content as rated by both users and teachers - Overall impression of the information provided by and accessibility to the KNC website and relevant interactive virtual portals - Ease and quality of information made available through the KNC social media channels and technical assistance - KNC professionalism, accessibility & courtesy throughout the program - Percentage of users and teachers satisfied with program's new, interactive virtual content and delivery
Engagement via New & Relevant Social Media Platforms and In-Person, as well as Virtual, Community Events and/or Info Sessions	- Number of new followers gained on our social media platforms - Number of impressions and engagements with our social media posts - Number of visits to the KNC website, as directed by posts from our social media platforms - Number of downloads of newsletters, flyers, and other materials developed and promoted via the social media platforms - Number of educational workshops and informational talks attended and/or hosted - Number of outreach events and partner meetings attended - Topics and concerns discussed on our social media platforms - Frequency of posts on social media platforms - Quality of organization & discussion topics of meetings/events, as rated by engaged community members

Logistics, an evaluation plan, and a data-point timeline will be discussed with and determined by contributing partners in the first phase of the project. Regular communication and work meetings on the project's progress will be scheduled with partners. Throughout this three-year grant, program evaluation will run simultaneously with implementation in order to assess, adjust, and modify the program's components as needed. The KNC will provide a full report on project implementation and its impact to inform decisions at the completion of the grant.

2. **Target population information:** Describe below the population targeted, including:
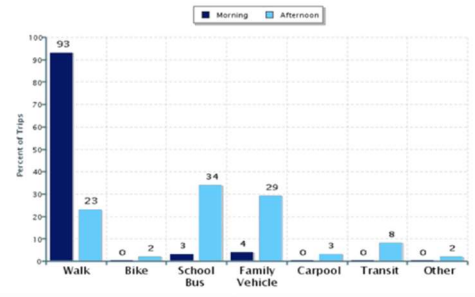- the demographics of your target population
- the number of children in the school or schools
- how many children you plan to target with your program
- how many children currently walk or cycle to school
- how many more children would be able to walk or cycle to school if your program is successful
- if your program (or part of it) is directed toward adults, how many adults you plan to involve

This three-year project will be conducted partly in partnership with Miami-Dade County Public Schools (MDCPS). MDCPS is the fourth largest public school in the district serving approximately 150,366 elementary K-5 students and 81,692 middle school students, many of whom come from culturally and linguistically diverse, and economically disadvantaged backgrounds. Based on the 2019-2020 MDCPS statistical highlights, 72.9% of elementary, 62.5% K-8, and 72.4% middle school students were eligible for free/reduced priced lunch during the 2020-2021 school year (MDCPS, 2021). A majority of students in grades K-12 were of Hispanic descent (72%), followed by Black/Non-Hispanic (20%) and White/Non-Hispanic (7%). The top five languages (other than English) used as primary language by students are Spanish, Haitian Creole, Portuguese, French, and Russian.

This three-year project will target all elementary and middle schooled-aged youths that have access to the internet whether at school or at home. This means our program has the potential to reach the 74.1 million youth and adolescents (ages 5-17) in grades K-8 currently living in the United States, with our initial focus being on the youth of the state of Florida and specifically on the 232,058 students in grades K-8 in Miami-Dade County. Specific attention will be placed on reaching those located in high-risk zones for pedestrian and bicycling injury and fatality, and serving low socioeconomic and diverse local communities. Given that our previously awarded TAP funding has afforded us the opportunity to pilot the WalkSafe/BikeSafe Virtual Education program in 30 middle schools over three years, this funding will allow us to implement new and interactive web- and application-based activities into the existing virtual curricula, which at present does not have any virtually interactive components, nor any mobile application-specific components.

Figure 1: 2020 Student Travel Tally Data.

Based on the most current data from the 2020-2021 Safe Routes to School (SRTS) student travel tally data, an in-class survey that provides valuable information on student travel patterns, a considerable number of Miami-Dade elementary, K-8, and middle school students walk or bike to/from school. Figure 1 (at right) depicts the modes of transportation reported by students across MDCPS district, including the percentage of students who walk or bike to school, and compares this data to other modes of transportation used by students.

This project aims to encourage and support wellness and safety through the implementation of the WalkSafe and BikeSafe educational safety curricula with enhanced interactive virtual features and web- and application-based elements that can be self-driven by the student both inside and outside of school. Through self-driven, interactive, virtual youth education embedded in fun mobile applications, it is expected that participants will not only gain knowledge on wellness and safety aspects, but also learn new concepts, such as the benefits of active transportation and safe street design.

3. **Problem identification:** Describe below what problem you are trying to address. Consider the current walking and cycling conditions in your project area, any problems or obstacles children encounter when they walk or cycle to school, educational needs, etc.

Accidental injury is a prominent cause of death worldwide and it's the number one cause of death among children in the United States (Dixon et al, 2014). The KiDZ Neuroscience Center advocates for safety recommendations that reduce the risk of child injury with educational initiatives that are school-based and/or involve community campaigns. Due to mobile technology's huge global reach and underrepresentation in the existing mobile health sector, it is the ideal platform for delivering pediatric injury prevention initiatives (Dexheimer et al, 2014). Given the prevalence of adolescents in the United States who use mobile devices to play games, there is an enormous market for a safety game application that provides essential preventative information while also providing an entertaining alternative to other non-educational mobile game play (Dixon et al, 2014).

Despite suggestions to minimize screen time, half of young children use mobile devices on a regular basis, most frequently to play games. Thus, we claim that injury prevention programs that incorporate mobile platforms and an interactive game experience can have a beneficial preventative effect while simultaneously reaching a broad population through rapid dissemination (Dixon et al, 2019).

