



Local Infrastructure Hub: Module 0: Pre-Development

January 27, 2023

Your hosts today

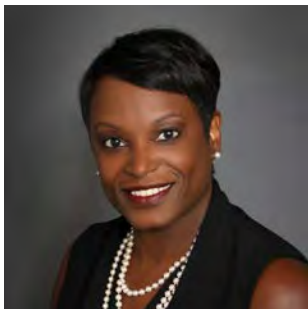


Jenny O'Connell

Senior Program Manager, NACTO



- Manages the NACTO's Road Safety and Vision Zero work
- Focuses primarily on speed management through speed limit reductions and arterial street redesigns at NACTO
- Led the development of City Limits, the first-ever tool that places street safety as the topmost priority for setting speed limits in urban areas
- Led the development of Green Light for Great Streets and Structured for Success
- Supported pandemic response work, managing NACTO's first-ever grant-making effort



Dewaynna Horn

Course Deliverer and Facilitator, NLC



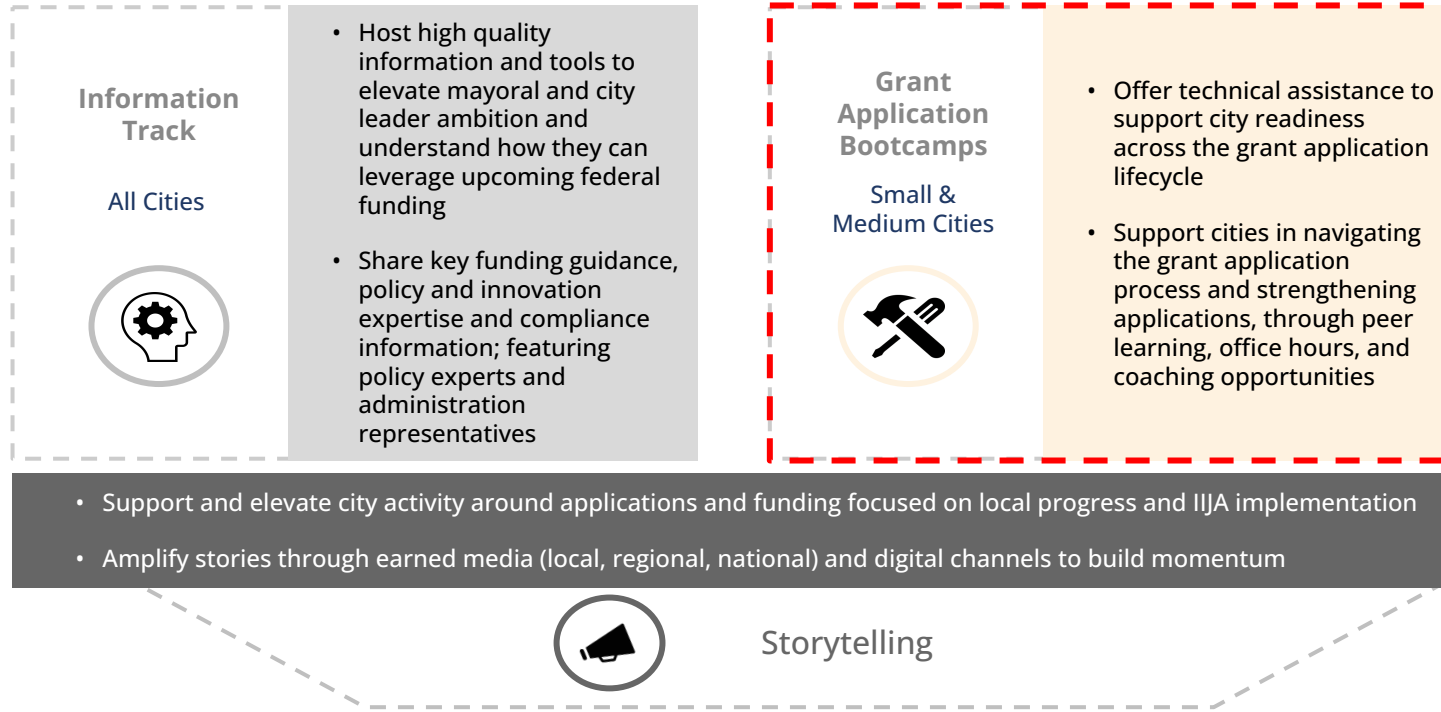
- Associate Dean and Professor of Management, College of Business, Texas Woman's University, Houston

Expected Learning Outcomes for Module 0: Pre-Development

Upon successful completion of Module 0, city teams will be able to:

- ✓ Navigate the resources and guides in the Bootcamp
- ✓ Understand how the Safe Streets for All funding opportunity will benefit your community
- ✓ Know the deadlines for grant submission for the Safe Streets for All program
- ✓ Feel prepared to begin the grant application process

Local Infrastructure Hub Overview



Our Goals



Provide clear, actionable, and user-centered information on funding opportunities available to all local governments as part of the IIJA



Raise cities' ambition for how they can leverage funds to deliver big impacts for the residents, especially around racial wealth equity, climate, and other important policy areas



Provide focused support to capacity-constrained communities to help them submit competitive applications and draw down more federal funds



Elevate the collective effort of local governments, philanthropy, and the civic sector to leverage federal infrastructure dollars for high-impact, outcomes-driven efforts

Readiness Assessment

If you have not completed a Readiness Assessment, please do so now!

The Readiness Assessment helps the Local Infrastructure Hub track where your progress is with developing a project and to make sure this bootcamp can provide you with the most success.

This will be a short survey to help understand where each participating city will need the most support preparing for their infrastructure project and funding application. **Please fill this out before the end of this session!**

Are
You?
Ready

Bootcamp Offerings

Over the next two years, there will be at least 30 bootcamps offered through the Local Infrastructure Hub to support small and midsize cities develop grant applications for programs available as part of the Bipartisan Infrastructure Law. The initial bootcamp offerings will consist of the following grant opportunities:

