The Kansas SS4A Match Pilot Program webinar will start at 11:00 a.m.

- This webinar and today’s presentation will be posted on KDOT’s website.
- All participants automatically join on mute, with cameras off.
- Please use the Q&A box to ask any questions.
Agenda

• Overview
• Planning & Demonstration Grants
• Implementation Grants
• Timeline
• FAQs & Questions
Safety Moment: Shared Responsibility

Source: New Zealand Transport Agency & the Waka Kotahi
THE SAFE SYSTEM APPROACH

- Safe Road Users
- Safe Vehicles
- Safe Roads
- Safe Speeds
- Post-Crash Care

Redundancy is crucial
Death/serious injury is unacceptable
Humans are vulnerable
Humans make mistakes
Safety is proactive
Responsibility is shared
Why are we here?

Roadway Fatalities and Serious Injuries in Kansas

- **Fatalities**
  - 2017: 462
  - 2018: 403
  - 2019: 411
  - 2020: 426
  - 2021: 423

- **Serious Injuries**
  - 2017: 1,032
  - 2018: 1,007
  - 2019: 1,407
  - 2020: 1,588
  - 2021: 1,763
2022 Kansas Safety Action Plan Recipients

Lead Applicant
*Joint Application

- Unified Government of Wyandotte County*
- SE Kansas Regional Planning Commission*
- Prairie Band Potawatomi Nation
- Leavenworth County
- City of Garden City*
- City of Dodge City
- Cowley County
- City of Valley Falls
- City of Salina*
- City of Olathe
- City of Leavenworth
- City of Lawrence*

Federal ($4.98M | 80%)
Kansas ($1.00M | 16%)
Local ($243K | 4%)
Eligible Applicants

- Metropolitan planning organizations (MPOs)
- Political subdivisions of the State
  - Cities and municipalities
  - Counties
  - Metropolitan transit authorities
  - Townships
- Federally recognized Tribal governments
- Multijurisdictional groups comprised of the above
## 2023 SS4A: Two Types of Grants

<table>
<thead>
<tr>
<th></th>
<th>Planning &amp; Demonstration (formerly Safety Action Plans)</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nationally available in FFY2023</td>
<td>$577M</td>
<td>$600M</td>
</tr>
<tr>
<td><strong>Expected Grant Range</strong></td>
<td>$100,000-$10M</td>
<td>$2.5M-$25M</td>
</tr>
<tr>
<td><strong>Match Structure of Total Costs</strong></td>
<td>80% Federal / 20% non-Federal</td>
<td>80% Federal / 20% non-Federal</td>
</tr>
<tr>
<td><strong>KDOT Match Contribution Available</strong></td>
<td>Yes.</td>
<td>Yes.</td>
</tr>
<tr>
<td><strong>Activities Supported</strong></td>
<td>A. Action Planning</td>
<td>A. Implementation of projects and strategies identified in the Action Plan</td>
</tr>
<tr>
<td></td>
<td>B. Supplemental Planning</td>
<td>B. Supplemental Planning</td>
</tr>
<tr>
<td></td>
<td>C. Demonstration Activities*</td>
<td>C. Demonstration Activities*</td>
</tr>
</tbody>
</table>

*$250M are set aside for demonstration activities in either grant type.
KDOT Resources

- Crash data linked on the [Kansas SS4A website](#)
- KDOT letters of support issued by June 30th