Injury is a leading cause of child morbidity and mortality worldwide (Dixon et al, 2019). Delivering educational elements of injury prevention programs via interactive, mobile platforms, such as applications ("apps"), may reduce risky behaviors (Dixon et al, 2019) and thus decrease pediatric injuries and fatalities. The WalkSafe program (2005), a pedestrian safety program for elementary school children, and the BikeSafe program (2009), a bicycle safety program for middle school children, are both evidence-based and nationally recognized curricula funded by the Florida Department of Transportation's SRTS initiative and implemented by the KiDZ Neuroscience Center (KNC). Both programs are still being implemented and reviewed, but they have demonstrated an increase in students' awareness and knowledge of pedestrian and bicycle safety concepts. Additionally, both programs incorporate a complete implementation of the 6-E Model.

Evidence-based, interactive mobile app games would be able to assist in addressing this child safety issue. Due to the high rate of injury in the United States and throughout the world, physicians and injury experts must change their approach to educating children and families about safety (Chassiakos et al, 2016). Because the impacts of media use in childhood are complicated and multidimensional, with ever-increasing evidence of hazards and benefits, it is recommended that families build healthy media use plans that include screen time limitations for optimal child health and development (Dixon et al 2019).

As schools and families embrace and recognize virtual learning as a regular and necessary component of our post-pandemic world, it is evident that current technological and telecommunications advancements have altered the landscape of education considerably. Schools across the United States began moving to virtual learning in the Spring of 2020 in response to the COVID-19 pandemic. According to the Centers for Disease Control and Prevention (CDC), data on available learning modes in 1,200 public school districts across the United States (representing 46% of kindergarten through grade 12 [K–12] public school enrollment) from September 2020 to April 2021 were matched to demographic data from the National Center for Education Statistics (NCES) (cdc.gov). While exclusively online education is a real alternative for early education, efforts are generally utilized to increase children's interest in lessons.

The most frequently used tools in the K-12 e-learning system are mobile devices such as iPads and tablets. According to the global analytics firm, Gallup, 57% of all K-12 students in the United States use digital learning tools on a regular basis in 2019. 52% of K-12 students use games to reinforce specific skills or knowledge in their e-learning. 65% of K-12 teachers now use digital learning tools on a daily basis to teach their students. 25% of K-12 teachers report that using e-learning technologies improves their students' learning outcomes. In K-12 schools, online instructional videos (67%) are the most often used learning materials, followed by

educational software or applications (65%). Students can conduct research on websites in 56% of classes that use e-learning tools. 30% of K-12 instructors agree that digital learning tools assist students in becoming more engaged with learning and school. Lastly, 96 % of students in the third to fifth grades report that they spend a significant amount of time in class using e-learning materials (Gallup 2020). Figure 2 (below) provides information of the census data for K-12 students who utilize digital learning tools in everyday studies.

Figure 2: 2020–2021 Virtual Education Utilization for K-12 students.

K-12 Students Who Use Digital Learning Tools in Everyday Studies
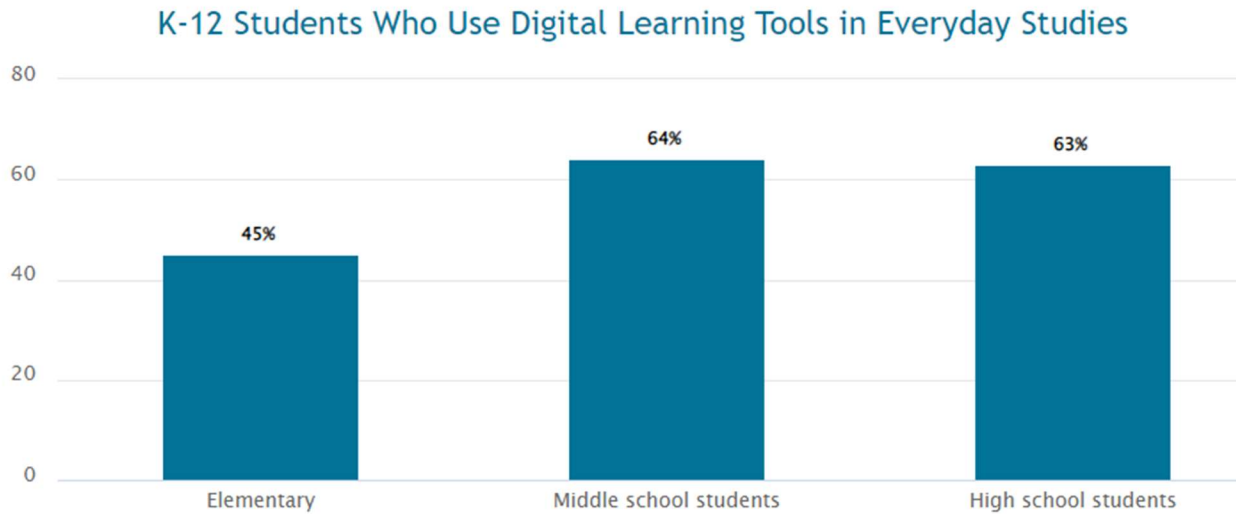
Source: Gallup

Table 1 provides information of the Census Bureau's latest compilation of motor vehicle crash data for 2019 for youth Pedestrians-Hit-By-Car (PHBC) occurrences.

