Program Logistics and Norms

- The program will begin shortly

- Please turn on your video

- Your microphone will be muted when you join.

- Please format your name to "First Name - City"

- Please use the chat box to say hello to us and your peers! Please also use this space to ask any questions outside of small groups or dedicated Q&A time.

Local Infrastructure Hub: Module 1: Setting the Table

February 2, 2023

Introduction

Your hosts today

Ryan Russo
Principal, Together Projects

- 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

Dr. Dewaynna Horn
Course Deliverer and Facilitator, NLC

- 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 Grant funding.

✓ Understand the evaluation criteria for Safe Streets for All Implementation Grant.

✓ Identify examples of Safe Streets for All Implementation Grant.

✓ Review NOFO from 2022 and confirm requirements and application components based on existing Action Plan.

✓ Gather supporting documentation for proposal narrative, implementation strategy, and other grant requirements to package and submit application.

Local Infrastructure Hub Overview

Information Track

All Cities

- Host high quality information and tools to elevate mayoral and city leader ambition and understand how they can leverage upcoming federal funding

- Share key funding guidance, policy and innovation expertise and compliance information; featuring policy experts and administration representatives

Grant Application Bootcamps

Small & Medium Cities

- Offer technical assistance to support city readiness across the grant application lifecycle

- Support cities in navigating the grant application process and strengthening applications, through peer learning, office hours, and coaching opportunities

- Support and elevate city activity around applications and funding focused on local progress and IIJA implementation

- Amplify stories through earned media (local, regional, national) and digital channels to build momentum

Storytelling

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

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 million** available in **FY23** to support communities on projects focused on **preventing roadway deaths and serious injuries** and i**ncreasing safety for all methods of mobility**.	**$1 million** available in **FY23** to support communities on projects focused on **preventing roadway deaths and serious injuries** and i**ncreasing 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.

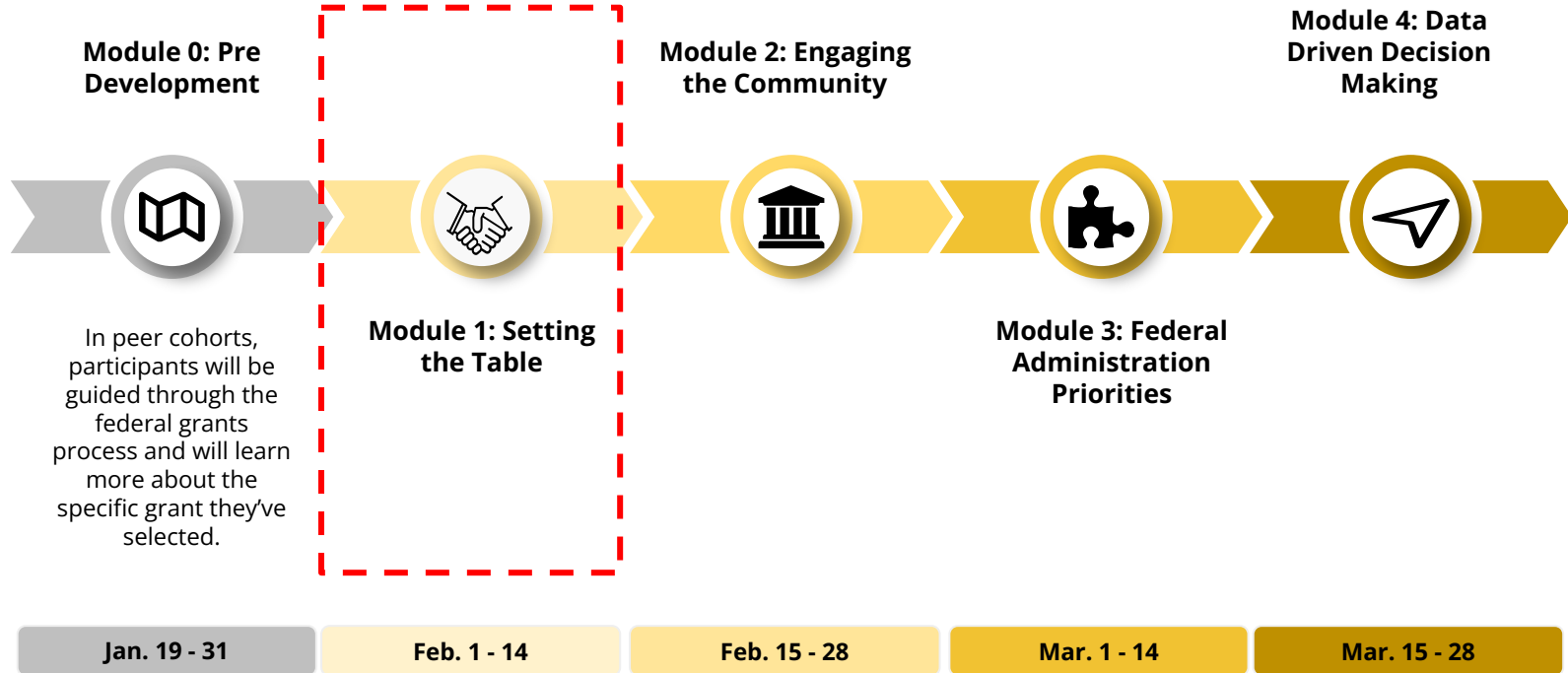*If you need to switch to a different bootcamp, please contact* *localinfrastructurehub@nlc.org*