Launching January 2023

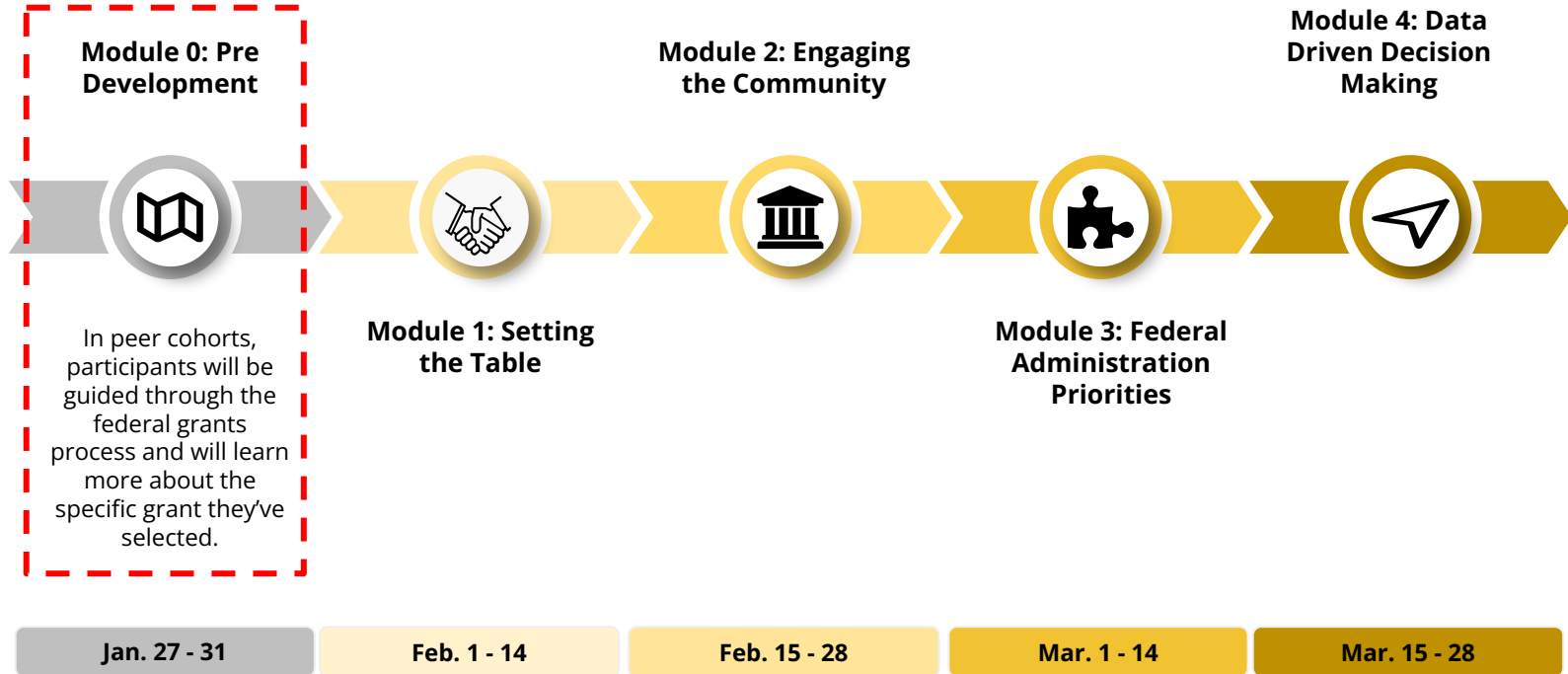
Energy Efficiency and Conservation Block Grant (EECBG)	Charging and Fueling Infrastructure Grant	Safe Streets for All - Action Planning	Safe Streets for All - Implementation	Brownfields - Multipurpose and Cleanup Grants
\$550 million available in FY23 to support strategies to reduce fossil fuel emissions, reduce total energy use, and improve efficiency of transportation, buildings, and other appropriate sectors.	\$2.5 billion available in FY23 to support communities with strategically deploying publicly accessible vehicle charging infrastructure along designated alternative fuel corridors.	\$1 billion available in FY23 (across both Action Planning and Implementation) to support communities on projects focused on preventing roadway deaths and serious injuries and increasing safety for all methods of mobility .	\$1 billion available in FY23 (across both Action Planning and Implementation) to support communities on projects focused on preventing roadway deaths and serious injuries and increasing safety for all methods of mobility .	Up to \$800,000 for multipurpose grants (assessment and cleanup) for brownfields and up to \$2 million available to support communities with cleanup of one or multiple brownfield sites.

If you need to switch to a different bootcamp, please contact localinfrastructurehub@nlc.org

Bootcamp Structure

Modules	Descriptions	Outputs
0 Predevelopment	Smaller towns and cities with less federal grants experience will develop a basic understanding of the federal grants process and are prepared to attend Modules 1-8.	N/A
1 Setting the Table	Cities will be oriented to the funding program and understand how to navigate the Learning Management System.	N/A
2 Engaging the Community	Cities will be able to draft Community Engagement and Advocacy Strategies and understand the audience for advocacy and project strategies.	Community Engagement Strategy aligned to grant context
3 Federal Administration Priorities	Cities will also be able to incorporate climate, equity, and training and workforce development into their grant applications and demonstrate that they are willing to raise their ambitions in these priority areas.	Plan for incorporating administration priorities into the grant application
4 Data Driven Decision Making	Cities will understand application data requirements ; general data principles and uses; how to apply data tools to assess local framework and to support a transformational agenda.	Data Strategy aligned to grant context and Federal Administration Priorities
5 Demystifying Capital Stacks and Budgeting	Cities will understand the basics of capital stacks and funding structures for projects; possible matching grant requirements and allowable uses; and applying this understanding towards developing a draft project budget with matching sources and potential new sources of funding	Draft budget for grant application
6 Writing a Strong Narrative	Cities will understand the best practices for narratives and will be able to produce a compelling grant narrative consistent with the funding opportunity requirements.	Draft a grant narrative based on experience of previous modules
7 Package, Submit, and Tell Your Story	Cities will be able to package a full grant application package and develop a plan to advance the request with key officials	Draft a full grant application package validated by a city's chief executive
8 Post Submission: Long Term Capacity Building	Cities will be able to develop plans to successfully administer the grant and will understand how best to (re)-organize local institutional processes which position the community to compete for outside investment	Draft plan for grant administration

Where We Are and Where We're Going



Where We Are and Where We're Going (Continued)

Module 5: Demystifying Capital Stacks and Budgeting



In peer cohorts, participants will be guided through the federal grants process and will learn more about the specific grant they've selected.

