

# Complementary Federal Funding Sources:

Safe Streets and Roads for All &  
Transportation Alternatives Program

May 8, 2024



# Safe Routes Partnership



The mission of the Safe Routes Partnership is to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.



# Presenter



**HELLO**  
MY NAME IS

**Marisa Jones**

*(she/her)*

*Managing Director*

*Policy and Partnerships*

# Agenda



- Why talk about complementary funding for community design for physical activity?
- Safe Streets and Roads for All
  - Hands-on Activity
- Transportation Alternatives
  - Hands-on Activity
- Questions & Answers and working session



**Why do we need to pursue complementary funding sources to advance community design for physical activity?**

- Sidewalks, bike lanes, trails, etc. are expensive
- CDC funding cannot pay for substantial permanent physical infrastructure
- There is transportation funding that exists to build roads, streets, sidewalks, and trails
- Public health can shape transportation investments to support and promote physical activity



## **Safe Streets and Roads for All (SS4A)**

*Funding awarded by the US Department of Transportation for communities across the country to develop and implement plans to achieve zero roadway traffic deaths*

# Is your community interested in...



- Preventing death and serious injury on roads and streets for all roadway users, including people walking and bicycling?
- Understanding the equity concerns related to current street design/crash patterns?
- Analyzing traffic safety for specific segments of your population: youth, elderly, non-car users, etc.?
- Engaging your community to understand where and why they don't feel safe traveling throughout their community?
- Piloting creative strategies like art to understand impact on safety/perceptions of safety?
- Testing out behavioral interventions aimed at improving safe travel behavior?
- Trying quick builds and installations and evaluating how they impact safety?
- Using Safe Routes to School strategies to address youth mobility and evaluating the impact?

Safe Streets for All funding can help you achieve these things!





# Safe Streets for All (SS4A)

- **\*NEW\*** source of funding with the express purpose of preventing roadway injuries and fatalities
- Includes focus on people walking and bicycling
- \$5 billion over five years
- Planning Grants
  - Action Plan Development
  - Supplemental Planning
  - Demonstration Projects
- Implementation Grants

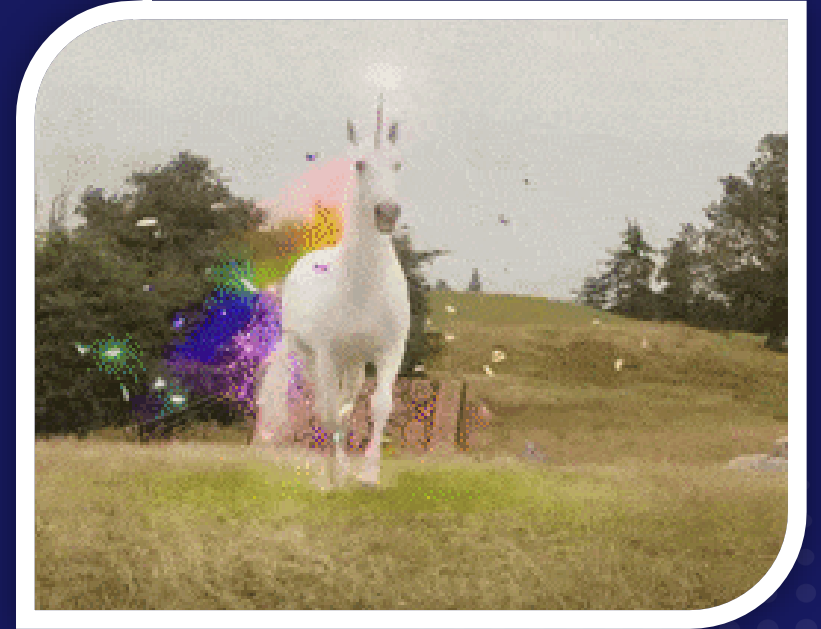




# SS4A Funding...



- Application is as easy as a federal grant opportunity gets
- Doesn't require a cash match (in-kind match is allowed)
- Has been awarded to all eligible applicants for planning grants the prior two years
- Due: August 29, 2024
- Will be around for 2 more years in current form\*



Is this a funding unicorn?