Table 1: Pedestrians Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

Age Group	Male			Female			Total		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	1,000	10,009,207	6	***	9,567,476	5	1,000	19,576,683	6
5-9	2,000	10,322,762	17	1,000	9,873,133	11	3,000	20,195,895	14
10-15	3,000	12,747,981	24	3,000	12,225,746	21	6,000	24,973,727	22
16-20	4,000	10,799,026	34	3,000	10,349,768	32	7,000	21,148,794	33

Age Group	Male			Female			Total		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	36	10,009,207	0.36	21	9,567,476	0.22	57	19,576,683	0.29
5-9	25	10,322,762	0.24	21	9,873,133	0.21	46	20,195,895	0.23
10-15	65	12,747,981	0.51	38	12,225,746	0.31	103	24,973,727	0.41
16-20	153	10,799,026	1.42	65	10,349,768	0.63	218	21,148,794	1.03

Source: Census Bureau

Table 2 provides information of the Census Bureau's latest's compilation of motor vehicle crash data for 2019 for youth Bicyclists-Hit-By-Car (BHBC) occurrences.

Table 2: Bicyclists Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex

Age Group	Male			Female			Total		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	***	10,009,207	1	***	9,567,476	***	***	19,576,683	1
5-9	1,000	10,322,762	10	***	9,873,133	5	2,000	20,195,895	8
10-15	5,000	12,747,981	41	1,000	12,225,746	9	6,000	24,973,727	26
16-20	6,000	10,799,026	51	1,000	10,349,768	12	7,000	21,148,794	32

Age Group	Male			Female			Total		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	36	10,009,207	0.36	21	9,567,476	0.22	57	19,576,683	0.29
5-9	25	10,322,762	0.24	21	9,873,133	0.21	46	20,195,895	0.23
10-15	65	12,747,981	0.51	38	12,225,746	0.31	103	24,973,727	0.41
16-20	153	10,799,026	1.42	65	10,349,768	0.63	218	21,148,794	1.03

Source: Census Bureau

Moreover, Florida consistently ranks as one of the most dangerous states for pedestrians and bicyclists, and "older adults, people of color, and people walking in low-income communities are disproportionately represented in fatal crashes involving people walking" (Dangerous by Design, 2019). When ranked by state in 2017, Florida reported the second highest number of pedestrian fatalities (654) in the nation; nearly one-fifth of children 14 and younger killed nationwide in traffic crashes were pedestrians (National Highway Traffic Safety Administration, 2019). In 2017, Florida reported 125 fatal bike crashes, the most in any state (National Highway Traffic Safety Administration, 2019). In the United States, pedalcycling injury is the eighth leading cause of unintentional injury for children and adolescents ages 5 to 14 (CDC, 2018).

Miami-Dade County is ranked number one for Group 1 counties (population 200,001 and above), for pedestrian- or bicycle-related injuries and fatalities (FDOT Highway Safety Matrix, FY2022). Table 3 below provides information on pedestrian and bicycle crashes and fatalities for all ages in Miami-Dade from 2015 to 2017.

Table 3. Pedestrian and Bicycle Crashes and Fatalities for All Ages in M-DC

M-DC	2015			2016			2017		
	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities
Pedestrian	1768	1562	95	1563	1358	86	955	796	56
Bicycle	672	582	10	870	692	17	513	413	15

Table 4 (below) presents information in regards to pedestrian and bicycle crashes and fatalities under 15 years of age in Miami-Dade from 2015 to 2017.

Table 4. Pedestrian and Bicycle Crashes and Fatalities Under 15 Years of Age in M-DC

M-DC	2015			2016			2017		
	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities
Pedestrian	317	268	14	313	253	15	181	146	5
Bicycle	33	30	0	51	41	1	34	28	0

Through the implementation of the WalkSafe and BikeSafe educational safety curricula with enhanced interactive virtual features and web- and application-based elements that can be self-driven by the student, both inside and outside of school, this project aims to reduce the overall number of children hit by cars while walking and/or bicycling. Through self-driven, interactive, virtual youth education embedded in fun mobile applications, participants will not only gain knowledge on wellness and safety aspects, but they will learn new, relevant concepts, such as the benefits of active transportation and elements of street design can better protect them from being hit by cars.

4. **Proposed solution:** Describe below your proposed solution is and how it will help solve the problems you have identified. Please write this in the form of a Scope of Services narrative. Include:
- what the program consists of
- what students you are targeting (the whole school or targeted groups)
- who your partners are and how they will help you with this program
- if there is personnel involved, explain who the personnel are, what they will be doing, and how compensation was figured
- whether the project addresses problems within two miles of the school

The COVID-19 pandemic has forced education to adapt by way of taking place online, and while post-pandemic approaches have been mixed, it's undeniable that virtual learning is here to stay as a viable and often preferable approach to education. Through the development of virtual versions of the WalkSafe and BikeSafe injury prevention programs, the University of Miami KiDZ Neuroscience Center (KNC) can continue to be implemented and stay relevant in a post-pandemic world where virtual education is of paramount importance. However, virtual content in general has an inherently problematic aspect as well, in that engagement in it is generally sedentary and thus it tends to reduce one's overall physical activity. Through *Enhancing WalkSafe and BikeSafe Social Networking & Interactive Platforms,* we will address this by way of utilizing the technology of handheld devices to promote physical activity and to integrate this input into our content.

This project will: (1) create interactive, virtual versions of our WalkSafe and BikeSafe curricula that will be integrated into our existing curricula, which will be updated as well (2) create a companion interactive program and/or application that is web-based and is created for the purpose of use on a mobile-device and is designed to specifically integrate multiple physical activity-promoting elements (such as a "leveling-up" system that will require users to perform physical activity for e.g., take X number of steps, or photograph X number of crosswalks in order to level up), and (3) continue to expand our social media presence by way of establishing ourselves on new and relevant platforms used by youths.