Mar. 29 - Apr. 11

Module 7: Package, Submit, and Tell Your Story



Module 6: Writing a Strong Narrative

Apr. 12 - 25



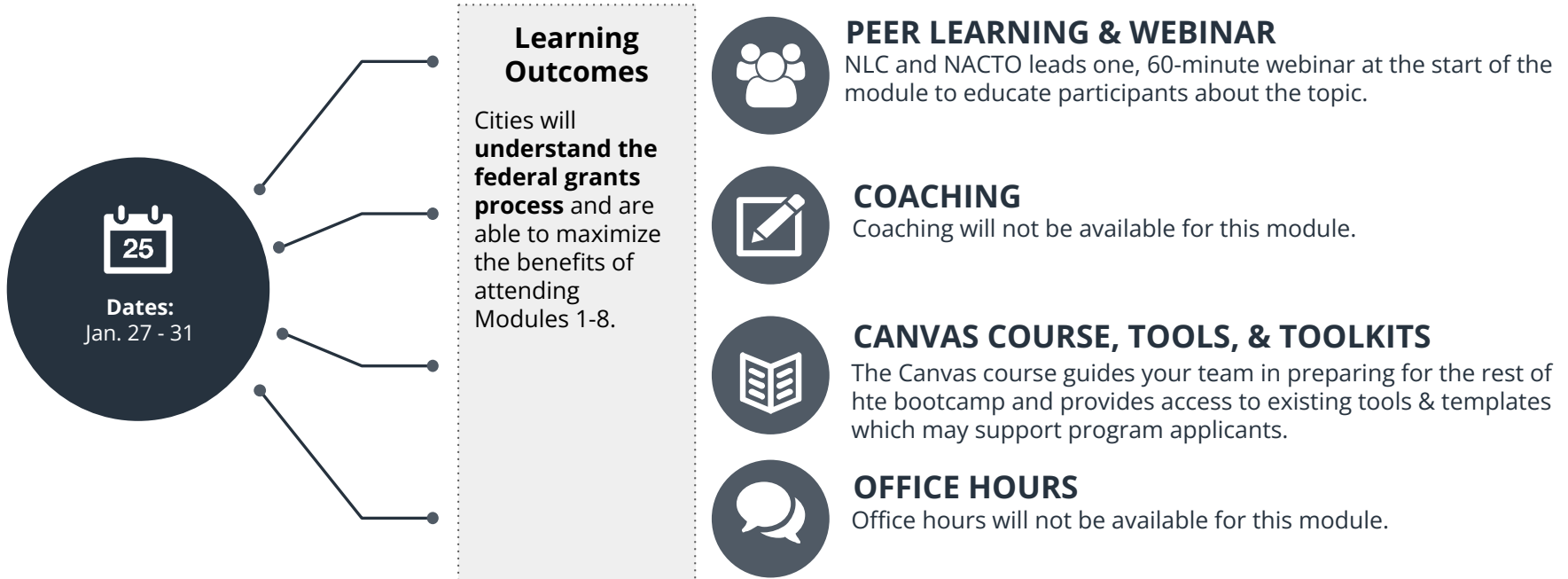
Apr. 26 - May 9



Module 8: Long Term Capacity Building (Post Submission)





May 9 - 16

Module 0 – Pre-development, with National League of Cities



Bootcamp Participation

City leadership will engage in the bootcamp to varying degrees depending on role.

				
Title	MAYOR	GRANT LEAD	COMMUNITY ENGAGEMENT LEAD	FINANCE LEAD
Engagement Description	Participates in selective modules to spearhead goals and advocacy, review the impact story of draft applications, and implement long term capacity building measures (i.e. Modules 1, 4, & 8)	Participates in all modules and is the primary point of contact for each participating city team	Participates in selective modules to help design community engagement strategies (i.e. Module 2)	Participates in budget and capital stacks specific modules (i.e. Module 5)
Level of Effort	~ 3 hours per program	~ 2.5 - 10 hours per month (depending on engagement with optional office hours & additional resources)	~ 4 - 10 hours per program	~ 2 - 6 hours per program

* This table is designed to represent city leadership that will likely participate in the Readiness program and is not intended to be representative of all staff who may be engaged throughout the process. For example we recognize some cities will have City Managers as the executive leader. For some cities, these leaders may have multiple roles.



Bootcamp Delivery Mechanisms

To deepen learning on this subject, Coaching, Office Hours, and Toolkits for this grant are available to all cities in the program



Peer Learning

*Interactive sessions featuring **subject matter experts** on the policy and grant approach; followed by smaller **cohort sessions** for peer discussions*



Coaching

Smaller, cohort-based sessions to continue to build on **specific application questions** identified in the peer learning session

**Not offered in Module 0*



Office Hours

Support in the form of **designated time slots** with content experts to address specific questions

**Not offered in Module 0*



Tools and Templates

The additional resources available in Canvas can help **strengthen core components** of your grant application

Support During this Bootcamp

You have multiple resources you can reach out to for support during this Program.



Navigator

Questions for Navigators can be raised in **onboarding sessions or bi-monthly check-ins** and/or **via email or phone**. The following are types of questions that can be raised with Navigators:

- A city has an **administrative question** about the bootcamp including questions regarding:
 - Timelines
 - Attendance
 - Participation expectations, and/or
 - Future program offerings
 - Certificates

You should have received initial registration emails from your assigned Navigator.



Bootcamp Facilitator

Questions for bootcamp facilitators should be raised during **office hours**. The following are types of questions that could be raised in this setting:

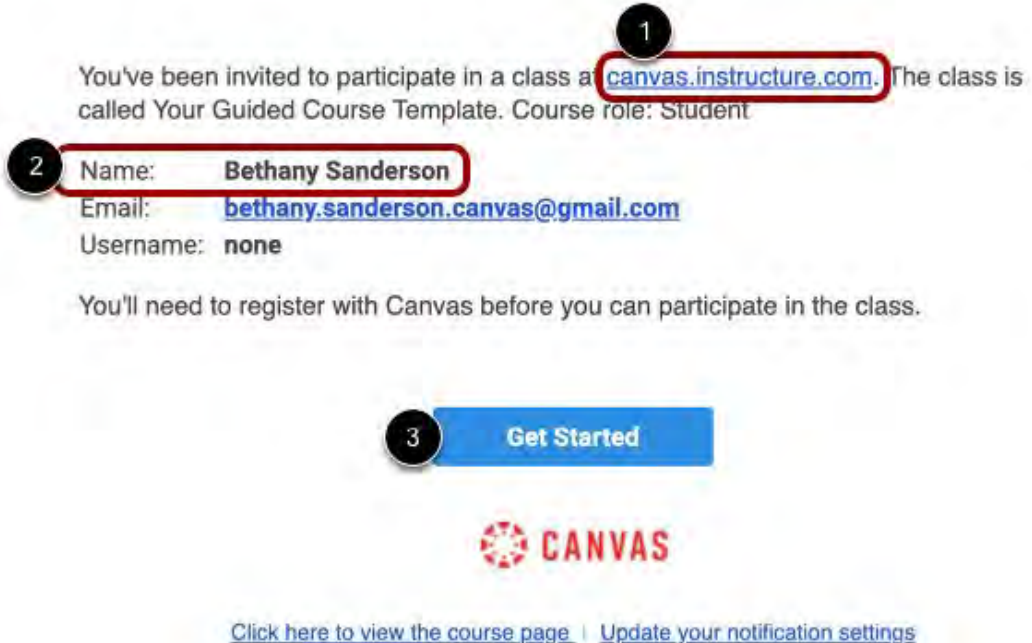
- A city has a question about **content covered** in that week's peer learning or coaching sessions
- A city has a **technical question** about their grant application
- A city has a question about the **Canvas course**

We recommend that cities **hold questions** until the subject is covered in a relevant module. Many questions may be addressed in the learning sessions. Additionally, by holding the question, this ensures that cities will have **access to the appropriate subject matter expert** in office hours. Should a question fall **outside the scope of the curriculum**, cities may raise the question with bootcamp facilitators via email at ssr4aactionbootcamp@nlc.org.

