

**USDOT's Safe Streets for  
All Program -  
Opportunities for  
California Communities –  
Planning and  
Demonstration Grants**



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# Hello!



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# Safe Routes

## PARTNERSHIP

*Active Paths for Equity & Health*





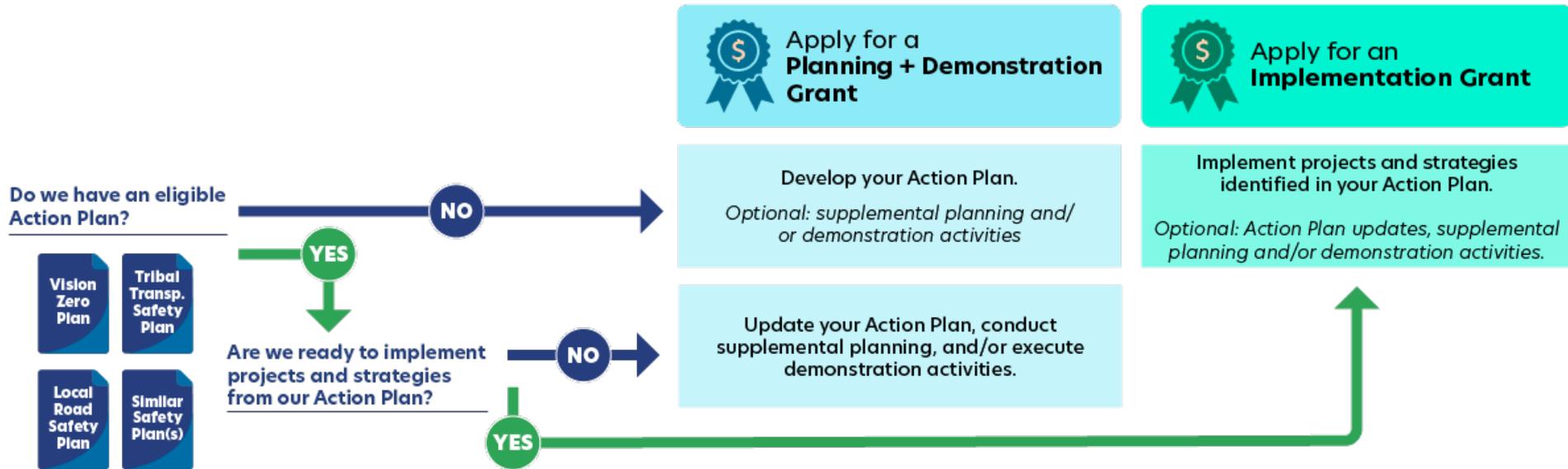
# **USDOT Discretionary Grant Programs**

# Safe Streets and Roads for All



- **Grant Types:** Planning and Demonstration, Supplemental Planning and Demonstration, Implementation
- **Purpose:** Vision Zero/Toward Zero Deaths
- **Funding:** \$5 Billion over five years
- **Eligible applicants:** Local/tribal governments, MPOs, transit agencies
- **Eligible activities:** Develop safety plan (40% funding) and implement strategies (60%)
- **Website:** <https://www.transportation.gov/SS4A>
- **NOFO release date:** March 2023, due July 10, 2023
  - USDOT is hosting informational webinars:  
<https://www.transportation.gov/grants/SS4A/webinars>

# Which Grant is Right for You?



# Which Grant is Right for You?

| Grant Type                       | Expected Grant Range |
|----------------------------------|----------------------|
| Planning and Demonstration Grant | \$100K - \$10M       |
| Implementation Grant             | \$2.5M - \$25M       |

USDOT expects to award at least \$250 million for demonstration activities, which can be funded by either grant type.

# Planning and Demonstration Grants

## Action Plan

- Leadership commitment and goal setting
- Planning structure through a committee or similar body overseeing plan development, implementation, and monitoring
- Safety analysis of existing conditions and historical trends
- Engagement and collaboration with the public and stakeholders
- Equity considerations
- Policy and process assessment to identify opportunities to improve
- Strategy and project selection
- Measuring and sharing progress/outcomes

## Supplemental Action Plan

- Safety sub-plans focused on specific safety topics like speed management, vulnerable road users, Americans with Disabilities Act of 1990 (ADA) transition plans, health equity, or lighting
- Road safety audits
- Additional safety analysis and expanded data collection and evaluation
- Targeted equity assessments
- Follow-up stakeholder engagement and collaboration
- Reporting on the progress from Action Plan implementation for transparency

# Planning and Demonstration Grants

## Demonstration Activities

- Feasibility studies using quick-builds to inform future permanent projects
- Engineering studies (e.g., evaluating warrants for traffic signal installation, high-visibility crosswalk markings, bike lane treatments)
- Pilot programs for behavioral or operational activities (e.g., test out new education campaign messaging)
- Pilot programs that demonstrate safety benefits of technologies not yet adopted in the community (e.g., adaptive signal timing, variable speed limits, adaptive lighting)



# Required Action Plan Components

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency
- <https://www.transportation.gov/grants/SS4A/webinars>

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>



## Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



## Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



## Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).