In addition to targeting all children nationwide, this project will specifically target all K-8 students attending MDCPS elementary (171), K-8 centers (48), and middle schools (75) by making all program components accessible over the course of the three-year grant. Given that the WalkSafe Middle School Virtual Education program is now being piloted in a total of 30 MDCPS schools, we propose to reach these 30 MDCPS schools throughout this three-year grant as well, with free access to the new web-/app-based, virtual interactive component, the traditional and virtual curricula, training, resources, and technical assistance. Priority will be given to those schools located in communities with high percentages of pedestrian and bicyclist injuries and fatalities, and serving students from low socioeconomic and diverse backgrounds. The program will encourage students to evaluate the infrastructure surrounding their school and within two miles of their school.

To develop, facilitate, and evaluate this project, KNC will continue working in partnership with several partners and stakeholders in the county, including MDCPS, Miami-Dade (M-D) Parks and Recreation Department, M-D Public Library, M-D Police Department, and the Metropolitan/Transportation Planning Organization (M/TPO). In addition, KNC will seek to explore new partnerships with relevant educational and children's media companies with established application-based programming, such as Disney, Nickelodeon, PBS, Khan Academy, etc. Based on the 6-E model and the need for equity and inclusivity, a comprehensive mixed-methods evaluation will assess quality implementation and program impact during the development of the three-year project. A formative and process evaluation approach will be used to assess all components of the project.

The proposed program will be coordinated, implemented, and evaluated by the KNC staff, which

includes project director/principal investigator, grant administrator, program manager, research and evaluation manager, research coordinator, research assistants, a media/research support specialist Detailed description of involved personnel and compensation are included in the narrative budget section of this proposal.

Section 3 A– Background Information: Planning

SRTS projects are most successful in the context of comprehensive planning

Describe below your past school planning efforts:
- Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)
- Who participated in the school planning efforts?
- Describe the planning process for accessibility to your school
- Does your school have approved walking maps? If so, how were these developed?
- Have you discussed school traffic, safety, or access problems with the Community Traffic Safety Team? If so, what were the results?

The WalkSafe and BikeSafe initiatives are planned in a manner similar to that described in the Florida Safe Routes to School Tool Kit. Since 2003, the WalkSafe and BikeSafe curricula have been implemented in Miami-Dade County Public Schools (MDCPS). The programs have developed critical relationships with district personnel, including region directors, physical education and afterschool directors, the director of traffic safety and emergency management, and teachers. Additionally, KNC is an active member of the M-DC community, attending frequent meetings of the Public School and University of Miami Community Traffic Safety Teams (CTSTs), the Miami-Dade County Injury Prevention Coalition, and the Bicycle Pedestrian Advisory Committee. These committees have consistently provided assistance and professional advice to the WalkSafe and BikeSafe initiatives, particularly in high-risk crash districts.

Additionally, KNC will continue to rely on the guidance and recommendations of our Task Force members, a diverse group of individuals with varying backgrounds and professional experiences, including representatives from the M-DC Transportation and Public Works Department, the Transportation Planning Organization, the Center for Transportation Systems Technology, and municipalities. The Task Force has made significant investments in pedestrian and bicycle safety concerns affecting school-aged children and adolescents, and their expert advice and recommendations continue to be vital.

KNC has functioned as a resource center and advocate for pedestrian and bicycle safety issues around public schools at all educational levels, presenting pedestrian and bicycle safety incident reports and concerns to CTSTs, and developing action plans to address ongoing safety concerns.

Describe below your future school planning efforts:
- What method do you plan to use?
- Who do you plan to involve?
- What is your timeline?

Through a comprehensive program evaluation, the sustainability of WalkSafe and BikeSafe in all of its incarnations, as well as interactive applications and virtual education activities, will be rigorously examined for efficacy and accuracy of program implementation. To collect both qualitative and quantitative data, the evaluation tools and procedures outlined in Section 2 of this project will be developed and executed. Qualtrics will be the primary web platform for collecting, analyzing, and reporting data. Students, teachers, families, and community members will play a critical part in evaluating WalkSafe and BikeSafe's sustainability efforts by providing data on program satisfaction, awareness, and subject knowledge, as well as making comments for improvement. Logistics, an evaluation strategy, and a data-point deadline will be reviewed and defined in the first phase of the project with participating partners.

Regular communication and work meetings on the project's progress will be scheduled with main partners, including MDCPS, M-D Public Library, M-D Parks and Recreation Department, and Miami Dade community stakeholders. Throughout this three-year grant, program evaluation will run simultaneously with implementation in order to assess, adjust, and modify the program's components as needed. The timeline below indicates main program and evaluation tasks to be completed within this three-year grant. KNC will submit quarterly progress reports of the project to the FDOT-District 6 office.