Canvas Registration

All coordination for the bootcamp will be done via Canvas, so let's make sure you have access!

- When you were confirmed to attend the bootcamp, you were sent an email to be enrolled into Canvas.
- This email will contain the **Canvas URL** and your login will be your **email address that was used to register for the bootcamp**.
- Make sure to check your **spam folder** in case the invitation was sent there.



Canvas Registration

All coordination for the bootcamp will be done via Canvas, so let's make sure you have access!

- When you click the **Get Started** button on the invitation, you will be taken to the LIH Canvas page.
- Canvas will ask you to accept the enrollment invitation. Keep an eye out for this image to accept.



If you have not received an invitation to join Canvas, please reach out to your Navigator!

Canvas Registration

All coordination for the bootcamp will be done via Canvas, so let's make sure you have access!

- You will need to create a Canvas account to complete the registration process.
- Click the **Create My Account** button, which will show up after accepting the course.

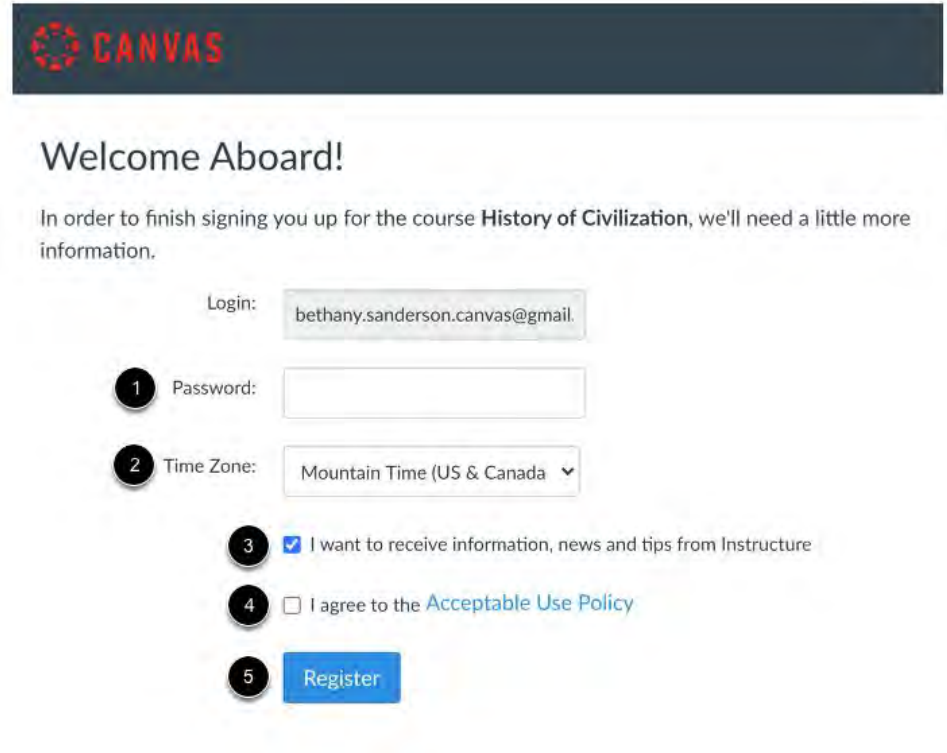


*If you already have a Canvas account connected to your email, click the **I Have a Canvas Account** button, and you'll be directed to the login page.*

Canvas Registration

All coordination for the bootcamp will be done via Canvas, so let's make sure you have access!

- To complete the registration, create a password and enter your time zone.
- If you are new to Canvas, you can receive information, news, and tips from Instructure, the developer of Canvas.
- Agree to the Acceptable Use Policy, click **Register**, and you're **done!**



The screenshot shows the Canvas registration interface. At the top is the Canvas logo. Below it is a 'Welcome Aboard!' heading. A message states: 'In order to finish signing you up for the course **History of Civilization**, we'll need a little more information.' The registration steps are numbered 1 through 5. Step 1 is 'Login:' with a text box containing 'bethany.sanderson.canvas@gmail.com'. Step 2 is 'Password:' with an empty text box. Step 3 is 'Time Zone:' with a dropdown menu showing 'Mountain Time (US & Canada)'. Step 4 is a checkbox labeled 'I want to receive information, news and tips from Instructure' which is checked. Step 5 is a checkbox labeled 'I agree to the [Acceptable Use Policy](#)' which is unchecked. A blue 'Register' button is at the bottom.

CANVAS

Welcome Aboard!

In order to finish signing you up for the course **History of Civilization**, we'll need a little more information.

Login: bethany.sanderson.canvas@gmail.com

1 Password:

2 Time Zone: Mountain Time (US & Canada ▼)

3 ☒ I want to receive information, news and tips from Instructure

4 ☐ I agree to the [Acceptable Use Policy](#)

5



Applying for Federal Funds – Overview

Preparing for Federal Funds



Establish your team

Establish a team that will:

- I) Collect and analyze data,
- II) Engage the community
- III) Form partnerships with state agencies.
- IV) Write the grant
- V) Create a budget



Understand the process

Read the NOFO of your desired grant opportunity.

Confirm that your proposed projects meet the eligibility criteria.



Identify and Iterate

Refine projects that could be funded by your desired grant.



Know your deadlines

Explore your and federal deadlines and any pre-application deadlines if present.

Federal Funding Registration – Recommended Timelines

US DOT recommends the following timelines in the Notice of Funding Opportunity.

Activity	Suggested Deadline for Completion
Create an account with login.gov	At least 6 - 8 weeks before submission deadline
Register in SAM or update SAM registration to obtain a DUNS number	At least 6 - 8 weeks before submission deadline
Submit the application to www.grants.gov	See deadline date on NOFO

SAM Reminders

It can take up to four weeks after an applicant submits the System for Award Management (SAM) registration before the registration is active in the system.