\*As a discretionary grant, it is administered by USDOT and thus subject to changes if there is a change in presidential administration

# Eligible Applicants for SS4A



- A political subdivision of a State or territory: cities, towns, counties, special districts, certain transit agencies, and similar units of local government created under State law.
  - Universities, School Districts, and Public Health Entities: A State university, school district, or local public health agency is an eligible applicant if it is a political subdivision of a State, as defined above.
- A federally recognized Tribal government.
- Metropolitan planning organizations (MPOs).
- A **multijurisdictional group of entities** from the ones described above (select one lead applicant from group).

There is a role for  
SPAN, HOP, and  
REACH recipients!

**Stay tuned for specifics**

\*As a discretionary grant, it is administered by USDOT and thus subject to changes if there is a change in presidential administration

# Planning Grant: Develop a Comprehensive Safety Action Plan



## *Components of a Comprehensive Safety Action Plan*

1. Commitment to zero traffic deaths
2. **Planning committee**
3. Safety Analysis
4. **Engagement and Collaboration**
5. **Equity Considerations**
6. **Policy and Process Changes**
7. Strategy and Project Selections
8. Progress and Transparency



Blue bolded are opportunities for public health to have a role

[https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A\\_Action\\_Plan\\_Components.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A_Action_Plan_Components.pdf)

# Supplemental Planning: Complete or Enhance an Action Plan



- Action plan updates
- Action plan consolidation
- Complementary safety plan development
- **Road safety audits**
- **Follow-up data collection and safety analysis**
  - **Focus on youth/SRTS/older adults, etc.**
  - **Bike/ped counts**
  - **Targeted equity assessments**
  - **Establishing equity priority criteria**
- **Progress reporting**
- **Stakeholder engagement and collaboration**
- Roadway safety planning



Blue bolded are opportunities for public health to have a role

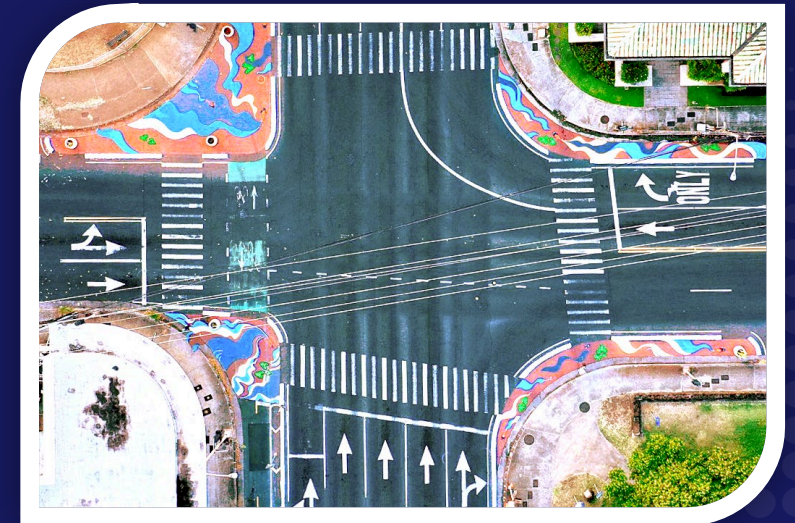
[https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A\\_Action\\_Plan\\_Components.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A_Action_Plan_Components.pdf)



# Demonstration Projects



- **Feasibility studies**
  - **Planters, flex posts, & other removable traffic calming improvements**
  - **Quick builds**
- MUTCD engineering studies
  - bike lane treatments, high-viz crosswalk markings, signage, etc. and much more!
- **Behavioral or operational activity pilot programs**
  - **Safe Routes to School non-infrastructure**
  - **Creative community engagement**
  - **Safety message development and testing**
  - **Pop-up projects**
- New technology pilot programs
- Demonstration projects do not need to be removed



Blue bolded are opportunities for public health to have a role

[https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A\\_Action\\_Plan\\_Components.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-06/SS4A_Action_Plan_Components.pdf)