What your participation will look like

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

	MAYOR	GRANT LEAD	COMMUNITY ENGAGEMENT LEAD	FINANCE LEAD
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

Module 0: Pre Development

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

Module 1: Setting the Table

Module 2: Engaging the Community

Module 3: Federal Administration Priorities

Module 4: Data Driven Decision Making

| Jan. 19 - 31 | Feb. 1 - 14 | Feb. 15 - 28 | Mar. 1 - 14 | Mar. 15 - 28 |

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.

Module 6: Writing a Strong Narrative

Module 7: Package, Submit, and Tell Your Story

Module 8: Long Term Capacity Building (Post Submission)

| Mar. 29 - Apr. 11 | Apr. 12 - 25 | Apr. 26 - May 9 | May 9 - 16 |

Grant Overview

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.

- Applicants must have ownership and/or maintenance responsibilities over a roadway network; be an eligible applicant with safety responsibilities that affect roadways; or have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction.

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.
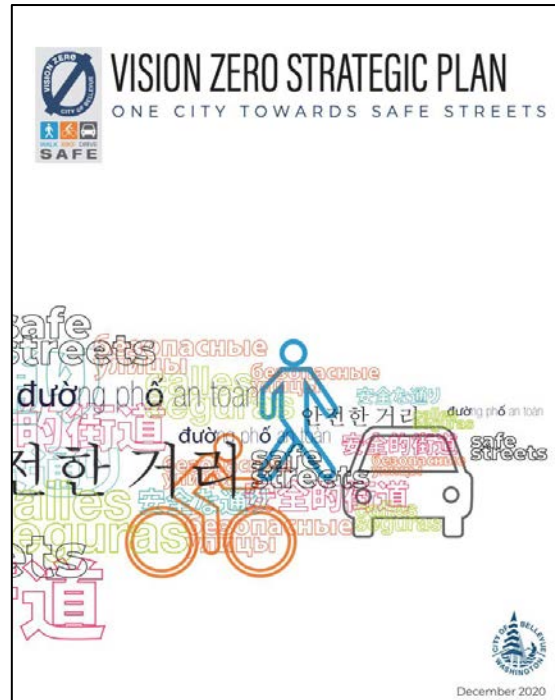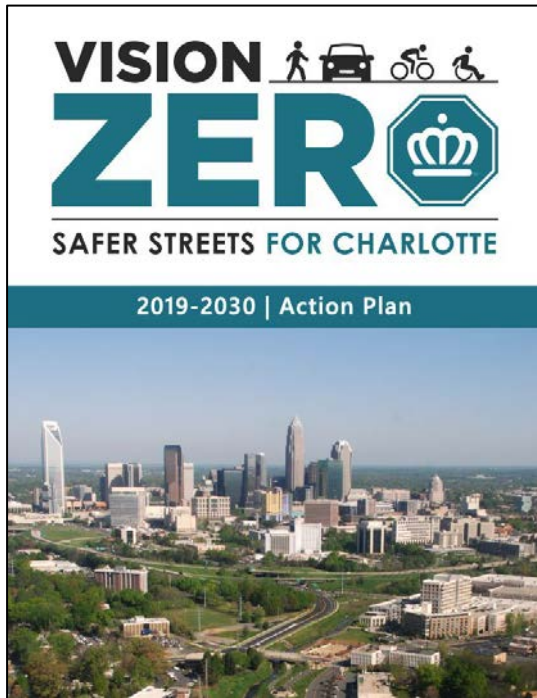
The implementation grant funding can go toward supplemental action plan activities in the circumstance that more information needs to be assessed and processed in the initial action plan.

For the Implementation grants, applicants are <u>required</u> 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.

IMPORTANT: You **<u>must</u>** have an Action Plan in place to apply for an Implementation Grant.