Table 5. *WalkSafe and BikeSafe Social Networking & Interactive Platforms: Project Timeline*

Main Activities and Tasks	1*	2	3	4	5	6	7	8	9	10	11	12
Coordinate with main partners the logistics, implementation, and evaluation of the project. Establish regular communication through the grant.	x	x	x	x	x	x	x	x	x	x	x	x
Assist MDCPS with training and implementation of the WalkSafe (WS) and BikeSafe (BS) programs in all formats. Make modifications and develop instructional materials and resources as required.			x	x	x	x	x	x	x	x		
Create and incorporate interactive, virtual components into the existing WS and BS curricula. Revise as needed based on users' feedback.	x	x	x	x	x	x	x	x	x	x	x	x
Continue with and expand efforts with Miami-Dade (M-D) Public Library in the dissemination and implementation of the Family Education component.			x	x	x	x	x	x	x	x		
Provide guidance and technical support to schools and users of our virtual content.	x	x	x	x	x	x	x	x	x	x	x	x
Establish and maintain a social media presence for WS and BS on new and relevant platforms used by youths.	x	x	x	x	x	x	x	x	x	x	x	x
Engage with relevant entities to create a companion interactive web-based program and/or application for the purpose of use on a mobile-device. It will be designed to specifically integrate multiple physical activity-promoting elements. Maintain and update this component as needed.	x	x	x	x	x	x	x	x	x	x	x	x
Coordinate with partners and participate in community events, virtual meetings, and webinars relevant to M-D. Contribute to the community stakeholder task force.	x	x	x	x	x	x	x	x	x	x	x	x
Monitor and assess program impact through the planning and implementation of a program evaluation. Develop and modify evaluation tools as needed. Lead data collection and analysis, and present findings in quarterly and final reports.	x	x	x	x	x	x	x	x	x	x	x	x

*Number "1" refers to the first month of each year in which the grant project initiates main activities and tasks, not based on the first month of the calendar year (i.e., January). Same applies to numbers 2 through 12.

Section 3B– Background Information: The 5 E's

Safe Routes to School is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in. For more explanation of the Five E's, the Florida's Safe Routes to School Guidelines or http://www.saferoutesinfo.org/guide/

Past	Future
Engineering: KNC collaborates with the Miami-Dade Department of Transportation and Public Works through the School District's Community Traffic Safety Team (CTST) to identify and address existing concerns and impediments associated with walking and biking to and from school. KNC gathers and communicates school administrators' engineering and infrastructure issues to the appropriate entities, assisting in the development of action plans to address engineering problems inside school zones. Additionally, WalkSafe and BikeSafe are members of the Bicycle Pedestrian Advisory Committee, where they collaborate with the Florida Department of Transportation to evaluate infrastructure projects throughout the county.	**Engineering:** KNC will continue to advocate for school infrastructure improvements through this project and the Safe Routes to School funding. KNC will collaborate with the Transportation Planning Agency and the CTST to promote a more comprehensive approach in street education to advocate for safer infrastructure for vulnerable populations (M-DC). The KNC team will continue to be an active member of city and county pedalcycling committees, focusing on infrastructure challenges in high-risk areas and school zones. The objective is to maintain KNC's mission and vision of advocating for safe walking and biking environments and promoting physical activity and wellness among children and adolescents.

If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or a similar program, provide details in the "Past Education" box below.
For more information on this program, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/

Past	Future
Education: The WalkSafe program (2005), a mandated pedestrian safety program for elementary school children in MDCPS, and the BikeSafe program (2009), a middle school bicycle safety program, are both evidence-based and globally recognized curriculum based on the 6-E Model. Both programs have been implemented and reviewed successfully, and they have demonstrated an increase in students' awareness and knowledge of pedestrian and bicycle safety concepts.	**Education:** KNC will continue to implement the WalkSafe and BikeSafe curriculum using this project's virtual components in order to reach youngsters and adolescents worldwide. The programs will examine and significantly update curricula, building on previously taught educational principles in the classroom, and introducing the curricula on an international level. Additionally, KNC will construct a virtual middle school version of the WalkSafe curriculum for students in grades 6-8, as well as a virtual family education component to accompany the WalkSafe and BikeSafe curricula. All elementary, K-8 centers, and middle schools will receive complimentary access to the curricula, technical help, and opportunities to participate in community involvement events.

Encouragement:	**Encouragement:**
KNC has participated in multiple monthly committee and coalition meetings over the last 30 years, and has worked constructively and in cooperation with numerous community stakeholders. KNC has benefited from these agreements by receiving assistance, expert knowledge, and guidance in order to support the WalkSafe and BikeSafe programs. Additionally, KNC staff participates in annual community engagement activities to raise public awareness and educate the public on the benefits of active transportation and safety. KNC organizes and hosts Walk and Bike to School Day events and bike rodeos around M-DC on a yearly basis.	KNC will continue to work with community partners to promote safe walking and bicycling as modes of transportation and as a way for children and adolescents to not only travel to and from school, but also to engage in leisure and physical activity. Throughout the year, KNC will participate in community meetings, outreach activities, and conferences to increase awareness and urge local communities to get involved in pedalcycling safety and health promotion efforts. The programs will expand the ways in which community education is delivered using virtual platforms.
Enforcement:	**Enforcement:**
WalkSafe and BikeSafe have teamed with a variety of police departments, crossing guards, and public safety officials to address safety concerns in Metropolitan Washington, DC. Coordinated successful events with Miami-Dade School Police, Doral Police Department, Miami Gardens Police Department, and City of Miami Police Department, to mention a few. WalkSafe and BikeSafe have also collaborated with the MDCPS Community Traffic Safety Team to address inequities in the presence of crossing guards.	KNC will continue to develop cooperation with law enforcement agencies through the proposed project. The initiatives will collaborate with law enforcement to target driver behaviors that put pedestrians and bicyclists at risk of injury, such as excessive speeding and failing to obey traffic signs and signals. Additionally, the WalkSafe and BikeSafe programs will advocate for enhanced crossing guard presence and infrastructure improvements as necessary.
Evaluation:	**Evaluation:**
KNC has consistently evaluated its WalkSafe and BikeSafe programs using primary and secondary data, including crash reports from the Florida Department of Transportation (FDOT) and Miami-Dade two level-one trauma centers (Nicklaus Children's Hospital and Ryder Trauma Center). Primary data has been collected through the implementation of various evaluation tools, such as surveys, forms, and observation checklists, that has been administered to participating stakeholders (teachers, students, parents, and community members) in the county. KNC leads the evaluation process which includes, planning, data collection, data analysis, and presentation of main findings and recommendations. Program evaluation of WalkSafe and BikeSafe programs provides valuable information that contributes to Miami-Dade county's efforts on pedestrian and bicycling safety and injury prevention with main focus on children and adolescents.	Through this three-year grant project, KNC will continue leading the evaluation of the WalkSafe and BikeSafe programs in all their formats (in-person and virtual modes). Monitoring the fidelity of implementation and the effectiveness of the programs will be conducted by using a mixed-methods evaluation approach through which qualitative and quantitative data will be collected and analyzed. Several evaluation tools, including online surveys, curriculum completion forms, classroom observation checklist, attendance and meeting logs, users' feedback entries, as well as photographs and video clips will be created for and applied to participating audiences: online users, teachers, students, families, and community members. Secondary data provided by FDOT, Nicklaus Children's Hospital, and the Ryder Trauma Center will also be included in this project's evaluation.