# Two Years of SS4A



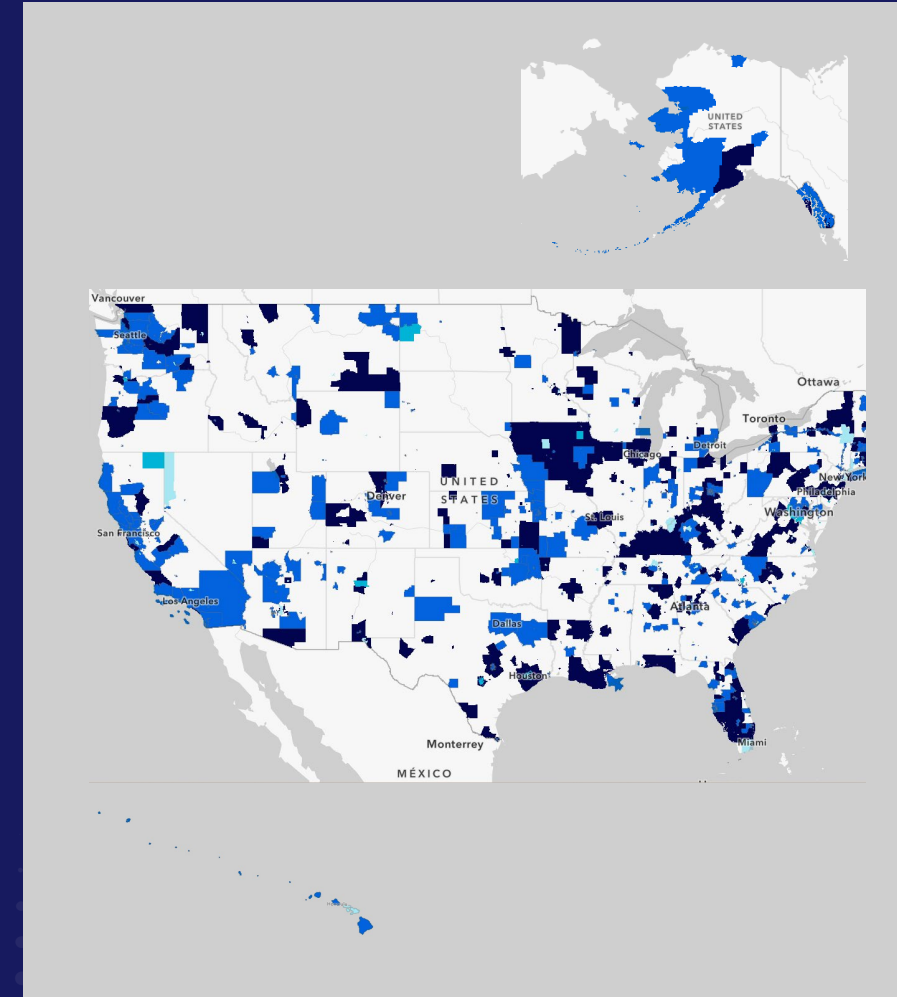
- Over \$1.7B awarded to over 1,000 communities
- 70 percent of the nation's population covered
- Not just for big cities! Rural communities account for half of recipients
  - 465 communities under 50,000 people
- Manageable for first-time recipients of federal funding
  - 75 percent of recipients were new direct recipients of US DOT funds



# Activity 1: Look at SS4A Awards in Your Geography



- Visit:  
<https://www.transportation.gov/grants/ss4a/cumulative-awards>
  - 2023 Awards:  
<https://www.transportation.gov/grants/ss4a/2023-full-award-list>
  - 2022 Awards:  
<https://www.transportation.gov/grants/ss4a/2022-full-award-list>
- Note on your worksheet communities in your geography that received planning grants



# Why more planning?



- Enmesh CD4PA into community's transportation priorities
- Projects and strategies selected in an SS4A plan may be incorporated into future funding programs:
  - Highway Safety Improvement Program
  - Vulnerable Road User Special Rule Funds
  - And incorporated into Vulnerable Road User Safety Assessment
- Conduct robust and equitable community engagement
- Demonstration projects can include feasibility studies and engineering studies, which can often be precursors to other funding opportunities
  - Pilot behavioral change strategies, for example, messaging campaigns
  - Most federal funding does NOT fund this phase of a project
- Prioritize safety improvements in communities made vulnerable by historical/contemporary policy and funding decisions
- Shift to Safe System approach