For Existing Registrants

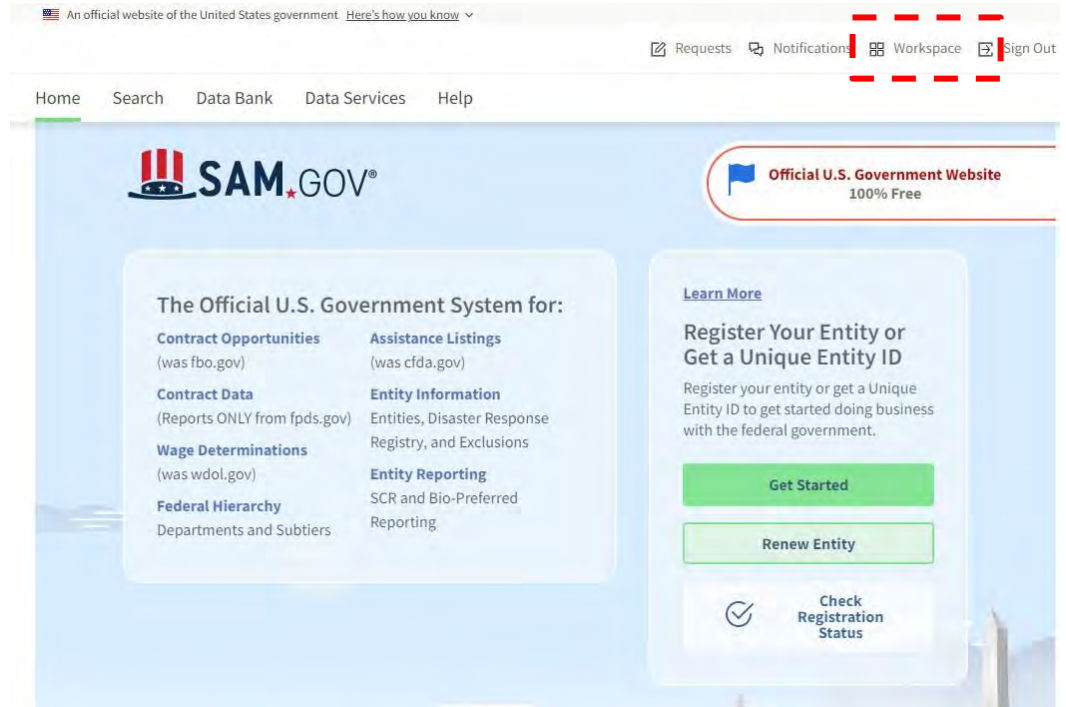
- Existing SAM.gov registrants should check annually to confirm that their registration is active. Please ensure that your city's name, address, and EIN are up to date.

Check That Your Sam.Gov Registration Is Up-To-Date

In April of 2022, the federal identification number (DUNS) changed to a Unique Entity Identification (UEI) number.

To locate your EUi:

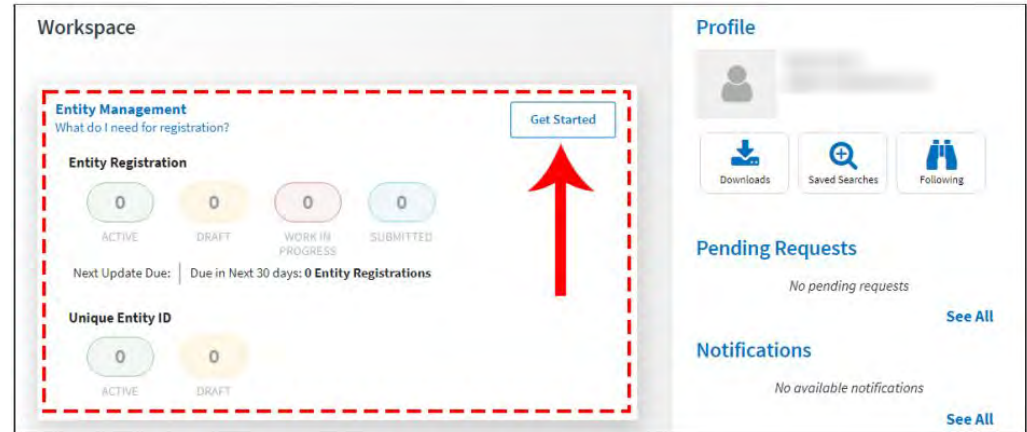
1. Sign in to [SAM.gov](https://sam.gov);
2. Go to your Workspace to locate your newly assigned UEI;
3. Find link to Workspace on the top right corner of your screen.



Navigating the Switch from DUNS to UEI

- 1) In the SAM.gov Workspace, locate the Entity Management widget (see image);
- 2) The UEI is displayed at the bottom of the widget in the entity summary list;
- 3) Once you have the UEI, validate your entity's legal business name and physical address under Profile.

If your current, correct entity information is not listed, SAM.gov provides guidance on [what to do if you can't find a match for your entity](#).



Where To Start If You Do Not Have A Sam.Gov Account

[Learn More](#)

Register Your Entity or Get a Unique Entity ID

Register your entity or get a Unique Entity ID to get started doing business with the federal government.

[Get Started](#)

[Renew Entity](#)



[Check Registration Status](#)

The main page of the SAM.gov website can also walk you through setting up a first-time account.

- 1) Register your entity at least 4 weeks before submitting an application;
- 2) Your entity must be verified with specific documents that the website lists for you.

Gathering those documents may take a week or more. So begin the registration process **right away** if your city does not already have a SAM.gov account.

POLL: Is your city registered in SAM.gov?

A Yes

B No

C I'm not sure but feel confident I can check using the guidance discussed

D I'm not sure, and I don't feel confident that I can find this information

NOFO Walkthrough

Competitive federal funding opportunities are announced with a Notice of Funding Opportunity (NOFO)

The NOFO is the primary reference document for applicants and contains all substantive grant provisions, application requirements, evaluation criteria, and selection procedures. **Reading all the information in the NOFO will increase the likelihood of a successful application.**

The Safe Streets for All NOFO will be available in Q1 of 2023. The FY2022 NOFO can be found [here](#) and on **Canvas** for your reference. Be aware that changes may occur in the FY2023 NOFO.