Example Initiative: School Zone Standards, Lincoln, NE

Implementation Grant

Implementation Grants

Implementation Grants fund projects and strategies identified in an Action Plan that address roadway safety problems. Implementation Grants may also fund associated planning and design and supplemental Action Plan activities in support of an existing Action Plan. FHWA gives a long list of examples, including:

- Applying low-cost roadway safety treatments **systemwide**
- Identifying and correcting common risks **across a network**
- Transforming a roadway corridor
- Installing pedestrian safety enhancements and closing network gaps
- Supporting the development of bikeway networks
- Carrying out speed management strategies
- Creating safe routes to school and public transit services
- Promoting the adoption of innovative technologies or strategies to promote safety
- Conducting education campaigns to accompany new or innovative infrastructure
- Implementing standard and novel data collection and analysis technologies and strategies

Basic Toolkit of Solutions that Work:

Midblock Crosswalk

- High Visibility Crosswalk
- Curb Extension
- Median
- Pedestrian Refuge Island
- RRFB
- Hawk
- Advanced warning signs
- Parking Restriction
- Bollards or flexible delineators
- Staggered Midblock Crossings

Pedestrian

- Lane Repurposing
- Bulbouts
- Pedestrian Refuge Island
- Pedestrian Scramble
- Truck Apron
- Slow Turn Wedges
- Centerline Hardening
- Median
- High Visibility Crosswalk
- Pedestrian Countdown Signals
- LPIs
- Protected left
- Flashing arrow turn signals
- Lighting

Bike Safety

- Buffered Bike Lanes
- Cycle Track
- Bike Box
- Two-Stage Queue Box
- Back in Angle Parking

Transit Safety

- Far side Bus Stop
- Bus Bulbs or Floating Island
- Transit only Lane

Learn more at our coaching office hours!

Example Project: King St., Alexandria, VA

Example Initiative: Left Turn Treatments, NYC

DON'T CUT CORNERS
LEFT TURN Pedestrian & Bicyclist Crash Study
August 2016
VISION ZERO nyc.gov/visionzero   NEW YORK CITY DOT

Evaluation Criteria

Implementation Grant

Understanding the Scoring Criteria - SS4A

Evaluation Criteria for the Implementation Grant		
Criteria	**Details**	**Covered in Module**
Safety Impact	Description of the safety problem. DOT will assess the extent to which: ● The safety problem is described, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user. ● Crashes and/or crash risk are displayed in a High-Injury Network, hot spot analysis, or similar geospatial risk visualization. ● Safety risk is summarized from risk models, hazard analysis, the identification of high-risk roadway features, road safety audits/assessments, and/or other proactive safety analyses	Mod 1: Setting the Table
Equity, Engagement, and Collaboration	This criterion supports the legislative requirements to assess the extent to which the application ensures the equitable investment in the safety needs of underserved communities, and demonstrates engagement with a variety of public and private stakeholders. The response to this criterion should focus on equity, engagement, and collaboration in relation to the implementation of the projects and strategies.	Mod 4: Data Driven Decision Making

Understanding the Scoring Criteria - SS4A

Evaluation Criteria for the Implementation Grant		
Criteria	**Details**	**Covered in Module**
Effective Practices and Strategies	DOT will assess the extent to which the application employs low-cost, high-impact strategies that can improve safety over a wide geographical area, includes evidence-based projects or strategies that improve safety, and seeks to adopt innovative technologies or strategies to promote safety and equity. The response to this criterion needs to address, at a minimum, one of the four effective practices and strategies from the list below, which includes: c**reate a safer community; Safe System Approach; Complete Streets; and innovative practices and technologies**.	Mod 1: Setting the Table
Climate Change and Sustainability, and Economic Competitiveness	This program's focus on equity and safety are also advanced by considerations of how applications address climate and sustainability considerations, as well as whether applications support economic competitiveness. DOT will assess the extent to which the projects and strategies use safety strategies to support the Departmental strategic goals of climate change and sustainability, and economic strength and global competitiveness	Mod 4: Data Driven Decision Making Mod 5: Demystifying Capital Stacks and Budgeting

Criterion 1: Safety Impact

Does your proposed solution address a demonstrated need with tools that are likely to have an impact?

For example: our data shows that left-turn crashes are one of our primary drivers of fatal and serious injury crashes, and our proposal is to implement 100 left turn wedges across our city.

Criterion 2: Equity, Engagement, and Collaboration

Does your proposed project invest in disproportionately impacted communities?

Does your proposed project address and seek to decrease known disparities?

Does your proposed project include robust and inclusive engagement and collaboration?

For example: we selected our 100 left turn wedge sites using crash statistics and demographic data. We plan to conduct extensive engagement with community-based organizations to understand more about each location and recommend treatments in line with community goals.

Criterion 3: Effective Practices & Strategies

Proposed project <u>must</u> address at least one of the following: create a safer community; safe system approach; complete streets; and/or innovative practices and strategies.

In particular, they are looking for low-cost, high-impact solutions that impact a wide geographic area and are evidence-based

For example: other cities have implemented left turn wedges and evaluated that they are an effective tool for reducing serious and fatal crashes. Implementing a citywide solution is part of a Safe System approach.

