



Local Infrastructure Hub: Module 1: Setting the Table

February 2, 2023

Your hosts today



Ryan Russo

Principal, Together Projects



Dr. Dewaynna Horn

Course Deliverer and Facilitator, NLC

- Principal at Together Projects
- Served as the first Director of the Oakland Department of Transportation (OakDOT)
 - Led many notable initiatives, including OakDOT's "Slow Streets" initiative
- Worked nearly 14 years at the New York City Department of Transportation (NYCDOT)
 - Served as Deputy Commissioner
 - Led initiatives reclaiming hundreds of acres of former street space for walking, transit and bike riding, taming some of the city's most dangerous roads and reducing traffic fatalities in NYC to the lowest numbers seen in more than 100 years of record-keeping

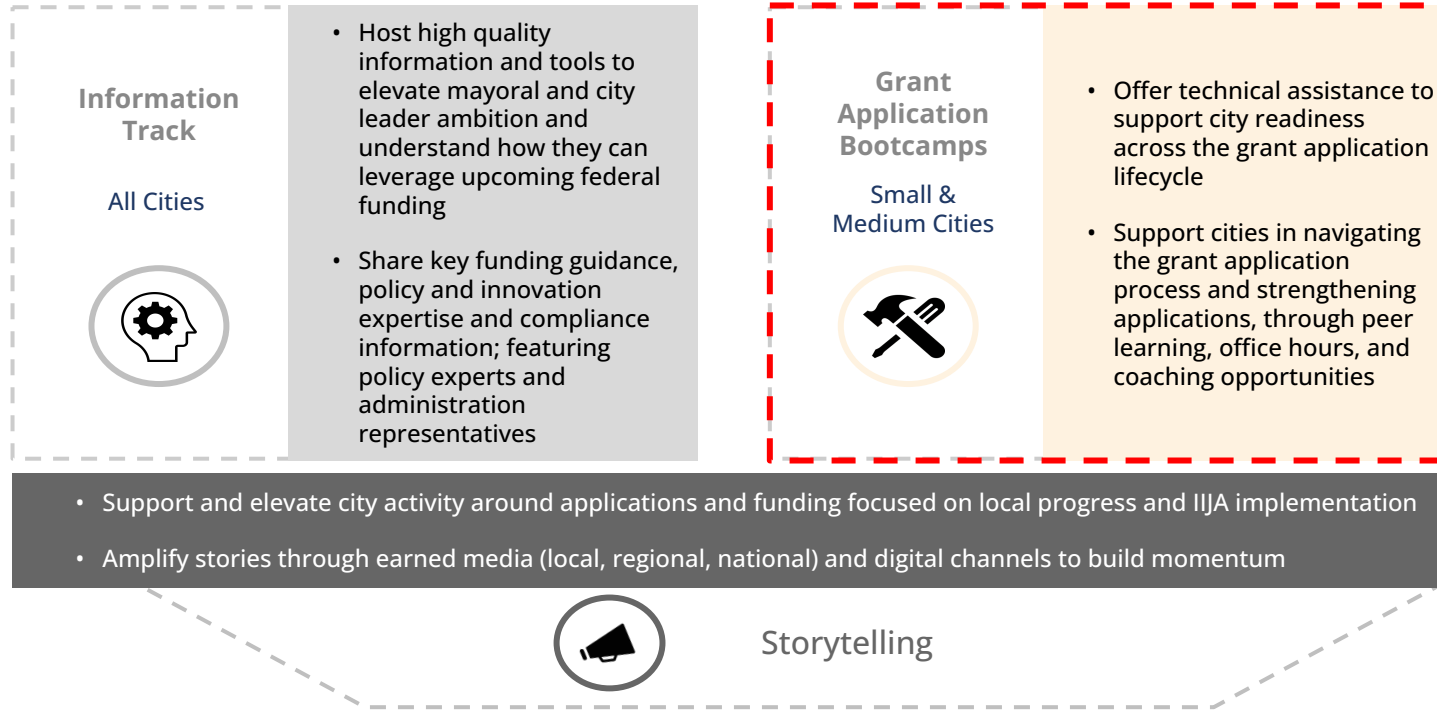
- Associate Dean and Professor of Management, College of Business, Texas Woman's University, Houston
- Teaches graduate courses in the Online MBA Program

Expected learning outcomes for this module

Upon successful completion of this module, city teams will be able to:

- ✓ Understand the two types of Safe Streets for All Action Planning Grant funding.
- ✓ Understand the evaluation criteria for Safe Streets for All Action Planning Grant.
- ✓ Identify examples of Safe Streets for All Action Planning Grant.
- ✓ Review examples of other city/towns' Action Plans to familiarize yourself with goals and strategies for road safety.
- ✓ Read 2023 NOFO and determine any strategy changes needed based on NOFO requirements; determine if application will be individual or joint.

Local Infrastructure Hub Overview



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 develop a robust asset map tailored to their community and to the grant context.	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

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 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 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

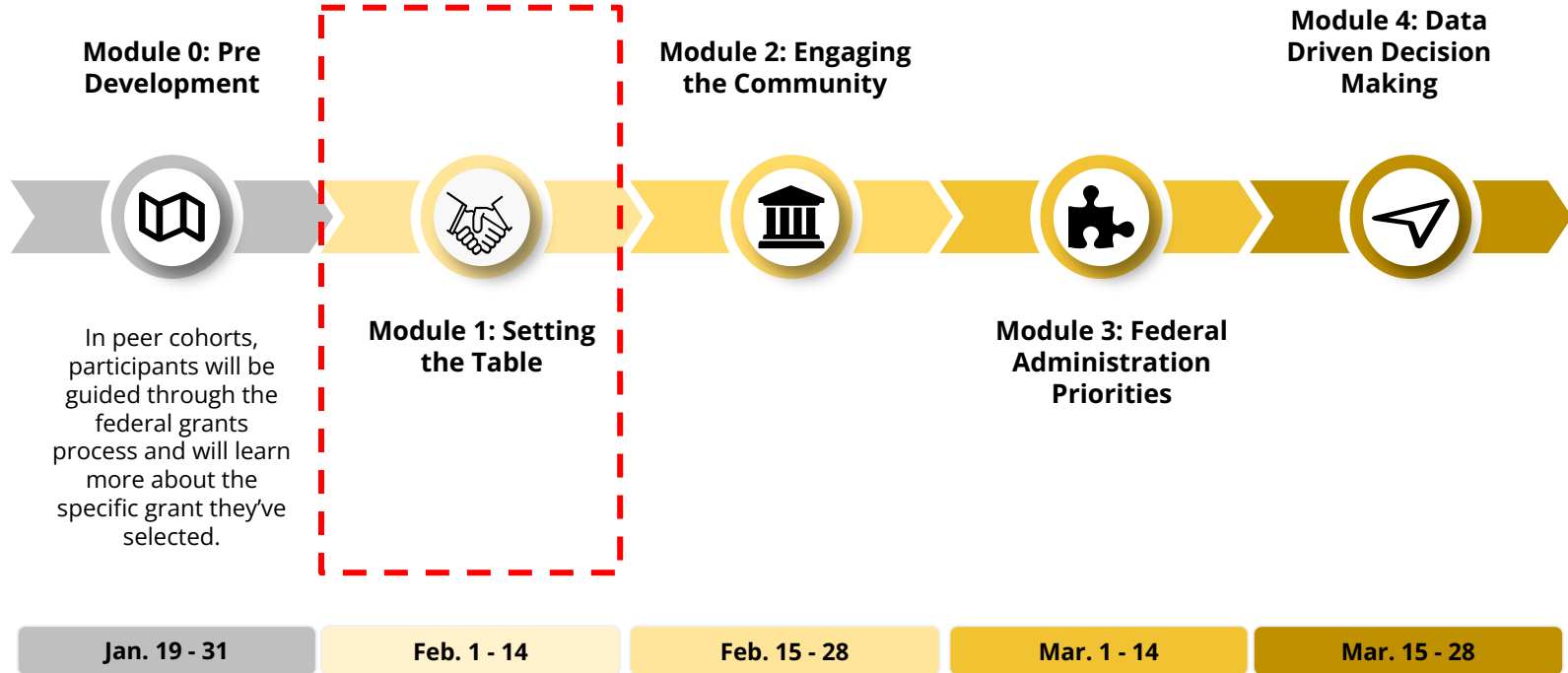
What your participation will look like

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, & 5)	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 1)	Participates in budget and capital stacks specific modules (i.e. Module 3)
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.

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

First Round Implementation Grants Were Announced on 2/1!

