



City of Colusa California

STAFF REPORT

DATE: April 27, 2022
TO: City of Colusa Mayor and Council Members
FROM: Fernanda Vanetta, Grant Writer through Jesse Cain, City Manager

AGENDA ITEM:

Subject: US Department of Transportation (DOT) Safe Streets and Roads for All (SS4A) Planning Grant

Recommendation: Council to approve resolution 22-____ for the City of Colusa to submit grant bid to the DOT for a planning grant for a Comprehensive Safety Action Plan for the City's Transportation Infrastructure and Council to approve resolution 22-____ making a commitment to set a goal for zero fatalities and serious injuries on the roads of the City of Colusa.

BACKGROUND ANALYSIS: The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

One of the activities that is eligible for the SS4A program is the development of a comprehensive safety action plan. A comprehensive safety action plan (referred to as Action Plan) is aimed at preventing roadway fatalities and serious injuries in a locality, Tribe, or region. The primary deliverable for an Action Plan Grant is a publicly available Action Plan. The plan shall include the following:

1. Leadership Commitment and Goal Setting; The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries.
2. Planning Structure; A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
3. 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).

4. 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.
5. 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.
6. 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.
7. 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.
8. 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.

As a next step and part of the grant application progress, City Staff will public notice and run a meeting to start the process to draft a Request for Proposal (RFP). The RFP will include the criteria above and any additional feedback from the community that would enable the City to deliver a complete Action Plan. Possible partners for the project are local universities and colleges, Caltrans, and/or engineering firms.

The SS4A grant is a federal grant and requires a 20% non-federal dollars match. City Staff would like to apply for up to \$250,000.

BUDGET IMPACT: The 20% match required for this grant would result in a cost to the city of \$50,000 for the project. The project could be scaled back which would result in a reduction in matching funds.

STAFF RECOMMENDATION: Council to approve resolution 22-____ for the City of Colusa to submit grant bid to the DOT for a planning grant for a Comprehensive Safety Action Plan for the City's Transportation Infrastructure and Council to approve resolution 22-____ making a commitment to set a goal for zero fatalities and serious injuries on the roads of the City of Colusa.

ATTACHMENT: