



MEMORANDUM

TO: NP&EDC

FROM: Patrick Reed, AICP, Transportation Program Manager

DATE: July 18, 2022

SUBJECT: Safe Streets and Roads for All – Comprehensive Safety Action Plan Grant Application

REQUESTED ACTION: Motion to endorse the attached letter of support, with any necessary edits per the discretion of the NP&EDC, for the Nantucket TPO's Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan grant application.

BACKGROUND: President Biden signed the Infrastructure Investment for Jobs Act (IIJA), more commonly referred to as the Bipartisan Infrastructure Legislation (BIL), on November 15, 2021. This legislation authorized the Safe Streets and Roads for All (SS4A) discretionary grant program. The Federal Highway Administration (FHWA) released a notice of funding opportunity for the program with an application deadline of September 15, 2022. The program funds 1) the implementation of safety projects noted within an eligible comprehensive safety action plan or; 2) the development of said plans. Neither the Town of Nantucket nor the NP&EDC (sitting as the Nantucket TPO) have an eligible comprehensive safety action plan.

This application, prepared in partnership with the other three rural Massachusetts TPOs, will support the development of comprehensive safety action plans for the region. The plan will identify and prioritize roadway safety-oriented projects. This will allow the Town and/or Nantucket TPO to pursue implementation funding opportunities in future program cycles.

DISCUSSION: Basic program questions are answered in the section below.

- **What is the Safe Streets and Roads for All program?** The Safe Streets and Roads for All (SS4A) program is a discretionary grant program authorized through the federally enacted Bipartisan Infrastructure Legislation. Approximately \$5 billion of funding is appropriated for SS4A over the next five years, which includes approximately \$1 billion of funding for applicants in FY22. Regional, county, local, and tribal bodies are eligible to apply for federal aid to support the 1) implementation of projects noted within an eligible comprehensive safety action plan, or; 2) the development of

comprehensive safety action plans (but not both activities simultaneously). Multiple regions, tribes, municipalities, counties, etc. may work together to coordinate a joint application, where feasible and/or desirable based on scope.

- **Why is the region pursuing grant funding for the development of a Comprehensive Safety Action Plan? Why not pursue an implementation funding?** No comprehensive safety action plan currently exists for Nantucket. To be eligible for federal aid to support implementation in future grant cycles, the town must first develop a comprehensive safety action plan.
- **What is a Comprehensive Safety Action Plan?** An eligible comprehensive safety action plan must include the following components:
 1. **Leadership Commitment/Goal Setting** - Either:
 - a. A time-bound commitment toward achieving zero roadway fatalities and injuries; or
 - b. A time-bound commitment toward achieving an ambitious percentage reduction of roadway fatalities and serious injuries.
 2. **Oversight:** Identification of a group/body charged with oversight of the Action Plan.
 3. **Safety Analysis:** Analysis of existing conditions and historical trends, specific needs, identification of high-risk locations within the roadway network.
 4. **Engagement and Collaboration:** Stakeholder and community group interface; intergovernmental/departmental interface; incorporation of these groups' feedback into the Action Plan.
 5. **Equity Considerations:** Identification of underserved communities and their needs; impact assessment(s) of strategies/projects on equity-focus populations.
 6. **Policy and Process Changes:** Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve/prioritize transportation safety.
 7. **Strategy and Project Selections:** Prioritized list of projects and strategies with ideal timeframes (short, mid, long).
 8. **Progress and Transparency:** Method(s) to measure progress over time.
- **Why is the NP&EDC partnering with the Martha's Vineyard Commission (MVC) and the Franklin County Regional Council of Governments (FRGCOG) on the application?** The notice of funding opportunity states that FHWA anticipates awarding 300 grants in this application cycle, which is open to municipalities, counties, regions, tribes, and other governmental entities across the county. This federal program permits joint applications. To develop a competitive application that aligns with the scale of anticipated award funding, the NP&EDC contacted MVC and FRCOG staff to coordinate an application. If awarded, the three regional bodies will share consultant services to develop methods to identify and/or predict high-injury locations for rural roadways, design solutions

and standards for rural roadways, and municipal vision zero toolkits. Each of these will be components of the regions' three distinct Comprehensive Safety Action Plans.

- ***Will each region in the shared application develop its own safety action plan?*** Yes, if awarded, each region will share consultant services and consultant produced tools to develop three separate region-specific Comprehensive Safety Action Plans.
- ***If awarded, will Nantucket be responsible for providing any funds for the Comprehensive Safety Action Plan?*** Staff has budgeted \$59,000 in the FY23 UPWP to develop Nantucket-specific Complete Street Guidelines. If an award is provided, these funds could be shifted to support Nantucket's share of the match, if necessary, as the application request will include similar tasks. In the event alternative state level funding sources are identified, these UPWP direct costs will be reprogrammed to support other efforts.
- ***What are the next steps?*** NP&EDC staff will continue to coordinate with staff from the MVC and FRCOG on application needs. FHWA will inform applicants about awards, if any, in early 2023. Details included above are subject to change based on collaboration with application partners at MVC and FRCOG.

CONCLUSION: Staff recommends the Commission endorse the attached letter of support for the application.

ATTACHMENTS: Letter of Support – SS4A Grant Application