Section 4– Budget Detail & Narrative

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services* (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or hours and duties added to an existing position.	
Research Professor- Gillian Hotz, PhD	$140,336
Narrative: Will serve as Project Director at 20% effort over the course of 3 years of this project and will oversee the project in its entirety which includes the development, implementation, evaluation and publication of any findings. Dr. Hotz will ensure that the work meets quality standards, completed on time and within budget. The PI will work closely with the research team, key personnel and institutional partners to coordinate and develop all major components of the grant. Salary includes fringe benefits	
Scientist	$45,220
Narrative: Will serve as the Evaluation Manager at 15% effort throughout the 3 years of the project. The Evaluation Manager will be responsible for coordinating all aspects of the evaluation, including design measures, data collection, data analysis, interpretationand summary of results, and report writing. The EM will also be in charge of facilitating focus groups and assisting with dissemination efforts, such as the writing of scientific papers, case studies, and preparation of presentations. Salary includes fringe benefits	
Research Program Manager	$247,884
Narrative: Will serve at 100% effort throughout the 3 years of the project and be responsible for carrying out and monitoring the project's initiatives. The RPM will coordinate and oversee the development of a new web-/app-based, virtual interactive component, as well as relevant enhancements to the traditional and virtual curricula. They will coordinate and provide fundamental training and resources in implementing the newly enhanced WalkSafe and BikeSafe Programs in elementary, middle, and K-8 centers in Miami-Dade Public Schools. They will also coordinate and conduct virtual education workshops and informational talks, as well as elevate community engagement via various virtual platforms and via overseeing the expansion of KNC's social media presence via the most relevant platforms to our target audience. They will regularly assist participating schools' administrators and teachers in curriculum planning and implementation, and will work collaboratively with the PI and Evaluation Manager in dissemination efforts. Salary includes fringe benefits	
Research Support Specialist (RSS)	$125,244
Narrative: Will serve at 50% from for the 3 years of the project. The RSS will assist the RSM in all facets of the project's initiatives by providing fundamental training and resources in the development, implementation, and enhancement of the WalkSafe and BikeSafe social media platforms and	

community networking. They will also provide resources for the implementation of the WalkSafe and BikeSafe programs in Miami-Dade Public Schools and will help expand the reachability of the programs via virtual education workshops and informational talks as well as engagement through virtual platforms. The RSS will be knowledgeable about current social media platforms and be able to communicate with media partners. They will also aid the Evaluation Manager in
the collection, storing, and analysis of data, and will be involved in the writing of monthly reports and publications, and organization of presentations. They will regularly participate in community engagement activities, including meetings and outreach events. Salary includes fringe benefits

Research Assistant (RA)	$100,682

Narrative: Will serve at 50% effort throughout the 3 years of the project and assist both project implementation and evaluation. The RA's will help the PI and RSS with project related tasks and other office duties. Project tasks will include the assistance in the logistics of events/activities and data collection efforts at participating schools. Office duties willconsist of, but not limited to, copying, printing literature searches, general office communication,and assisting the research-evaluation staff in compiling and administrating the database of information for both quantitative and qualitative analysis. Salary includes fringe benefits.

Media/Research Support Specialist	$126,832

Narrative: Will serve at 50% effort throughout the 3 years of the project and be responsible for production, concept, and development of marketing campaigns, web-based initiatives, and the social mediacomponent of the project. The Media/Research Support Specialist will coordinate videographers, content produces, and directly produce and edit multimedia assets for the WalkSafe and BikeSafe programs. They will be instrumental in delivering information through multimedia channels, planned webinars, providing technical assistance for the program,and monitoring and updating the Center's website with information related to the project. Salary includes fringe benefits

Grant Manager (GM)	$59,250

Narrative: Will serve as the Financial Administrator 20% effort throughout the 3 years of the project and will be responsible for managing all financial aspects of the grant including, but not limited to, monthly financial reconciliations, staff effort allocations,financial reports and invoicing. The GM will regularly interact with the University of Miami (UM) office of research administration and the FDOT grant project officer. Salary includes fringe benefits

Expenses:	
Materials and Supplies:	
Supplies necessary to complete the work on the grant and provide training materials for the project. These items include but not limited to copy paper, binders, folders, headsets, pen/pencils, highlighters, bin/lids, printing supplies, staples, and printer ink.	$850
Educational items:	