### County Roadway Fatalities and Serious Injuries

Data for FFY 2023 Kansas Safe Streets and Roads for All (SS4A) Applicants

Subject to 23 U.S.C. Section 409

<table>
<thead>
<tr>
<th>Counties</th>
<th>Population</th>
<th>Fatalities 2017-2021</th>
<th>Fatality Rate per 100,000 People</th>
<th>Serious Injuries 2017-2021</th>
<th>Serious Injury Rate per 100,000 People</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALLEN</td>
<td>12,503</td>
<td>9</td>
<td>14.40</td>
<td>27</td>
<td>43.19</td>
</tr>
<tr>
<td>ANDERSON</td>
<td>7,877</td>
<td>15</td>
<td>38.09</td>
<td>32</td>
<td>81.25</td>
</tr>
<tr>
<td>ATCHISON</td>
<td>16,210</td>
<td>19</td>
<td>23.44</td>
<td>50</td>
<td>61.69</td>
</tr>
<tr>
<td>BARBER</td>
<td>4,493</td>
<td>9</td>
<td>40.06</td>
<td>13</td>
<td>57.87</td>
</tr>
<tr>
<td>BARTON</td>
<td>26,209</td>
<td>17</td>
<td>12.97</td>
<td>85</td>
<td>64.86</td>
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<tr>
<td>BOURBON</td>
<td>14,539</td>
<td>11</td>
<td>15.13</td>
<td>40</td>
<td>55.02</td>
</tr>
<tr>
<td>BROWN</td>
<td>9,575</td>
<td>25</td>
<td>52.22</td>
<td>36</td>
<td>75.20</td>
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<tr>
<td>BUTLER</td>
<td>66,890</td>
<td>43</td>
<td>12.86</td>
<td>208</td>
<td>62.19</td>
</tr>
<tr>
<td>CHASE</td>
<td>2,604</td>
<td>13</td>
<td>99.85</td>
<td>17</td>
<td>130.57</td>
</tr>
<tr>
<td>CHAUTAUQUA</td>
<td>3,280</td>
<td>5</td>
<td>30.49</td>
<td>21</td>
<td>128.05</td>
</tr>
<tr>
<td>CHEROKEE</td>
<td>20,017</td>
<td>21</td>
<td>20.98</td>
<td>74</td>
<td>73.94</td>
</tr>
<tr>
<td>CHEYENNE</td>
<td>2,639</td>
<td>5</td>
<td>37.89</td>
<td>11</td>
<td>83.36</td>
</tr>
<tr>
<td>CLARK</td>
<td>2,006</td>
<td>9</td>
<td>89.73</td>
<td>8</td>
<td>79.76</td>
</tr>
<tr>
<td>CLAY</td>
<td>8,030</td>
<td>9</td>
<td>22.42</td>
<td>18</td>
<td>44.83</td>
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<tr>
<td>CLOUD</td>
<td>8,831</td>
<td>9</td>
<td>20.38</td>
<td>24</td>
<td>54.35</td>
</tr>
<tr>
<td>COFFEEY</td>
<td>8,218</td>
<td>8</td>
<td>19.47</td>
<td>27</td>
<td>65.71</td>
</tr>
<tr>
<td>COMANCHE</td>
<td>1,759</td>
<td>5</td>
<td>56.85</td>
<td>2</td>
<td>22.74</td>
</tr>
</tbody>
</table>
Planning & Demonstration Grant – Three types of eligible activities

A. Action Plan
   • Develop or complete a Comprehensive Safety Action Plan with 8 components

B. Supplemental Planning
   • Topical safety plans (e.g., vulnerable road users)
   • Road safety audits
   • Additional safety analysis and data collection
   • Targeted equity assessments
   • Follow-up stakeholder engagement

C. Demonstration Activities
   • Feasibility studies using quick-build strategies
   • Pilot programs for behavioral or operational activities
   • Pilot programs for new technology
   • MUTCD engineering studies (See p. 8 of NOFO)
Planning and Demonstration Grant

- 1–2-page application narrative.
- NO cost-benefit analysis required.
- HIGH probability of getting funded
- Automatic letter of support from KDOT
KDOT Match Structure – Planning & Demonstration

• Non-Federal Match Required by USDOT = 20%

• KDOT Match Offering
  • 10% all grant recipients
  • +5% if grant covers a rural area*
  • +5% if grant includes multijurisdictional cooperation

* Rural Area = Rural Economic Opportunity Zones
  - Counties with populations less than 40,000
  - Cities with populations less than 15,000
Implementation Grant
Are you eligible to apply for an Implementation Grant?

- Project was identified in a plan(s) meeting the requirements of the **mandatory** Self-Certification Eligibility Worksheet.
- Applicants whose plans do not meet eligibility requirements may conduct Supplemental Planning under either grant opportunity.
- Applicant can complete projects within 5 years of grant agreement execution. (see p. 21 of NOFO).
Implementation Grant –
Three types of eligible activities

- **Fund Strategies and Projects identified in an Action Plan**
  - Includes planning, design, and development

- **Supplemental Planning**
  - Topical safety plans (e.g., vulnerable road users)
  - Road safety audits
  - Additional safety analysis and data collection
  - Targeted equity assessments
  - Follow-up stakeholder engagement

- **Demonstration Activities**
  - Feasibility studies using quick-build strategies
  - Pilot programs for behavioral or operational activities
  - Pilot programs for new technology
  - MUTCD engineering studies (see p. 8 of NOFO)
Example of **Implementation Grant Recipients in 2022**

<table>
<thead>
<tr>
<th>State</th>
<th>Entity</th>
<th>Grant Amount</th>
<th>Project Highlights</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Dakota</td>
<td>County</td>
<td>$2.9M</td>
<td>Systemic safety improvements on rural roads</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>City</td>
<td>$4.4M</td>
<td>Accessible intersections on 5 corridors in high-injury network.</td>
</tr>
<tr>
<td>Montana</td>
<td>City</td>
<td>$9.3M</td>
<td>Proven safety countermeasures and Complete Streets connections for 2 corridors</td>
</tr>
<tr>
<td>Iowa</td>
<td>County</td>
<td>$10M</td>
<td>Shoulder widening, rumble strips, low-cost safety countermeasures 50 miles of roadway – priority recommendations LRSP</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>Indian Nations Council</td>
<td>$21.2M</td>
<td>Proven safety countermeasures at intersections regionally.</td>
</tr>
<tr>
<td>Kentucky</td>
<td>County MPO</td>
<td>$21.5M</td>
<td>Right size 10 roadway corridors with road diets, bicycle lanes, pedestrian refuges, sidewalks, improved lighting, etc.</td>
</tr>
</tbody>
</table>
Implementation Grant

• 12-page narrative
  • Includes High-injury Network or equivalent geospatial analysis
  • Must demonstrate project readiness to execute and complete full scope of work within five years of grant execution, including design and construction and environmental, permitting, and approval processes.

• Self-certification eligibility worksheet and budget required
• Unknown probability of getting funded
• Letter of support from KDOT contingent on meeting safety requirements
• Supplemental Planning and Demonstration supports a specific strategy or action (like environmental planning)
KDOT will score implementation proposals before committing to cost share

- **Scoring Criteria Include:**
  - Whether the applicant has conducted a *safety diagnosis* step to document focus crash types, risk factors, and priority locations for improvement.
  - Whether the *proposed project* addresses the specific crash type(s) documented or the specific risk factors identified.
  - The *fatal and serious injury crash reduction* that would be expected through the implementation of the proposed project(s).
KDOT Match Structure – Implementation

- Local Match Required by USDOT = 20%
- KDOT Match Offering
  - 10% all grant recipients
  - +5% if project is in a rural area* or addresses safety for all road users**
  - +5% if project is in a disadvantaged area***

* Rural: Rural Economic Opportunity Zones
  - Counties with populations less than 40,000
  - Cities with populations less than 15,000

** Drivers, pedestrians, cyclists, and other non-motorized road users

*** Climate & Economic Justice Screening Tool
Subject to 23 U.S.C. Section 409
Next Step: Notify KDOT of your intent to apply by May 29
2023-2024 Timeline

**May 10**  
KDOT webinar

**May 29**  
**Notify KDOT of intent to apply**

**June 30**  
KDOT to issue letters of support

**July 10**  
**U.S. DOT Application Deadline** (4 p.m. CST)

**October**  
Round 1 Awardees Announced (P&D)

**December**  
Round 2 Awardees Announced  
(Implementation and other P&D Grants)
FAQs

- Kansas Counties' Local Road Safety Plans and USDOT Self-Certification Eligibility Worksheet
- Local Cost Share Options
Do the Local Road Safety Plans meet criteria in the U.S. DOT Self-Certification Eligibility Worksheet?

• Answer: Maybe

• The Kansas Counties with Local Road Safety Plans (LRSPs) may be eligible to apply for implementation grants if they make a concerted effort to meet additional criteria of the eligibility worksheet.

