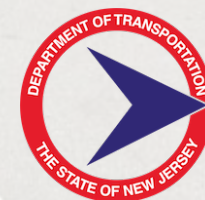


SS4A and PROTECT Grants for Implementing Complete and Green Streets

May 17, 2023

New Jersey BPAC Meeting



RUTGERS

Edward J. Bloustein School
of Planning and Public Policy



Public Health
& Safety



Green Streets



Economy



Equity

COMPLETE & GREEN STREETS FOR ALL

MODEL COMPLETE STREETS POLICY & GUIDE

MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS

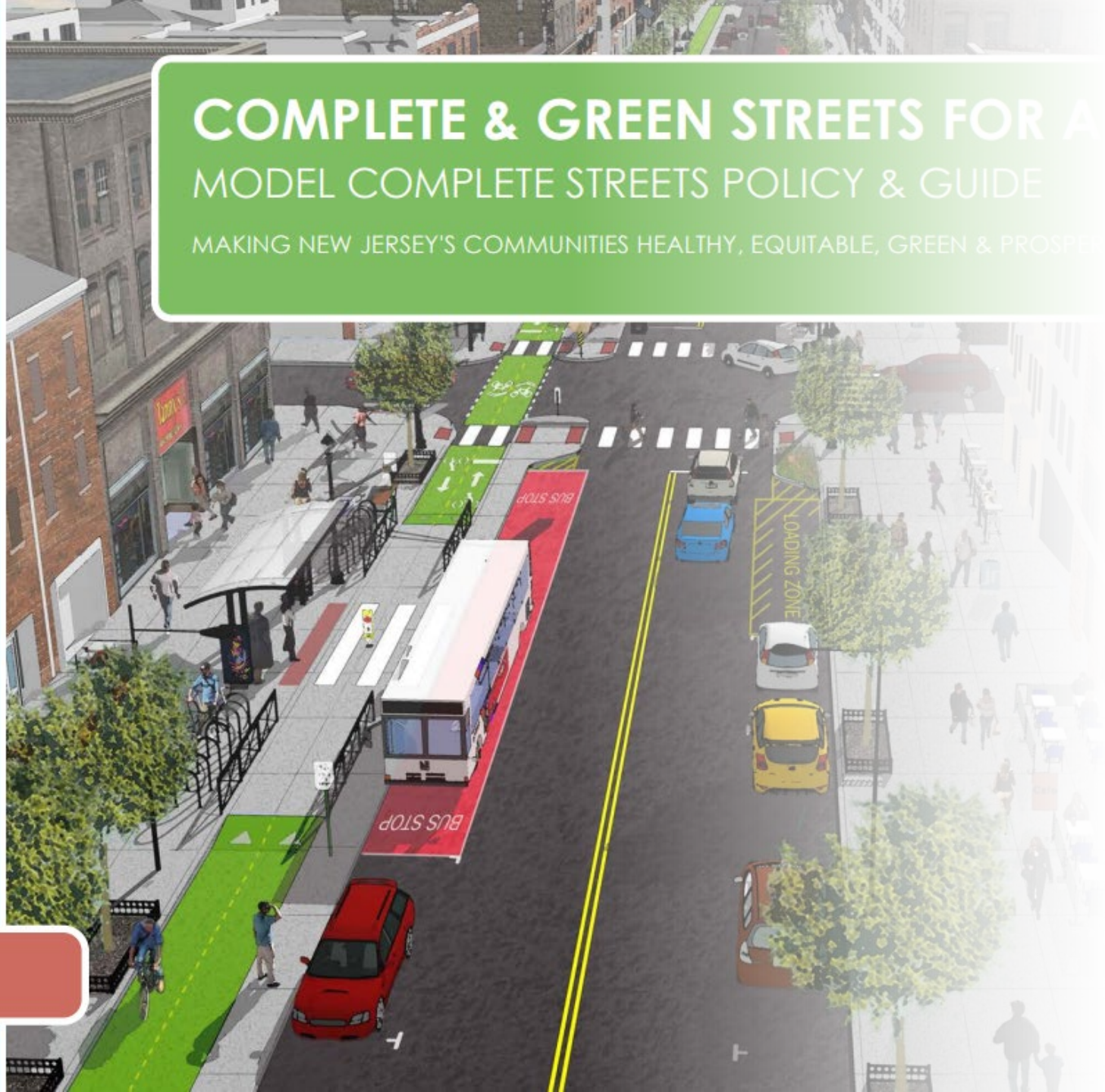
Complete and Green Streets for All Model Policy and Guide