# Advancing CD4PA Through SS4A



- Encourage your community to apply for a planning grant
- Work with your community to develop a Safe Routes to School Action Plan, equity analysis, or ADA transition plan to supplement your community's Comprehensive Safety Action Plan
  - For example, analyze crashes to create a High Injury Network for youth or conduct systemic safety analysis to proactively address dangerous intersections for youth
- Apply on your own, or work with your community to pilot demonstration projects like pop-up traffic calming or behavioral interventions like Safe Routes to School





# Creative Uses of SS4A Funds



- Safe Routes to School non-infrastructure
  - Walking school buses
  - Bike Buses
  - Crossing guards
- Pay parents/volunteers for their time participating in Safe Routes to School
- Hold Walk to School Day Events & collect data on how they influence perceptions of safety/mode shift
- Deploy traffic calming & signs and collect data
- Data collection: better understanding challenges
- Operator safety training for bus drivers
- Use artwork to tell messages
- Test out communications messaging
- Pilot ciclovía/road closures





## Activity 2: Look at SS4A High-Fatality Rate Priority Communities in Your Geography



- Visit: <https://www.transportation.gov/grants/ss4a/fatality-rate-consideration>
- Note communities in your geography with fatality rates of 17 per 100,000
- There is a new Planning and Demonstration Grant **award selection consideration for applicants that have a fatality rate of 17.0 fatalities per 100,000 persons or greater.**
- The goal of this consideration is to ensure that communities with higher fatality rates are prioritized for planning and demonstration activities.

# Which SS4A grant should we apply for?



- Planning grant
  - Community does not have a Comprehensive Safety Action Plan
- Supplemental Planning grant
  - Community has (or is in the process of developing) Comprehensive Safety Action Plan, but we want to conduct additional analyses, for example focused on youth or equity
- Demonstration grant
  - Community has (or is in the process of developing) Comprehensive Safety Action Plan

Does my community have a planning grant for a Comprehensive Safety Action Plan?

<https://www.transportation.gov/grants/ss4a/cumulative-awards>

# Opportunities to Advance CD4PA Through SS4A by Recipient Type



## SPAN

- Encourage communities in your geography to apply, especially those on high-fatality list
- Talk with eligible applicants (local governments) about applying
- Pitch role for state health dept in project, like data collection and analysis
- Hold an informational webinar inviting past recipients from your state to talk about their experience
- Provide supportive data to inform narrative development
- Request a role for health department providing or analyzing data; engaging segments of population; evaluating impact of demonstration projects

# Opportunities to Advance CD4PA Through SS4A by Recipient Type



## HOP

- Encourage communities in your geography to apply, especially those on high-fatality list
- As a university, you are eligible to apply. Consider applying with or on behalf of counties you work with
- Encourage RTPOs\* to apply on behalf of communities in their jurisdiction
- Rural communities can sub-award to extension, who can help identify consultants, etc.

## HOP

- Request a role for HOP, like community engagement, providing data, conducting a demonstration project as part of the larger planning grant

- **If there is a plan in/under development:**
- Apply for demonstration projects
  - As a university, you are eligible to apply
  - Connect with jurisdictions that have planning grant to discuss opportunities for collaboration

# Opportunities to Advance CD4PA Through SS4A by Recipient Type



## REACH

- If no plan under development, encourage local jurisdiction to apply, and carve out a role for yourself
  - Community engagement
  - Demonstration project – crafting and testing new messages to resonate in your community