Key information for beginning the process:

- Overview, Objectives, and Priorities
- Activity Funding Cap
- Applicant Eligibility
- Cost Share or Match
- Application Deadlines and Key Dates
- Other Submission Requirements
- Evaluation Criteria



Safe Streets for All Overview & Requirements

SS4A Overview

The Safe Streets for All (SS4A) program supports states, local communities, tribes and territories **to prevent roadway fatalities and serious injuries**. The purpose is to improve safety for all roadway users. The DOT encourages **both individual and joint applications** with neighboring communities. Applicants may only apply for one type of grant: **Action Plan** grant or **Implementation** grant.



ELIGIBILITY

- **Eligible applicants:** Political subdivision of a State (e.g., cities, towns, counties, etc.), a metropolitan planning organization (MPO), a federally recognized Tribal government, or a multijurisdictional group of entities described above.
- **Requirements:** If an applicant is eligible for both an Action Plan Grant and an Implementation Grant, the applicant may only apply for an Action Plan Grant or an Implementation Grant, not both. An eligible applicant may only submit one application to the funding opportunity. Action Plan Grant funding recipients are not precluded from applying for Implementation Grants in future funding rounds.



TIMELINE

The Safe Streets for All Notice of Funding Opportunity (NOFO) will be released in Q1 of 2023. The deadline for FY2023 was 5:00 PM EDT on Thursday, September 15, 2022

Types of Grant Funding

Action Plan Grant

This funding opportunity focuses on the development, completion, and supplementary material needed for a Safe Streets Action Plan. Information about the Action Plan and its components can be found [here](#).

Implementation Grant

This funding opportunity supports applicants with enacting the projects and strategies noted in the Action Plan to prevent roadway deaths and serious injuries.

- For the Action Plan grants, applicants will not be able to submit projects primarily geared toward increasing roadway capacity or the level of service for vehicles.
- For the Implementation grants, applicants are required to have a Safe Streets Action Plan as a prerequisite.

Action Planning Grant

What is an Action Plan?

The purpose of the Action Planning grant is to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. The Action Plan will have the following components:

- Leadership and Commitment Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

Example 1: New York City



Manhattan Priority Map

Manhattan Community Input Map



Engineering and Planning

Implement at least 50 Vision Zero safety engineering improvements at Priority Corridors, Intersections, and Areas citywide, informed by community input at project locations

The *Vision Zero Action Plan* calls for safety engineering improvements citywide at 50 intersections and corridors annually. Starting with the 2015 construction season, DOT will set the goal of building 50 Vision Zero safety engineering improvements annually at the Priority Corridors, Intersections, and Areas defined in all five Borough Pedestrian Safety Action Plans. This will ensure a laser focus on the chronically high-crash locations where pedestrians are killed and severely injured, where DOT interventions will have a maximum impact. The safety engineering improvements will be informed by Borough Plan outreach findings and, as always, DOT and NYPD will work with communities to shape and develop better safety projects. Lastly, since Vision Zero ultimately means eliminating fatalities for all road users, safety engineering improvements will also include safety-focused bicycle, transit and motor vehicle projects.

Significantly expand exclusive pedestrian crossing time on all Manhattan Priority Corridors by the end of 2017

High-crash corridors for pedestrians tend to be on wide arterial streets with higher speeds and aggressively turning vehicles. DOT will address these issues by installing Leading Pedestrian Intervals (LPIs) at every feasible school crosswalk on all Manhattan Priority Corridors. The LPI is a proven method of reducing pedestrian-vehicle conflicts at high pedestrian crash locations; it is a signal timing treatment that provides pedestrian-only walk time before vehicles receive the green light.

Example 2: Bellevue, WA



The image is the front cover of a report titled "VISION ZERO". The word "VISION" is in a bold, black, sans-serif font. The word "ZERO" is in a larger, bold, teal-colored sans-serif font. Above the "O" in "ZERO" is a white octagonal sign with a black crown inside. Above the word "VISION" are four black icons: a pedestrian, a car, a bicycle, and a wheelchair. Below the title is a horizontal line, followed by the subtitle "SAFER STREETS FOR CHARLOTTE" in a teal-colored sans-serif font. Below the subtitle is a green horizontal banner with the text "2019-2030 | Action Plan" in white. The background of the cover is a photograph of the Charlotte skyline, showing various skyscrapers and buildings, with a green park area in the foreground.

- a network of streets that have a higher incidence of severe and fatal crashes



Equity & Engagement

WHAT WE LEARNED FROM YOU

An important goal of the public outreach process was to meet people where they live, work and play. Instead of convening a series of Vision Zero only meetings, the Vision Zero Task Force tagged along to community events happening all over Charlotte including, Open Streets 704, the Latin American Festival and the Romare Bearden Park Music Series.

Between September and October, the Task Force **attended more than 25 community events and engaged with thousands of Charlotteans.**

In addition, the Technical Committee of the Vision Zero Task Force developed an online interactive map so members of the community who we were not able to engage with the Vision Zero Task Force face to face, had an opportunity to engage digitally.

In-person and digital conversations were focused around learning more about how Charlotteans experience Charlotte streets and understanding traffic safety concerns they may have while walking, biking and driving. Throughout the course of the Action Plan development **more than 1,700 comments were submitted.**

The top five comments submitted related to traffic safety concerns were street design, speeding, lack of pedestrian facilities, failing to yield to pedestrians and drivers running stop signs and red lights.

The Vision Zero Task Force will continue to work with the community in 2019 and beyond. While Vision Zero is a data-driven approach, it's also important to remember that there are people behind the numbers. The 74 fatalities in 2017 are 74 loved ones, 74 members of our community and 74 families impacted.

Understanding that data doesn't tell the whole story is why continued efforts to engage communities in the process of implementing strategies is vital. By attending community meetings, having conversations with neighbors and asking individuals to voice their concerns, we are taking time to learn about how our transportation network impacts day-to-day experiences and how we can all work together to take meaningful actions to achieve Vision Zero.

By combining in-depth data analysis with a deeper understanding of factors that impact how a community moves throughout the city, we will be able to take greater strides to providing an equitable approach to Vision Zero.