- \$589,969,257 awarded to 37 grantees
 - ~18 awardees received grants for **citywide, area-wide, or countywide improvements** (meaning not corridor-specific improvements), totaling ~\$300.8 million
 - ~16 awardees received grants for **corridor improvements**, totaling ~\$237.1 million
 - 2 **neighborhood-wide** improvement grants, totaling ~\$15.8 million
 - 1 **trail-crossings** grant, totaling \$7.5 million
- The grants went to cities, counties, multi-jurisdictional groups, and a tribal government:
 - 24 grants went to **cities**, totaling ~\$390.7 million
 - 10 grants went to **counties**, totaling ~\$154.91 million
 - 2 grants went to **multi-jurisdictional groups**, totaling ~\$34.2 million
 - 1 grant went only to a **tribal government**, totaling ~\$10.2 million

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 is TBD upon the NOFO release.** 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.

Cities may meet the requirement for a Safe Streets Action Plan through an existing plan that is substantially similar and meets the eligibility requirements of an Action Plan.

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"

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



Example 3: Charlotte



SAFER STREETS FOR CHARLOTTE

2019-2030 | Action Plan



High Injury Network - Priority Corridors

-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](#)

Evaluation Criteria

Action Plan Grant

Understanding the Scoring Criteria – SS4A

Evaluation Criteria for the Action Plan

Criteria	Details	Covered in Module
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.	Mod 1: Setting the Table
<u>Quantitative Ranking #1:</u> The count of roadway fatalities from 2016 to 2020 based on DOT's FARS data, an alternative traffic crash dataset, or a comparable data set with roadway fatality information.		Mod 4: Data Driven Decision Making
<u>Quantitative Ranking #2:</u> The fatality rate, which is calculated using the average from the total count of fatalities from 2016 to 2020 (based on FARS data or an alternative traffic crash dataset) divided by the 2020 population of the applicant's jurisdiction based on 2020 U.S. Census population data.		Mod 4: Data Driven Decision Making

For example (city of 150,000):

2016	20
2017	23
2018	27
2019	26
2020	30

1. Five year total traffic fatalities: **126**
2. Rate for pop of 150k:
Avg annual count: $126/5 = 25.2$
Count per person: $25.2/150,000 = .000168$
Rate per 100,000: $.000168 \times 100k = \mathbf{16.8}$

Understanding the Scoring Criteria – SS4A

Evaluation Criteria for the Action Plan

Criteria	Details	Covered in Module
Equity	The activities will ensure equitable investment in the safety needs of underserved communities in preventing roadway fatalities and injuries, including rural communities.	Mod 2: Engaging the Community
<u>Quantitative Ranking #1:</u> The percentage of the population in the applicant's jurisdiction that resides in an Underserved Community Census tract. Population of a Census tract, either a tract that is Underserved Community or not, must be based on 2020 U.S. Census population data.		Mod 2: Engaging the Community Mod 3: Federal Administration Priorities

Understanding the Scoring Criteria – SS4A

Additional Evaluation Criteria for the Action Plan

Criteria	Details	Covered in Module
Additional Safety Considerations	<ul style="list-style-type: none">• Employ low-cost, high-impact strategies that can improve safety over a wider geographical area• Engage with a variety of public and private stakeholders (e.g., inclusive community engagement, community benefit agreements, etc.);• Seek to adopt innovative technologies or strategies to promote safety and equity• Include evidence-based projects or strategies.	Will be covered throughout the remainder of the Bootcamp
Budget Costs	The Department of Transportation will assess the extent to which the budget and costs to perform the activities required to execute the Action Plan Grant are reasonable based on 2 CFR § 200.404 .	Mod 5: Demystifying Capital Stacks and Budgeting



*DOT will assess whether the proposal is likely to: significantly reduce or eliminate roadway fatalities and serious injuries; employ low-cost, high-impact strategies over a wide geographic area; and include evidence-based projects and strategies. **Safety impact is the most important criterion and will be weighed more heavily in the review and selection process***

City Leader Perspectives: SS4A

We will take 5 minutes to hear from City Leaders participating in today's session.

Discussion Prompts- Please respond to the Zoom poll on your screen

- How does this grant connect to your priorities as City Leaders?
- How does this grant connect to your city's challenges?
- Have you previously applied for a SS4A grant or other grant from US DOT? If so, what insights do you have from these past application experiences?
- How has your city pursued community engagement around resilience topics to date?