• KDOT cannot guarantee U.S. DOT would consider the LRSP eligible if the following actions were taken.
### Question

<table>
<thead>
<tr>
<th>Question</th>
<th>Do Kansas LRSPs meet criteria?</th>
<th>Notes</th>
<th>Steps counties could try:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q3</td>
<td>Yes</td>
<td>Analysis of Safety Issues.</td>
<td>n/a</td>
</tr>
</tbody>
</table>
| Q7       | Maybe                          | • Identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan – Yes  
• Time ranges when projects and strategies and projects will be deployed – Maybe (LRSPs contain prioritized segment recommendations but no specific time ranges)  
• Explain project prioritization criteria - Yes | LRSP may be qualifying if the County Manager or County Commissioners add a front page that addresses Q7 stating that it is the goal of the County to implement the projects in the plan by X timeframe. |
| Q9       | Yes                            | Completed LRSPs meet this requirement of being finalized between 2018 and June 2023. | n/a |
**Must answer 'yes' to at least four of the six remaining Questions 1, 2, 4, 5, 6, and 8.**

<table>
<thead>
<tr>
<th>Question</th>
<th>Do Kansas LRSPs Meet Criteria?</th>
<th>Notes</th>
<th>Steps Counties could try.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1</td>
<td>No</td>
<td>LRSPs do not include a written commitment to zero roadway fatalities and serious injuries nor was a target date to reach zero or to reach significant declines indicated.</td>
<td>LRSP may be qualifying if the County Manager or County Commissioners add a front page that addresses Q1 stating a commitment to zero and a target date to reach that goal.</td>
</tr>
<tr>
<td>Q2</td>
<td>Yes</td>
<td>Establish a committee or task force.</td>
<td>n/a</td>
</tr>
<tr>
<td>Q4</td>
<td>Yes</td>
<td>Public engagement.</td>
<td>n/a</td>
</tr>
<tr>
<td>Q5</td>
<td>No</td>
<td>LRSPs did not include equity analysis.</td>
<td>The criteria cannot be addressed without conducting supplemental planning.</td>
</tr>
<tr>
<td>Q6</td>
<td>Yes</td>
<td>Assessment of current policies.</td>
<td>n/a</td>
</tr>
<tr>
<td>Q8</td>
<td>No</td>
<td>LRSPs do not indicate how progress will be measured via outcome data. LRSPs have not been posted to the public online.</td>
<td>LRSP may be qualifying if the County Manager or County Commissioners add a front page that addresses Q8 by adding outcome measures and by posting the LRSP online.</td>
</tr>
</tbody>
</table>
If our community does not have any roadway fatalities, will it be competitive?

• Answer: Probably.

• Applicants should apply for Planning and Demonstration Grants regardless of the number of roadway fatalities.

• Kansas Recipients 2022:
  • 1 city had 0 roadway fatalities and 1 serious injury.
  • The lowest fatality rate was 2.3 fatalities per 100,000 people

• KDOT has provided serious injury data to augment applications.

• Systemic safety countermeasures proactively address safety issues before serious crashes happen.
We are a rural community. Will we be competitive for this grant?

• Answer: Probably.
• Yes, especially if you partner with other rural communities.
• U.S. DOT’s Rural Opportunities to Use Transportation for Economic Success (ROUTES) program can assist rural areas with the grant application process (see SS4A: Rural and Tribal Applicants webinar recording).
• KDOT is offering an additional 5% of the total cost share for communities that meet the Rural Opportunity Zone standards.
What qualifies as the local match?

- Cash or in-kind match from other non-Federal sources
- Direct or indirect costs to execute projects and strategies (see p. 12 of NOFO)
To what extent will KDOT be involved in the application?

- KDOT can provide resources such as crash data and letters of support as outlined in this presentation.
- KDOT cannot be listed as a joint applicant.
- https://www.ksdot.gov/ss4a/programinformation.asp
Q&A
Alone we cannot solve this problem. Together we can.

KDOT#SS4A@ks.gov
Bureau of Transportation Safety
Kansas Department of Transportation

https://www.ksdot.gov/ss4a/programinformation.asp