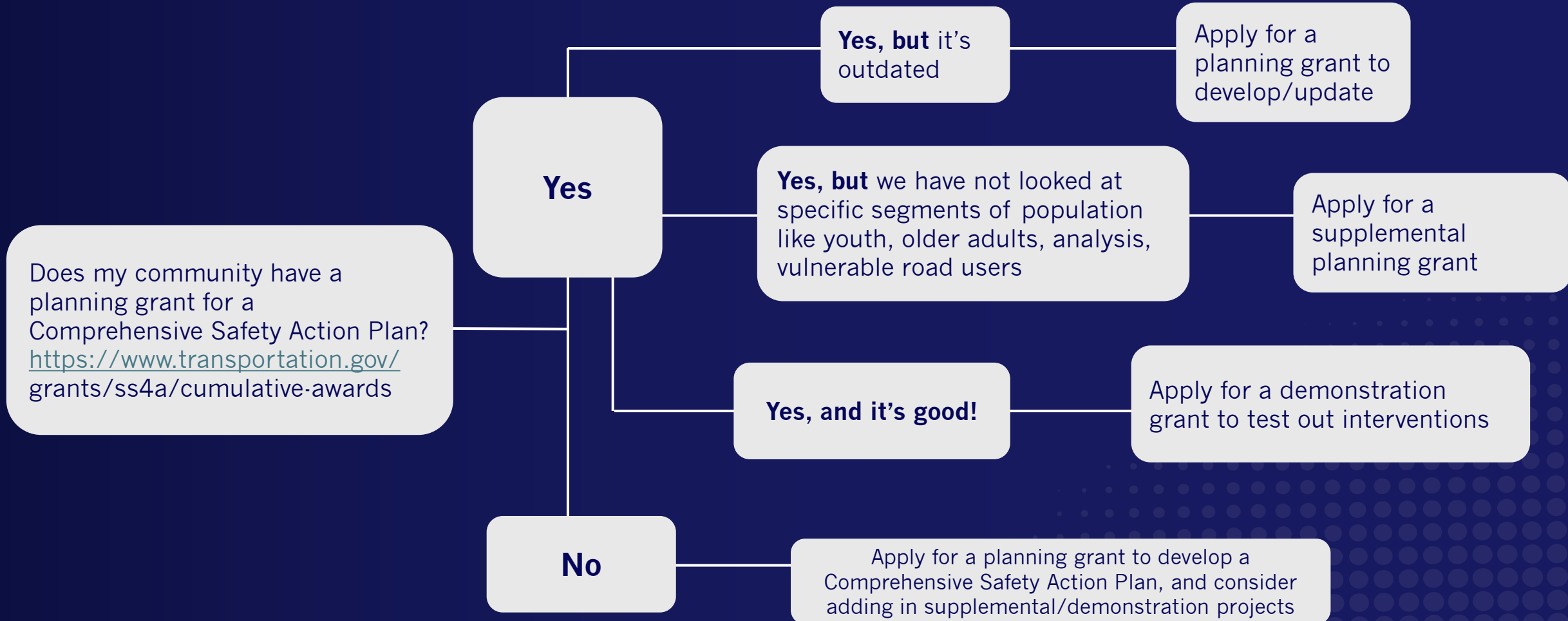
## REACH

### **If plan is in/under development:**

- Some of you are eligible applicants (universities, local health agencies).
- Apply for funding to do community engagement, equity analyses, pilot pop-up projects, pay community members for their time as walking school bus leaders, etc.



## Activity 3: Determine Which SS4A Grant to Pursue/Encourage Communities to Pursue



## Activity 4: Talking Point Selection



- Our community is prioritized for SS4A funding because of our high traffic fatality rate.
- We have a high-injury network identified, but we have not analyzed where crashes involving specific segments of our population, like youth, older adults, people who walk and bike, occur.
- There are rarely federal grants that allow communities to plan for the types of changes we want to see; we should take advantage of this time-sensitive opportunity!
- SS4A demonstration project funding can help us introduce traffic calming to our community and get their buy-in from the beginning so changes are embraced rather than rejected.
- SS4A is bigger than just developing action plans. With SS4A funding, we can develop safety campaigns, try new education and encouragement efforts, install infrastructure using removable materials.
- As public health partners, we have relationships with communities and segments of the community whose voices have often not been included in safety planning. We can help connect you with the right people to inform an equitable comprehensive safety action plan.