Dissemination via local/public television networks: KNC's Social Media and Communication Department will continue the implementation of social media and other technology portals to disseminate pedestrian and bicycling safety information and promote community safety awareness and engagement in Miami Dade county. Through this project, we will also explore ways to expand our dissemination efforts by connecting our recognized video media to local television networks.	$20,000
Promotional Items:	
Other Expenses:	
Travel: Travel costs will include trips to/from outreach events, meetings, and training at participating schools, libraries and parks. During the course of the project, travel to/from participating sites will also be related to the project's monitoring and evaluation, including observations and datacollection efforts. Travel costs include mileage, hotel, parking, tolls, registration and parking.	$1,500
Media Advancements: Advanced web support will be necessary to integrate web plugins necessary to make our interactive content function on our Wordpress websites. These tasks require plugin compilation which we feel is better left to experts with prior experience in performing said compilations; something we learned when we created our Bike your Block Month interactive site	$6,525
Duplication services: Printing and copying of educational and evaluation materials, posters, and brochures to distribute to students and teachers at outreach events and participating schools.	$4,500

Outside Services: *Professional app development* - will be required to both create our new app content and to integrate between desktop and handheld devices. We must also utilize the components of a handheld device (accelerometer, device position/movement detection) to create ride tracks, build in a pedometer, and other links to the physical world through the app we wish to create	$10,000
Operating Capital Outlay:	
Equipment:	
Total Request:	**$888,825**

Section 4B – Budget Narrative

Explain any voluntary local matches for your program: **N/A**

Explain in more detail below:
1. What each requested budget item listed is
2. How each will be used in your activity

Personnel Services:

1. Item detail: Personnel services provided salary and fringe for project team. The team will include the Principal Investigator who will be responsible for all aspects of the project. The Evaluation Manager, Program Manager, Research Coordinator, Media/Research Support Specialist and Research Assistant, will assist the PI in carrying out the planning, implementation, evaluation, and dissemination of the program, as well as writing the project's quarterly reports. The Grant Manager will be responsible for the financial management of the project. Fringe benefits are included in total personnel cost. Fringe rate of 27.4% for non-clinical faculty & 37.5% for all other permanent staff have been applied based on University of Miami's currently DHHS-negotiated rates and a 3% inflation increase has also been applied in the out years. The total cost for personnel on this project for the 3 years: $845,450

2. Activity: The personnel hired for this project will be responsible for the planning, training, implementation, dissemination, and evaluation of the project

Expenses: Materials and Supplies

1. Item detail: These items include copy paper, binders, packing tape, batteries, label maker tape, shipping labels, folders, envelopes, pen/pencils, highlighters, bin/lids, printing supplies, staples, and printer ink, hair nets, helmet disinfectant, and other supplies specific to the implementation of the program.

2. Activity: Supplies necessary to complete the work on the grant and provide training and educational materials to the schools participating in the programs.

Expenses: Educational items

1. Item detail:

2. Activity:

Expenses: Promotional Items

1. Item detail:

2. Activity:

Expenses: Other Expenses

1. Item detail: Travel: Costs will include trips to/from outreach events, conference, meetings, schools and parks (i.e., mileage, parking, tolls, hotel and parking).
Media Advancements: are needed for interactive content.

Dissemination via local/public television networks: expand our dissemination efforts by connecting our recognized video media to local television networks.

Outside Services: *Professional app development* - will be required to both create our new app content and integrate between desktop and handheld devices.

2. Activity: These Other Expenses are necessary to conduct all aspects of this entire project throughout the

project.

Operating Capital Outlay:
1. Item detail:

2. Activity:

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Final Audit Report   2022-02-15

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FDOT Funding - WalkSafe/BikeSafe

Funding Year	Agency/Grant Source	Funding Amount	KNC Program	Counties/Cities
4/2003 – 9/2004	FDOT/Highway Safety Concept	$136,000.00	WalkSafe	
10/2004 – 9/2005	FDOT/Highway Safety Concept	$136,000.00	WalkSafe	Miami-Dade Liberty City
10/2005 – 9/2006	FDOT/Highway Safety Concept	$96,00.00	WalkSafe	Miami-Dade Liberty City/Overtown
09/27/07-06/30/08	FDOT TAP MPO	$113,157.00	WalkSafe	Miami-Dade
10/26/07-06/30/08	FDOT-SRTS Non-Infrastructure	$151,180.08	WalkSafe	Miami-Dade
07/01/08-06/30/09	FDOT-SRTS Non-Infrastructure	$123,725.64	WalkSafe	Miami-Dade
07/01/08-06/30/09	FDOT TAP MPO	$116,552.01	WalkSafe	Miami-Dade
07/01/09-06/30/10	FDOT TAP MPO	$120,291.02	WalkSafe	Miami-Dade
08/01/09-07/31/10	FDOT TAP MPO	$50,000.00	WalkSafe	Miami-Dade
08/11/09-06/30/10	FDOT-SRTS Non-Infrastructure	$129,258.00	WalkSafe	Miami-Dade Monroe Monroe
02/05/10-09/30/10	FDOT/Highway Safety Concept	$25,054.62	Walksafe	
07/01/10-06/30/11	FDOT TAP MPO	$63,000.00	WalkSafe	Miami-Dade
08/02/10-06/30/11	FDOT-SRTS Non-Infrastructure	$120,500.00	WalkSafe	Miami-Dade Monroe
10/20/10-09/30/11	FDOT/Highway Safety Concept	$58,675.00	Bikesafe	
07/06/11-06/30/12	FDOT-SRTS Non-Infrastructure	$120,000.00	WalkSafe	Miami-Dade
07/06/11-06/30/12	FDOT-SRTS Non-Infrastructure	$100,000.00	BikeSafe	Miami-Dade
07/01/12-06/30/13	FDOT-SRTS Non-Infrastructure	$150,000.00	WalkSafe	Miami-Dade
07/01/12-06/30/13	FDOT-SRTS Non-Infrastructure	$150,000.00	BikeSafe	Miami-Dade
07/01/12-06/30/13	FDOT-SRTS Non-Infrastructure	$150,000.00	WalkSafe/BikeSafe PSA/Media Campaign	
08/17/12-06/30/13	FDOT- SRTS	$129,018.00	WalkSafe/BikeSafe	Miami-Dade
8/27/12-06/30/13	FDOT TAP MPO	$100,000.00	WalkSafe	Miami-Dade
06/13/12-09/30/13	FDOT/Highway Safety Concept	$61,511.00	WalkSafe- Statewide	Polk Duval Leon Escambia Broward Orange Hillsborough
07/24/13-06/30/14	FDOT TAP MPO	$103,000.00	WalkSafe	Miami-Dade
08/02/13-06/30/14	FDOT-SRTS Non-Infrastructure	$150,360.00	WalkSafe/BikeSafe	Miami-Dade