Create safe streets for all users

Benchmarks	2020	2025	2030	Partners
Pedestrian network	<ul style="list-style-type: none"> Continue to construct at least 20 miles of sidewalks per year, prioritizing projects that fall on the HIN Update Sidewalk Retrofit Policy to include High Injury Network (HIN) criteria Continue to implement the Americans with Disability Act (ADA) Transition Plan and review the results of the inventory 	<ul style="list-style-type: none"> Continue to construct at least 10 miles of sidewalks per year, prioritizing projects that fall on the HIN Continue to implement the ADA Transition Plan 	<ul style="list-style-type: none"> Continue to construct at least 10 miles of sidewalks per year, prioritizing projects that fall on the HIN Continue to implement the ADA Transition Plan 	CDOT, NCDOT, CATS
Pedestrian crossings	<ul style="list-style-type: none"> Construct new or improved pedestrian crossings at 25 independent locations annually 	<ul style="list-style-type: none"> Construct new or improved pedestrian crossings at 35 independent locations annually 	<ul style="list-style-type: none"> Construct new or improved pedestrian crossings at 50 independent locations annually 	CDOT, NCDOT, CATS, CMS-Safety
Bicycle network	<ul style="list-style-type: none"> Protect existing bike lanes with vertical elements on two pilot corridors Complete 2 bicycle network pilot projects to test new safety treatments Evaluate speed limits and traffic calming opportunities on 5 miles of bike lanes located on the HIN 	<ul style="list-style-type: none"> Evaluate and prioritize 10 miles of bike lanes for enhancement Complete 5 bicycle network pilot projects to test new safety treatments Evaluate speed limits and traffic calming opportunities on 10 miles of bike lanes located on the HIN Identify and prioritize 12 intersections for enhancements 	<ul style="list-style-type: none"> Implement prioritized bike lanes enhancements Complete 5 bicycle network pilot projects to test new safety treatments Evaluate speed limits and traffic calming opportunities on 10 miles of bike lanes located on the HIN Implement prioritized intersection enhancements 	CDOT, NCDOT
Corridor studies	<ul style="list-style-type: none"> Study the top 5 HIN corridors Prioritize corridor studies on multilane streets on the HIN 	<ul style="list-style-type: none"> Study the top 5 HIN corridors Continue to convert undivided four lane streets to three lane streets where feasible through resurfacing 	<ul style="list-style-type: none"> Study the top 5 HIN corridors 	CDOT, NCDOT, MCHP, Atrium Health, CCOG
Traffic calming	<ul style="list-style-type: none"> Identify and prioritize traffic calming needs based on local streets that fall on the HIN 	<ul style="list-style-type: none"> Implement projects from results of prioritization and needs assessment 	<ul style="list-style-type: none"> Implement projects from results of prioritization and needs assessment 	CDOT, Housing and Neighborhood Services
Equity	<ul style="list-style-type: none"> Identify areas of our community that may be experiencing higher incidences of fatal and serious injury crashes Explore senior mobility and safety issues identified in Sustain Charlotte's 2018 Senior Mobility Report 	<ul style="list-style-type: none"> Begin measuring and tracking the numbers of projects in Communities of Interest Evaluate serious injury and fatalities in Communities of Interest 	<ul style="list-style-type: none"> Continue tracking the numbers of projects in the Communities of Interest Compare serious injury and fatalities in Communities of Interest 	Vision Zero Task Force, Sustain Charlotte

Action & Local Road Safety Plan Examples

- [Oskaloosa, IA](#)
- [Culver City, CA](#)
- [Tacoma, WA](#)
- [Alexandria, VA](#)
- [San Pablo, CA](#)
- [Santa Rosa, CA](#)
- [Petaluma, CA](#)
- [SeaTac, WA](#)
- [Chula Vista, CA](#)
- [Austin, TX](#)
- [Richland, WA](#)
- [Minneapolis, MN](#)
- [Phoenix, AZ](#)
- [Maui, HI](#)
- [Honolulu, HI](#)
- [Boston, MA](#)
- [Sacramento, CA](#)
- [Nashville, TN](#)
- [Tampa, FL](#)
- [Truckee, CA](#)
- [Goleta, CA](#)
- [Madison, WI](#)
- [San Antonio, CA](#)
- [Kenmore, WA](#)
- [Chapel Hill, NC](#)
- [Milton, GA](#)
- [Moraga, CA](#)
- [Hoboken, NJ](#)

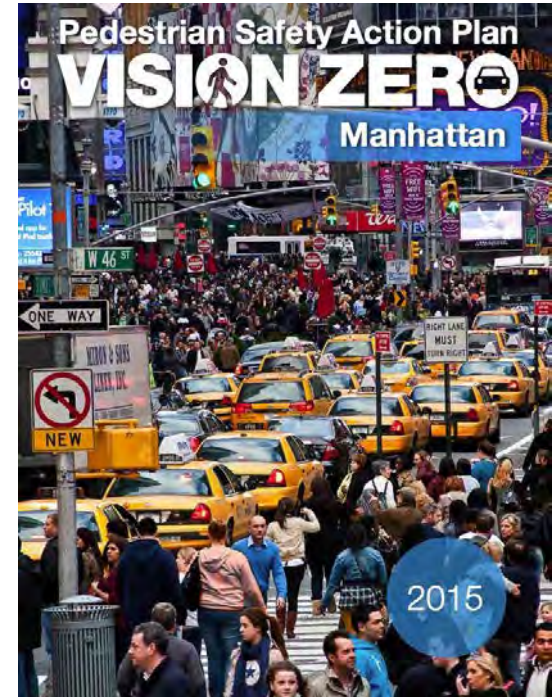
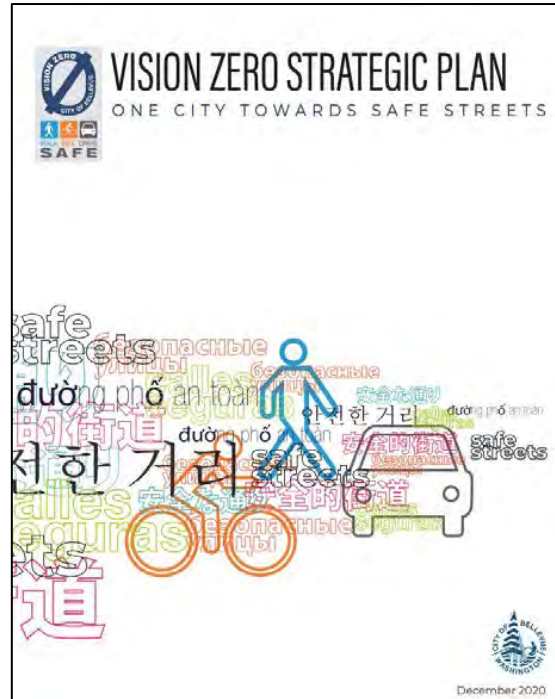
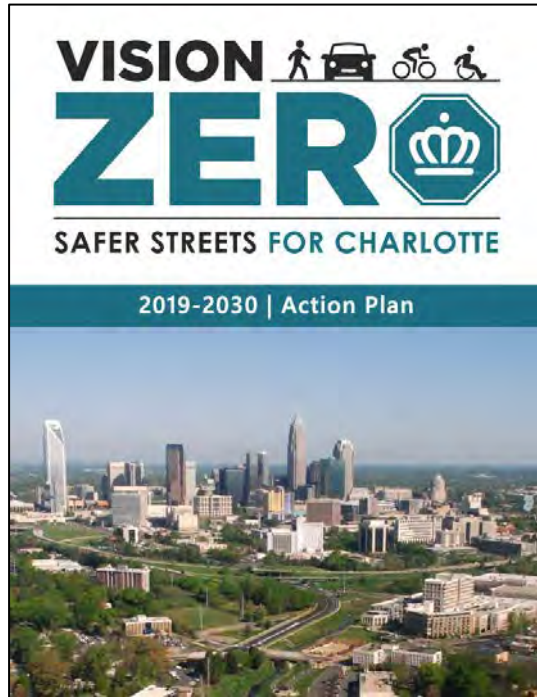
Programmatic Requirements for SS4A Grants

The following plans and analysis are applicable for SS4A funding.