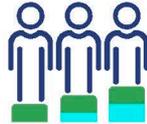
## Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.





# Safe Streets and Roads for All Action Plan Components



## Equity Considerations

Plan development using inclusive and representative processes. Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



## Policy and Process Changes

Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



## Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



## Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

\*An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.



# Supplemental Planning and Demonstration

## Final Deliverables

1. For Supplemental Planning: publicly Available, written document that connects to, or enhances, an Action Plan.
  1. A Vision Zero Action Plan which has been updated to include results from a targeted equity assessment
  2. A new Complete Streets Plan which complements and informs the City's Vision Zero Action Plan
2. For Demonstration Activities: Updated Action Plan which includes an assessment of the demonstration activities performed.

# Supplemental Planning and Demonstration

## Example Activities

- **Developing additional, complementary safety plans** focused on topics such as speed management, vulnerable road users, etc.
- **Road safety audits**
- **Consolidating Action Plan components** contained within multiple local and/or regional plans into a single Comprehensive Safety Action Plan.
- **Conducting follow-up data collection and analysis** to inform the development of new/existing Action Plans (e.g., new collision data analysis to identify updates to the High Injury Network, targeted equity assessments, etc.)
- **Updating existing Action Plans** that are five or more years old to address emerging safety transportation issues or other concerns.
- **Progress reporting** on Action Plan implementation for transparency to local stakeholders (e.g., data dashboards, summary reports of projects and strategies implemented/to be implemented, etc.).
- **Stakeholder engagement and collaboration** to inform Action Plan development.
- **Other roadway safety planning activities** that enhance or inform the development of Action Plans.

# Supplemental Planning and Demonstration

## Supplemental Action Plan Activities vs. Project-Level Planning

### Supplemental Planning in support of an Action Plan

- Expanded analysis and/or data collection;
- Follow-up stakeholder engagement and collaboration;
- Targeted equity assessments;
- Action Plan progress report development;
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans.

### Planning, design and development activities for projects and strategies identified in an Action Plan

- Pre-construction engineering for design
- Documentation to comply with NEPA
- Right-of-way acquisition
- Permitting for an infrastructure safety project
- Developing advertising documents

# Supplemental Planning and Demonstration

## Example Activities – Feasibility Studies

Using quick-build strategies, low-cost, and temporary materials that have the potential to inform future permanent future projects. Examples include:

- Planters, temporary speed humps/bumps, and other removable safety and traffic calming improvements.
- Paint and plastic delineator posts to experiment with impermanent roadway design changes.



# Supplemental Planning and Demonstration

## Demonstration Activities – Assessing Benefits

- Pre- and post-installation data collection and analysis. Examples:
  - **Speed management pilots:** Crash data; roadway fatality and serious injury data; vehicle speeds.
  - **Pedestrian pilots:** pedestrian counts/volumes; street space allocations by mode/use; pedestrian crossing distance; driver yielding rates at crosswalks.
  - **Bicycle pilots:** bicyclist counts/volumes; bikeshare trips.
- Public input
  - Community meetings, intercept surveys, key stakeholder interviews, online tools and engagement.
- Before/after photos
- Important reminders:
  - Develop a monitoring and evaluation plan to determine which types of data and associated metrics are relevant for the assessment of your demonstration activity.
  - Ensure consistency across pre-/post- data collection (e.g., time of day, locations, etc.).
  - Applicants should include funding in their budget to support the assessment of demonstration activities.



# Supplemental Planning and Demonstration

## Supplemental Action Plan Activities vs. Project-Level Planning

### Demonstration Activities vs. Projects and Strategies

- Temporary in nature
- Pilots and testing, finite period
- Small scale
- Informs the list of projects and strategies in an Action Plan
- Assesses the benefits of an approach

### Projects and strategies identified in an Action Plan

- Listed in an Action Plan as a project and/or strategy
- Permanent
- Major construction
- System wide
- Implementing the Action Plan

# USDOT webinars on how to apply:

<https://www.transportation.gov/grants/SS4A/webinars>

# Safe Streets and Roads for All



## Relevance for California

- **Excellent Prep for an ATP Grant**
  - **Plans haven't scored as well the past couple of ATP cycles**
  - **Nevertheless, ATP is progressively adopting more stringent requirements/incentives for projects to be included in existing plans.**

# Questions?



We're here to help!



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