08/02/13-06/30/14	FDOT-SRTS Non-Infrastructure	$200,152.70	WalkSafe/BikeSafe PSA/Media Campaign	Miami-Dade
10/11/13-09/30/14	FDOT/Highway Safety Concept	$150,000.00	WalkSafe- Statewide	Polk Duval Leon Escambia Broward Orange Hillsborough
10/01/13-06/30/16	FDOT-SRTS Non-Infrastructure	$540,290.41	WalkSafe/BikeSafe	Miami-Dade
07/01/14-06/30/15	FDOT-SRTS Non-Infrastructure	$178,363.00	WalkSafe/BikeSafe 5Es	Miami-Dade
07/01/14-06/30/15	FDOT-SRTS Non-Infrastructure/UF	$177,399.00	WalkSafe/BikeSafe SRTS	Miami-Dade
07/01/14-06/30/15	FDOT-SRTS Non-Infrastructure/UF	$229,130.00	WalkSafe/BikeSafe PSA/Media Campaign	Miami-Dade
07/17/14-06/30/15	FDOT TAP MPO	$106,000.00	WalkSafe	Miami-Dade
10/01/14-09/30/15	FDOT/Highway Safety Concept	$163,000.00	WalkSafe- Statewide	Sarasota Alachua Baker Duval Broward Palm Beach Orange
07/01/15-07/31/16	FDOT-SRTS Non-Infrastructure/UF	$372,678.00	WalkSafe/BikeSafe	Miami-Dade
10/01/16-09/30/16	FDOT/Highway Safety Concept	$130,000.00	WalkSafe- Statewide	Sarasota Duval Leon Broward Palm Beach Orange
08/10/16-06/31/17	FDOT-SRTS Non-Infrastructure/UF	$300,000.00	WalkSafe/BikeSafe	Miami-Dade
10/04/16-09/30/17	FDOT/Highway Safety Concept	$130,000.00	WalkSafe- Statewide	Sarasota/Duval Escambia Santa Rosa Okaloosa Broward Palm Beach Orange
11/25/16-06/30/19	MDCPS – TAP – FDOT	$639,958.00	WalkSafe	Miami-Dade
01/13/16-12/31/17	MDPROS – TAP – FDOT	$300,000.00	BikeSafe	Miami-Dade

				Miami-Dade Monroe Broward Orange Osceola
07/01/17-06/30/18	FDOT-SRTS Non-Infrastructure/UF	$300,000.00	WalkSafe/BikeSafe	Miami-Dade Monroe Broward Orange Osceola
9/17/2018 - 8/31/2021	FDOT – TAP	$891,300.00	WalkSafe/BikeSafe	Miami-Dade City of Miami parks
04/14/20 - 04/30/23	FDOT - TIP	$740,076.00	BikeSafe Middle School Club	Miami Dade
01/01/22 - 12/31/24	FDOT - TAP	$784,599.00	BikeSafe ElementarySchools & Family Engagement	Miami-Dade Miami-Dade Library System
05/01/23 - 04/30/26	FDOT - TIP	$903,870.00	WalkSafe/BikeSafe	Miami-Dade
Total Funding:		$9,794,098.48		

Superintendent of Schools
Alberto M. Carvalho

February 11, 2022

Mr. K. Brandon Strickland, Executive Director
Office of Research Administration
University of Miami
320 South Dixie Highway, Suite 650
Coral Gables, FL 33146

Dear Mr. Strickland:

On behalf of Miami-Dade County Public Schools (M-DCPS), I am pleased to provide this letter of support for the grant application being submitted by the University of Miami KiDZ Neuroscience Center for the Walk Safe and Bike Safe programs to the Florida Department of Transportation and the Miami-Dade Transportation Planning Organization. The proposed project provides continued support for the implementation of important curricula for students in grades K-8.

The school district has a long history of partnering on these programs, which benefit over 230,000 students annually. The Walk Safe Pedestrian Safety Curriculum has been mandated in M-DCPS since 2003, and Bike Safe was officially integrated into the physical education curriculum in 2019. The ongoing implementation of these programs has ensured that our students learn core safety concepts in the classroom.

The addition of a family education component, as proposed by this project, is critical in ensuring the safety concepts taught within the classroom are reinforced at home. M-DCPS would be pleased to continue the collaboration with the Walk Safe and Bike Safe programs led by Dr. Gillian Hotz.

Sincerely,

Alberto M. Carvalho
Superintendent of Schools

AMC:mcp
L642