Grant Overview: Checking for Understanding of SS4A

Exit Ticket: Answer the following questions on the Zoom poll to assess your understanding of the content.

- Please list the types of activities that you are eligible to apply for under SS4A.
- Describe the most important thing you learned from the grant overview.
- What is one topic that you would like to review further?

Coaching Sessions: Putting it all together

- Using the responses you completed during your breakout sessions, continue to engage your team to **develop a draft project brief** ahead of your coaching session.
 - *Timeframe:* You can expect to spend **12–15** hours working on this step.
 - *Tip:* The Community Engagement Workbook outlines the entire process for developing your strategy.
 - *Attach:* Once your community engagement strategy is complete, you can attach it to the grant application.
- During your coaching session, you will be able to work with subject matter experts on specific questions you have on your project brief and overall community engagement strategy.

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 (either bootcampnavigator1@nlc.org or bootcampnavigator2@nlc.org)

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.



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



Office Hours

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



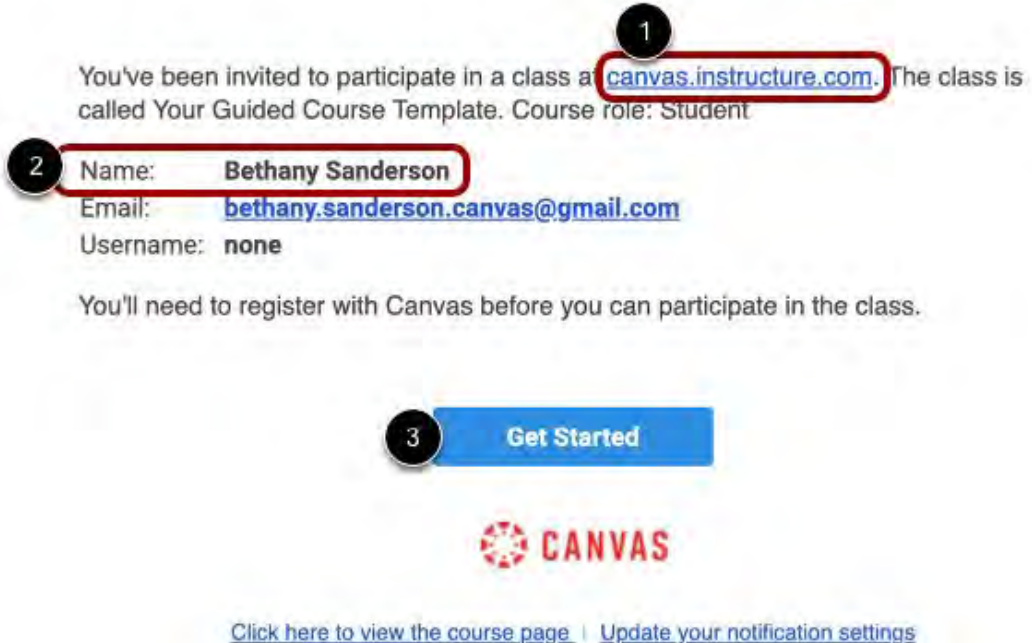
Tools and Templates

The following resources can help **strengthen core components** of your grant application

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.