Based on the FY2022 NOFO

- Setting a target date to reach zero roadway fatalities, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date
- Constructing a committee to develop, implement, and monitor the Action Plan
- Include an analysis of existing conditions of historical trends, locations of crashes, and geospatial identification of higher risk locations
- Include community engagement with the public and relevant stakeholders
- Equity considerations
- Strategy and project selections identifying a set of projects to implement
- A description of how progress will be measured over time that includes outcome data

REMEMBER: Even if you don't use an Action Planning grant to finish an action plan, you **must** have an Action Plan in place to apply for an Implementation Grant in subsequent years.



Action Planning Grant

What is an Action Plan?

The purpose of the Action Planning grant is to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. The Action Plan will have the following components:

- Leadership and Commitment Goal Setting*
- Planning Structure
- Safety Analysis
- Engagement and Collaboration*
- Equity Considerations*
- Policy and Process Changes*
- Strategy and Project Selections
- Progress and Transparency*

* May be missing from an existing or example "Local Road Safety Plan"

Selection Criteria

US DOT will evaluate quantitative data in two areas: Safety Impact and Equity.

Based on the FY2022 NOFO

1. **Safety Impact** - The activities are in jurisdictions that will likely support a significant reduction or elimination of roadway fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, motorists, and commercial operators, within the timeframe proposed by the applicant.
2. **Equity** - The activities will ensure equitable investment in the safety needs of underserved communities in preventing roadway fatalities and injuries, including rural communities.
3. **Additional Safety Considerations**
 - a. Employ low-cost, high-impact strategies
 - b. Inclusive community engagement with stakeholders
 - c. Adopt innovative technologies or strategies to promote safety and equity
4. **Budget**

Selection Criteria

US DOT will evaluate quantitative data in two areas: Safety Impact and Equity.

Based on the FY2022 NOFO

Safety Impact - 2 quantitative ratings:

1. Count of fatalities 2016-2020* based on the Fatality Analysis Reporting System (FARS) or similar
2. Fatality rate (per 100,000) using 2016-2020 5-year annual average

2016	20
2017	23
2018	27
2019	26
2020	30

1. Count: **126**

2. Determine the rate for pop of 150k:

Avg annual count: $126/5 = 25.2$

Count per person: $25.2/150,000 = .000168$

Rate per 100,000: $.000168 \times 100k = \mathbf{16.8}$

* will likely be 2017-2021

Selection Criteria

US DOT will evaluate quantitative data in two areas: Safety Impact and Equity.

Based on the FY2022 NOFO

Equity:

The percentage of the population in the applicant's jurisdiction that resides in an Underserved Community Census tract.

In Module 4: Data Driven Decision Making, we will utilize community data resources to help identify equity metrics in your area by census tract.



Safe Streets for All Tools & Templates

Tools & Templates

Tool or Template	Description	You should access this material if...
<u>SS4A FY2022 NOFO</u>	This is the Notice of Funding Opportunity (NOFO) for fiscal year (FY) 2022.	The FY2023 NOFO is unavailable at this time and you would like to refer to a previous NOFO.
<u>SS4A Action Plan Grant Application Template</u>	This document provides an optional template that applicants can use to apply for a Safe Streets and Roads for All (SS4A) Action Plan Grant.	You wish to follow DOT guidelines to provide elements of the required application information.
<u>NACTO Design Guidance</u>	The National Association of City Transportation Officials produces design guidance to broaden and advance the practice of urban transportation planning in North America. Written by and for cities, NACTO's design guides center around building streets that safely accommodate all road users, including people traveling on foot, bike, and on transit.	You need support with the beginning stages of developing a project idea or require more insight on safe street design.
<u>MassDOT Separated Bikeway Design Facilities Guide</u>	This is a resource for those considering, evaluating and designing separated bike lanes as part of a complete streets approach for safe and comfortable accommodations.	You are interested in implementing bike lanes as an Action Planning project.
<u>Ohio DOT Multimodal Design Guide</u>	The Multimodal Design Guide serves as the primary source for planners and designers implementing pedestrian and bicycle facilities.	You are interested in implementing bike lanes as an Action Planning project.
<u>SS4A Application Resources</u>	The following resources are intended to help interested stakeholders prepare to apply for a Safe Streets and Roads for All (SS4A) discretionary grant and conduct project planning and activities if awarded SS4A funding.	You need assistance locating resources and application aids, such as templates.

NLC Safety First Challenge for Safer Streets – City Coordinating Call

The National League of Cities invites any LIH SS4A bootcamp participant to join us for a special update call on **Monday, 1/30/23, at 4PM ET** as we recognize the one-year anniversary of the USDOT National Road Safety Strategy and coordinate amplification of city road safety stories.

Register in advance for this meeting here:

https://nlc-org.zoom.us/meeting/register/tZEvfuCqTliGtc_mTfZrQMvzyGXyetxLrp7e



End of Module Survey

How prepared do you currently feel to submit your application (Scale of 1-5)

- 1 - Very Unprepared
- 2 - Somewhat Unprepared
- 3 - Neither Prepared or Unprepared
- 4 - Somewhat Prepared
- 5 - Very Prepared

How helpful did you find today's session in preparing your grant application? (Scale of 1-5)

- 1 - Very Unhelpful
- 2 - Somewhat Unhelpful
- 3 - Neither Helpful nor Unhelpful
- 4 - Somewhat Helpful
- 5 - Very Helpful

Which of the following support resources do you plan to use? (Multiple Select)

- Coaching sessions or office hours
- Navigators / Support Team
- Canvas

Thank you!

*For questions, please contact your navigator, the
office hours and/or coaching lead, or email
ssr4aactionbootcamp@nlc.org*

*For general information, please visit
www.localinfrastructurehub.org*