# Tips for Applying for SS4A



- Nail the narrative
- Quantify safety challenge
  - Avg. Annual fatality rate
  - % of Population in Underserved Communities
- Focus on equity
- Think big!
- Consider how you can sub-award to partners
- Creativity on Match
  - In-kind match means you can place a monetary value on staff time, volunteer time, other transportation safety efforts and use them as match

# Steps for Applying for SS4A



- Determine whether your community has been awarded
- Review NOFO
- Secure eligible applicant
  - Local government and political subdivisions of state, incl. transit agencies
  - Tribal governments
  - MPOs
  - Universities
  - Public health agencies (not state level)
- Apply for planning grant; use checklist
- Consider partners to support implementing planning/demonstration grant
  - Nonprofits
  - Community based organizations
  - Consultants
- Funding range: \$100,000 to \$10 million for planning, supplemental, and demonstration grants
- Deadline: August 29, 2024





# Transportation Alternatives Program (TAP)

Funding Available for CD4PA Implementation in Every State for Communities of All Sizes



# **There is money available to build safe, connected, and convenient places to walk and bike!**

*For small towns and big cities, tribal communities and major metros, rural areas and suburban neighborhoods-in every state across the country!*

# Upgrade Crossings



# Crosswalks and Refuges





# Curb Bumpouts





# Protected Bike Lanes





# Safe Routes to School

















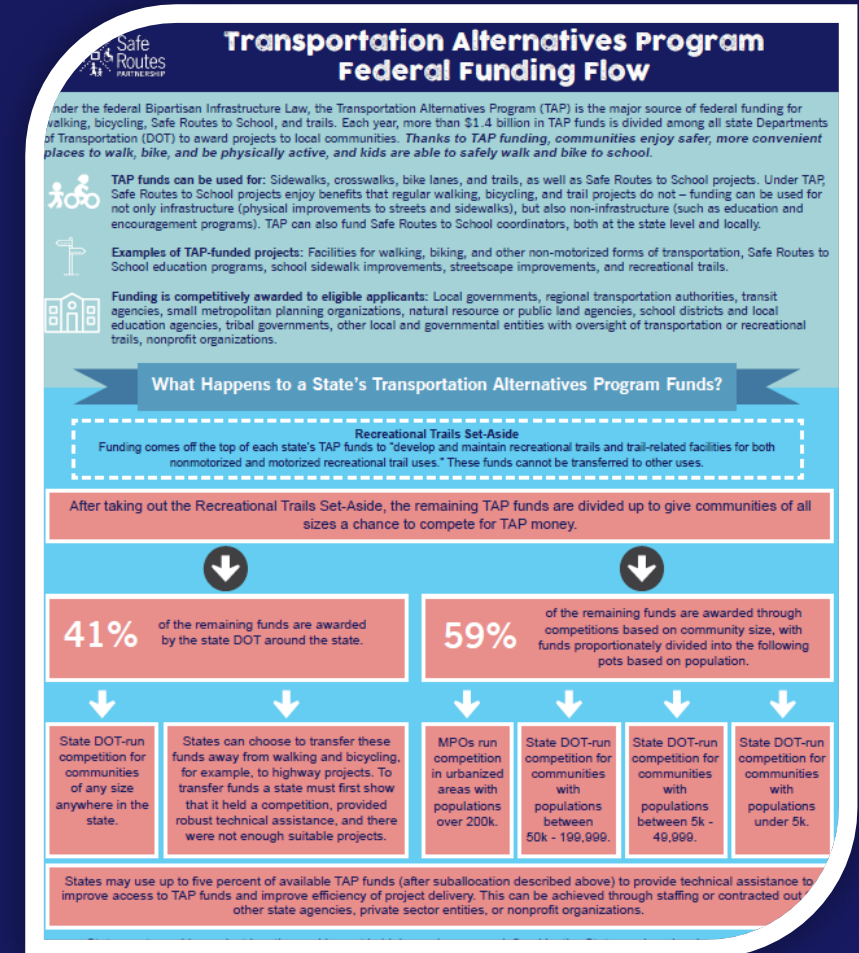




# Transportation Alternatives Program



- Every state gets money
  - Between \$5-\$133 million per year
- This is the primary source of federal funds states use to support walking, bicycling, and Safe Routes to School
- This program is intended to support local priorities
- Money is set aside for communities of all sizes – similarly sized communities compete for more than half the funds
  - Over 200,000 population
  - 50,000-199,999
  - 5,000-49,999
  - Under 5,000