Criterion 4: Climate Change, Sustainability, and Economic Competitiveness

Does your proposed project use safety strategies to support the climate change mitigation and adaptation, as well as economic competitiveness?

For example: improving street safety is one of our city's core strategies to mitigate climate change by improving the comfort and accessibility of biking and walking.

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 a City Leader?
- 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?

Q&A

Coaching and Office Hours

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.

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

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 ssr4aimplementbootcamp@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.

You've been invited to participate in a class at canvas.instructure.com. The class is called Your Guided Course Template. Course role: Student

Name: **Bethany Sanderson**
Email: bethany.sanderson.canvas@gmail.com
Username: **none**

You'll need to register with Canvas before you can participate in the class.

Get Started

CANVAS

Click here to view the course page | Update your notification settings

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.
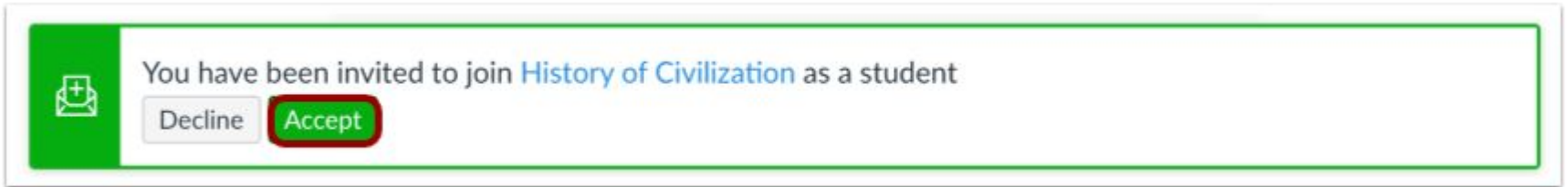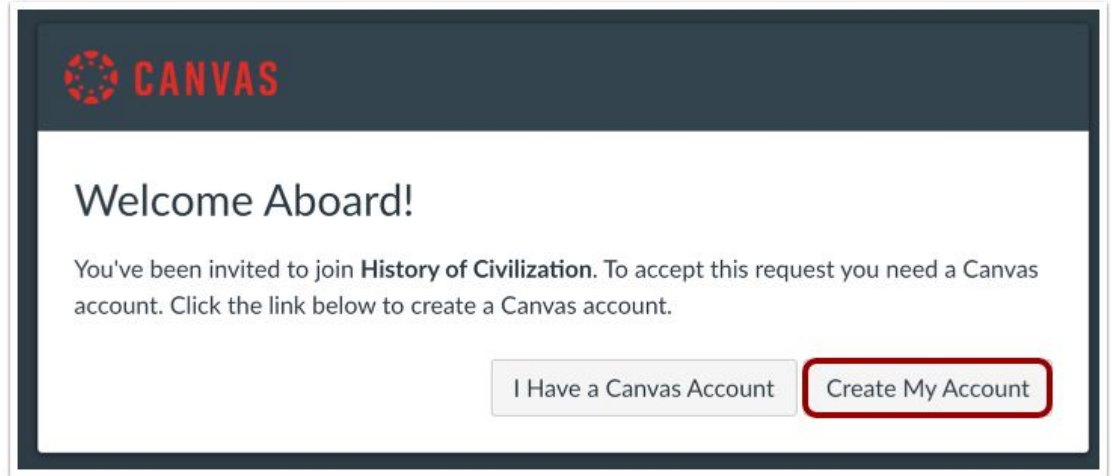

If you have not received an invitation to join Canvas, please reach out to your Navigator!

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!**

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, 2:00 PM - 3:00 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, 2:00 PM - 4:00 PM (EST) and February 9th, 3:00 PM - 4:00 PM (EST).**

End of Module Survey

- 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

Tool or Template	Description	You should access this material if…
SS4A FY2022 NOFO	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.
NACTO Design Guidance	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.
MassDOT Separated Bikeway Design Facilities Guide	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.
Ohio DOT Multimodal Design Guide	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.
SS4A Application Resources	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.

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

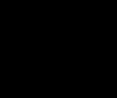The following resources can help **strengthen core components** of your grant application

- **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 ssr4aimplementbootcamp@nlc.org

For general information, please visit www.localinfrastructurehub.org

WITH SUPPORT FROM:

NLC — NATIONAL LEAGUE OF CITIES — CITIES STRONG TOGETHER

Delivery Associates

THE UNITED STATES CONFERENCE OF MAYORS

RESULTS FOR AMERICA

Bloomberg Philanthropies

ballmer GROUP®

Emerson Collective

FORD FOUNDATION

THE KRESGE FOUNDATION