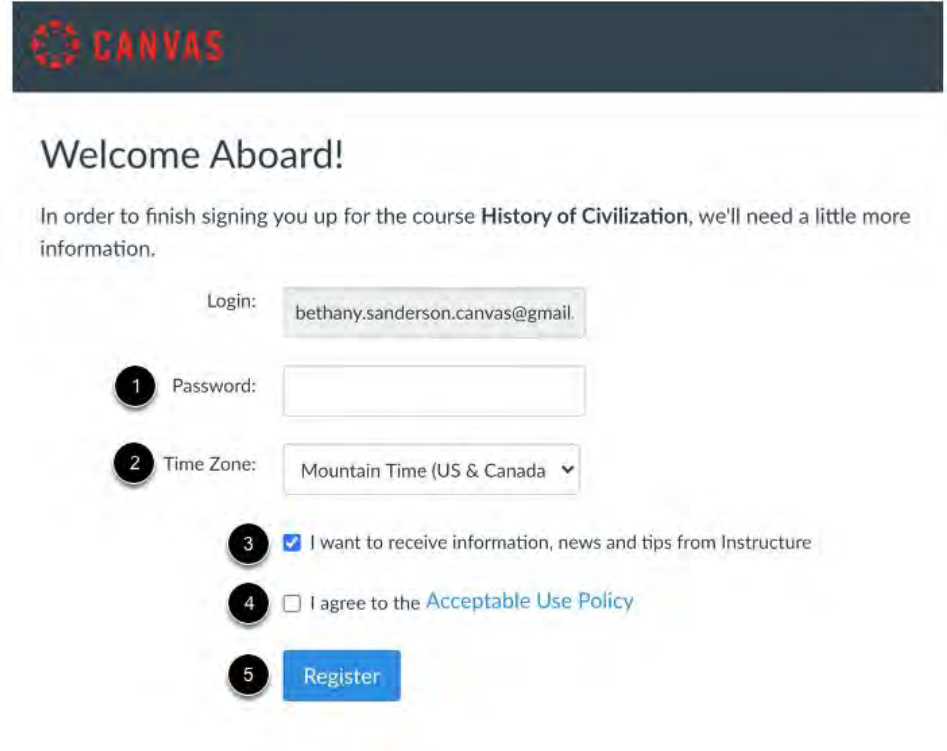


*If you already have a Canvas account connected to your email, click the **I Have a Canvas Account** button, and you'll be directed to the login page.*

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 a dark blue header with the Canvas logo. Below the header, the text "Welcome Aboard!" is displayed. 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 form consists of five numbered steps: 1. Login: A text input field containing "bethany.sanderson.canvas@gmail.com". 2. Password: A text input field. 3. Time Zone: A dropdown menu showing "Mountain Time (US & Canada)". 4. I want to receive information, news and tips from Instructure: A checked checkbox. 5. I agree to the [Acceptable Use Policy](#): An unchecked checkbox. A blue "Register" button is located at the bottom of the form.

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

Coaching and Office Hours help build forward from the peer learning session



Coaching

Smaller sessions to work on **specific application questions** as peers

Who will you engage with?

Jenny O'Connell or Ryan Russo

How will you engage?

Coaching sessions will be held on **February 7, 2023, 1:00 PM - 2:00 PM (EST)**

You will receive a separate calendar invite for the coaching session.



Office Hours

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

Who will you engage with?

Jenny O'Connell or Ryan Russo

How will you engage?

Participants will be able to **register for office hours** through Canvas. Reserved time slots will be **15-minutes in length**, but may be extended pending availability and demand. Office hours will be offered on **February 8th 1:00 PM -3:00 PM (EST), and February 9th, 1:00 PM -2:00 PM (EST).**

End of Module Survey

Answer the following questions on the Zoom poll to assess your understanding of the content.

- How prepared do you currently feel to submit your application (*Scale of 1-5*)
 - 5 - Very Prepared
 - 4 - Somewhat Prepared
 - 3 - Neither Prepared nor Unprepared
 - 2 - Somewhat Unprepared
 - 1 - Very Unprepared
- How helpful did you find today's session in preparing your grant application? (*Scale of 1-5*)
 - 5 - Very Helpful
 - 4 - Somewhat Helpful
 - 3 - Neither Helpful nor Unhelpful
 - 2 - Somewhat Unhelpful
 - 1 - Very Unhelpful
- Which of the following support resources do you plan to use? (*Multiple Select*)
 - ☐ Coaching sessions or office hours
 - ☐ Navigators / Support Team
 - ☐ Canvas



Tools and Templates



Tools and Templates for Safe Streets for All

The following resources can help **strengthen core components** of your grant application

- **SS4A FY2022 NOFO**
- ****SS4A USDOT Suggested Resources****
- **USDOT National Roadway Safety Strategy**
- **USDOT Zero Deaths and Safe System Approach**
- **FHWA Local Road Safety Plans**
- **FHWA Proven Safety Countermeasures**
- **NLC Safety First Challenge for Safer Streets** - every Bootcamp participant is eligible to sign up for NLC's Challenge and receive updates and opportunities to engage with fellow cities, road safety experts, and USDOT's safety leadership
- **Promising Local Practice in Road Safety: A Primer for Safer Streets**



Tools and Templates for Safe Streets for All

The following resources can help **strengthen core components** of your grant application

- **NACTO Design Guidance**
- **MassDOT Separated Bikeway Design Facilities Guide**
- **Ohio DOT Multimodal Design Guide**
- **USDOT Navigator** - *resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.*

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