# Eligibility - Projects & Sponsors



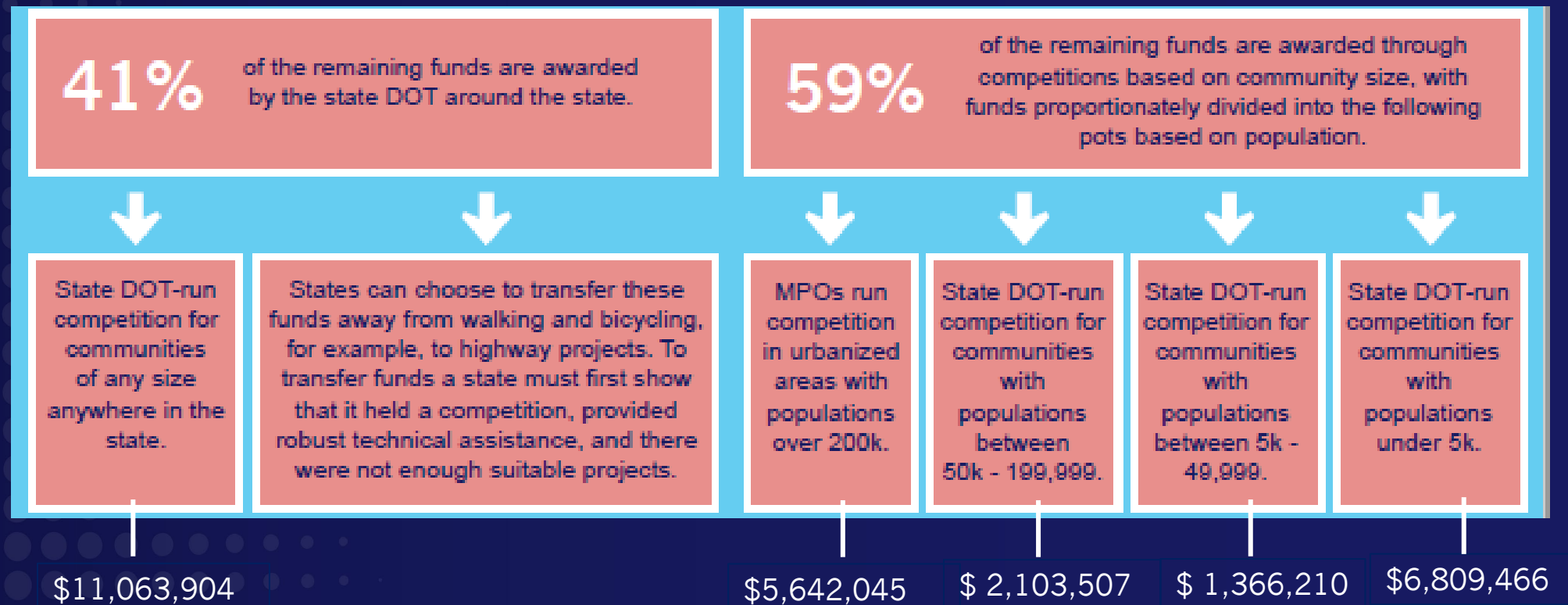
- **TAP Funding Supports:**

- Sidewalks, crosswalks, and other pedestrian infrastructure
- Bike lanes and other bicycle infrastructure
- Safe Routes to School infrastructure and non-infrastructure
- Recreational trails
- Turnouts, overlooks, and viewing areas,
- Community improvement activities (outdoor advertising, historic transportation facilities, vegetation management, transportation-related archaeological activities)
- Environmental mitigation (stormwater management, wildlife connectivity)
- Converting highways/interstate routes to boulevards

- **Who is eligible to apply?**

- Local governments
- Regional transportation authorities
- Transit agencies
- State and local parks/public lands agencies
- Schools and school districts
- Tribal governments
- Nonprofits
- Small MPOs
- Other local/regional agencies that administer transportation or trails
- State DOTs may receive funds if requested by local government

# TAP has funding set aside for communities based on size





How much money is available in your state?

[https://www.fhwa.dot.gov/legisregs/directives/notices/n4510864/n4510864\\_t2.cfm](https://www.fhwa.dot.gov/legisregs/directives/notices/n4510864/n4510864_t2.cfm)

## Activity 1: How much TAP money does my state have for walking, bicycling, and Safe Routes to School?




- Look at your state-specific TAP fact sheet: <https://saferoutespartnership.org/healthy-communities/policy-change/StateTAPFactSheets>
- Note: how much funding is available for your state to support sidewalks, bike lanes, trails, and Safe Routes to School



### Do You Want Activity-Friendly Routes to Everyday Destinations?

Louisiana has funding for that!