Updated in 2020 to include Green Streets

- Flood mitigation
- Stormwater runoff management
- Reduction in heat island effect

JULY 2019

(Updated January 2020)



Safe Streets and Roads for All (SS4A) Discretionary Grant Program

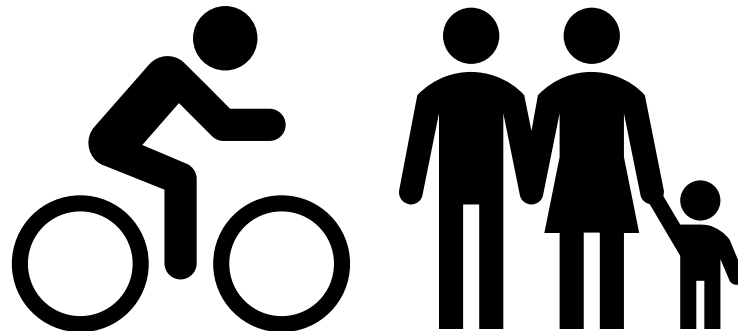
Application deadline: July 10, 2023 at 5pm EST

National Roadway Safety Strategy



The **Safe Streets and Roads for All (SS4A)** program supports the [National Roadway Safety Strategy](#), which is centered around the **Safe System Approach**:

- Funds local initiatives to prevent fatalities and serious injury (FSI)
- Supports “Vision Zero” or “Toward Zero Deaths” initiatives



[Info Source: FHWA]



What is the SS4A Program?

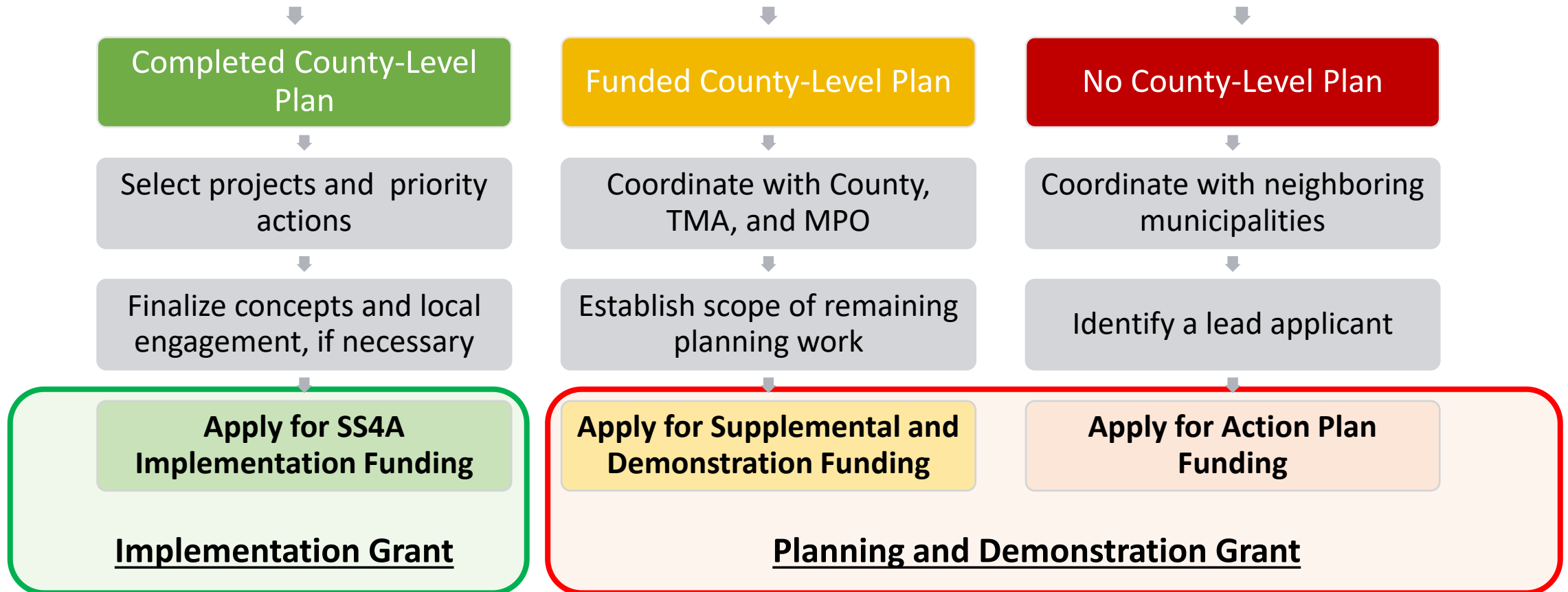
- Competitive FHWA grants for safety improvements on public roads
- Available to governing bodies below the state government level
- \$5 billion made available in the Bipartisan Infrastructure Law (BIL) over 5 years
- \$1.2 billion in funding available in FY 2023
 - \$600 billion for planning and demonstration projects
 - \$600 billion for project implementation
- 20% local match