Louisiana has funding for sidewalks, bikeways, trails, Safe Routes to School, and more through the Transportation Alternatives Program (TAP)! This year, Louisiana has \$18,319,478 available to award to community-identified projects.

#### What kind of projects are eligible for Transportation Alternatives funding?

The most popular are bicycling and walking projects including sidewalks, crosswalks, bike lanes, Safe Routes to School projects (both construction and programming), and recreational trails. About 95 percent of dollars go to these types of projects.

Other eligible projects are: inventory and removal of outdoor advertising; historic preservation; vegetation management; archaeological activities; turnouts, overlooks and viewing areas; environmental mitigation; and streetscape improvements related to other TAP projects.

#### What about Recreational Trails?

A small amount of Transportation Alternatives goes to the Recreational Trails Program to build paved and unpaved trails for biking, walking, and rolling as well as motorized recreational usage such as ATVs and snowmobiles. The Recreational Trails Program is often run out of the state's natural resources department rather than through the department of transportation.

#### Who can apply?

Local governments, school systems, natural resources departments, transit agencies, and non-profit organizations (usually for programmatic uses like Safe Routes to School programs and bikeshare management), Tribal governments and other local governments with authority over transportation or recreational trails.

**NEW!** Small metropolitan planning organizations that serve communities with a population of 200,000 or less, and states, when invited by a local government to do a joint application, may also apply.

#### I'm interested. How can I access Transportation Alternatives Program funds?

- If your community is within a large metropolitan area, one with a population of over 200,000, the metropolitan planning organizations (MPOs) run a competitive process for these funds. Keep an eye on your MPO's website for TAP competition dates. See below for a table referencing how much money each of the MPOs in your state have available for Transportation Alternatives. Keep in mind that in some states, communities in urbanized areas can also apply for the pot of money controlled by the state DOT, giving two chances to apply.
- For communities in other areas of the state, the State DOT runs a competitive process. The state DOT runs both a general competition where communities of all sizes can apply and must set aside funds for different size communities. Those set asides make sure small communities can have a fair shot. To see the "buckets" of funding communities can apply for, and to see how funding flows from the federal government to local projects, view this [flow chart](#). See below for the dates of your state's next competition (if known).

2022

[www.saferoutespartnership.org](http://www.saferoutespartnership.org) | [Facebook.com/saferoutespartnership](https://facebook.com/saferoutespartnership) | [Twitter @SaferoutesNow](https://twitter.com/SaferoutesNow)



## Activity 2: State TAP Competition



- Search state name + "transportation alternatives program" to access information on your state DOT website
  - Note: date of next competition



## Activity 3: State TAP Guidance and Priorities



- Look for TAP guidance and application information
- Look at what makes an application competitive, what pre-work is required for applicants
- Bookmark this page to share it with your partners and interested communities

## Activity 4: Match DNPAO Priorities With TAP Opportunity



- Brainstorm communities you have worked with or plan to work with and the types of projects they could apply to work on
- Note them on your worksheet
- New to this all?
  - **Safe Routes to School Non-Infrastructure is a great starting point!**
  - Hold walk audits to learn about community priorities

# A Note about When TAP Needs Some Tweaks to Work



- Look at State Report Cards (funding for SRTS and AT) section to get a snapshot of whether or not your state might need some tweaks to its program to most effectively help communities build places to walk and bike
  - Low scores in this section can mean a convo with DOT is an important starting point
- <https://saferoutespartnership.org/resources/2022-state-report-map>
- Types of changes DOTs can make:
  - Match flexibility
  - Support developing applications
  - Help implementing projects once awarded
  - Allowing SRTS NI to be funded with TAP

# Table Breakouts



- Safe Streets and Roads for All
  - Planning Grants
  - Supplemental & Demonstration Projects
- Transportation Alternatives Program
  - Applying or helping communities apply
  - Working with my DOT to make program work better
- I don't know what my questions are



# Thank you!



## Complementary Federal Funding Sources: Safe Streets and Roads for All & Transportation Alternatives Program

May 8, 2024