*[Info Source: FHWA, League of American Bicyclists]
[Info Source: FHWA]*

What should municipalities apply for?

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— | —
4 | A

Step 1: Coordinate with County on the status of their qualifying Safety Action Plan



SS4A: Demonstration Projects

- Funded as part or whole of a Planning and Demonstration Grant
- 20 percent match
- May fund infrastructural pilot and/or demonstration projects
- Logical connection to a safety problem
- Not location-specific
- Low-cost to install, begin using, and remove
- “Temporary in nature” with an end date to the trial period
- Findings from the demonstration are reported in a comprehensive safety action plan

Example Demonstration Projects

- Painting and restriping
- Temporary speed bumps
- Installation of vertical delineators (flex-posts)
- Placement of impermanent objects on the right-of-way
- New pilot Safe Routes to School activities
- Setting safe speed limits, variable speed limits
- Lane-use/reversible lane control signs



A curb extension installed using striping, paint, and vertical delineators, Jersey City, photo source: VTC, 2019.



Bike parking in curb extension with planters and temporary curb blocks, Asbury Park, photo source: VTC, 2018.

SS4A: Permanent Implementations

- Apply for an Implementation Grant
- 20 percent match
- Based on projects and strategies in a comprehensive safety action plan
- Produce final project plans, including engineering, environmental review, etc.
- Fully permanent installation of new or replacement infrastructure

Example Implementations

- Installation of sidewalks with stormwater retention
- Permanent curb extensions with green infrastructure
- Hardening of protected bike lanes
- Installation of road diet reconfiguration
- Elevated crosswalks and/or speed tables
- Chicanes with green infrastructure



A bioswale provides stormwater resiliency while also acting as traffic calming, Hoboken, photo source: Google StreetView



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

Safe Streets and Roads for All Grants

About Safe Streets and Roads for All Grants

Announcement

Webinar Series

How to Apply

Resources

FAQs

Awarded Projects

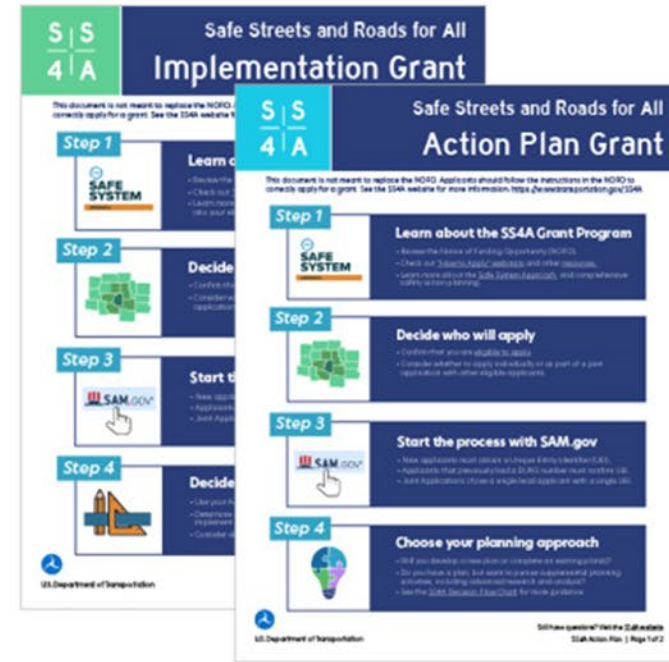
Grant Implementation

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.

SS4A Application Aids

- [Action Plan Grant Information Sheet](#)
- [Implementation Grant Information Sheet](#)
- [Application Decision Flow Chart](#)
- [Action Plan Components](#) (from NOFO Table 1)
- [Self-Certification Eligibility Worksheet](#) (from NOFO Table 2)
- [Action Plan Grant Application Template](#)
- [Implementation Grant Application Template](#)
- [SS4A Match and Cost Share Examples](#)
- [Eligible and Ineligible SS4A Applicants](#)
- [Eligible and Ineligible SS4A Action Plans](#)
- [Eligible and Ineligible SS4A Implementation Grant Projects](#)
- [Calculating Average Annual Fatality Rate](#)
- [Calculating Percentage of Population in Underserved Communities](#)
- [Standard Forms \(SF\) Fact Sheet](#)



PROTECT Discretionary Grant Program

Promoting **R**esilient **O**peration of **T**ransformative, **E**fficient,
and **C**ost-Saving Transportation

Application deadline: **August 18, 2023 at 11:59pm**

PROTECT Discretionary Grants

- Funds projects that address the climate crisis by improving the resilience of the surface transportation system
- Eligible to fund highway, public transportation, ports, and intercity passenger rail projects

	Planning Grants	Resilience Improvement Grants	Community Resilience and Evacuation Route Grants	At-Risk Coastal Infrastructure Grants
Available funding (Subtotal: \$848 mil)	\$45 million	\$638 million	\$45 million	\$120 million
Federal Match	100%	80-90%	80-90%	80-90%
Relevant activities	Create a resiliency plan	Build green/resilient infrastructure	Enhance evacuation route technology and capacity	Improve facilities at risk of coastal flooding

PROTECT Resilience Improvement Grants

75 percent of funding for this application round (\$638 million)

Eligible recipients include:

- A State, MPO, county, local, and Tribal government
- A Federal land management agency applying jointly with a State
- A special purpose district or authority related to transportation (e.g. a port authority)
- A multi-State or multijurisdictional group of the above

PROTECT Resilience Improvement Grants

Minimum funding of \$500,000

Local match starts at 20 percent, discounts available

- Can include other federal funds
- 7 percent discount if the State or MPO has prioritized the project in a Resilience Improvement Plan (RIP)
- 3 percent discount if the RIP has been incorporated into the metropolitan transportation plan or statewide long-range transportation plan

PROTECT Green Street Activities

- Stormwater runoff system enhancements
- Incorporation of natural infrastructure on or near streets
- Permeable surface sidewalks and roads
- Increasing marsh health and total area near adjacent to highways

Top: Bioswale used as a chicane, Berkely, CA, photo source: NACTO

Bottom: New development in Morristown with a rain garden on in the sidewalk, photo source: VTC, 2018.



PROTECT for Complete and Green Streets



Key strategy: Incorporate green infrastructure so that it also enhances safety of all road users

Left: Bioswale in a curb extension, Hoboken, NJ
(Photo: City of Hoboken)

Right: Planters for a barrier for a protected bike lane, Vancouver, BC (Photo: [Paul Krueger](#))



Thank you!



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