



Count on us.

# Federal Transportation Safety Grants

UNM Center for  
Pedestrian and Bicycle Safety  
Federal Grants Webinar  
July 16, 2024

# Federal Grant Considerations & Criteria

- ✓ Urban/ Rural designations
- ✓ Partnerships – collaborate with other jurisdictions, agencies, letters of support
- ✓ Cost Share – federal/ nonfederal sources/ document committed match
- ✓ Project Readiness – scope/ schedule/ tech capacity/ approvals/ costs/ mitigate risks
- ✓ Innovation – technologies/ delivery methods
- ✓ Infrastructure in Good Repair – asset management/ maintenance costs
- ✓ Congestion – LOS/ delay/ volume to capacity/ multimodal mobility
- ✓ Sustainability - air quality/ greenhouse gases/ stormwater quality/ heat islands
- ✓ Economic Competitiveness – increases jobs/ wages/ unions/ workforce/ mixed uses
- ✓ Equity – disadvantaged/ underserved / health impacts/ public outreach/ accessibility
- ✓ **Safety** – Vision Zero/ Safe Systems Approach/ vulnerable users/ low-cost high impact

# Formula Grants for Bike Ped Infrastructure

- TIP/ STIP Process – STPU/ TAP Applications
    - MPO Project Selection Process – Safety Criteria (40 pts)
      - High Fatality and Injury Network
      - Long Range Transportation System (Complete Streets) Guidance
      - Pedestrian and Bicycle Strategies
      - Geometric Safety Strategies
  - NMDOT Process – TAP Flex, CMAQ, HSIP Applications
    - Safety and Security Criteria (20 points)
      - Increase safety and security of motorized and non-motorized users
      - User's ability to commute and access services by walking, biking, transit
      - Cite supporting documents
      - HSIP is funding specific countermeasures such as pedestrian hybrid signals
  - Challenges – NMDOT district not always supportive of urban design standards
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# Competitive Grants - RAISE

- RAISE (Formerly BUILD, TIGER) Applications - Safety Merit Criteria
  - Planning and construction grants
  - Identify safety problem to be addressed
  - Identify crash rates over 5-year period
    - Use High Fatality and Injury Network – location of crashes compared to project location
    - Vulnerable roadway users
    - Contributing factors
  - Identify proven countermeasures to reduce crashes
  - Aligns with National Roadway Safety Strategy, Safe Systems Approach
    - Safer people, vehicles, speeds, roads, post crash care
  - Benefit Cost Analysis
    - Safety benefits over 20 years (costs of infrastructure to costs fatalities & serious injuries)
  - Challenges: Costs of hiring BCA consultant

# Competitive Grants – SS4A

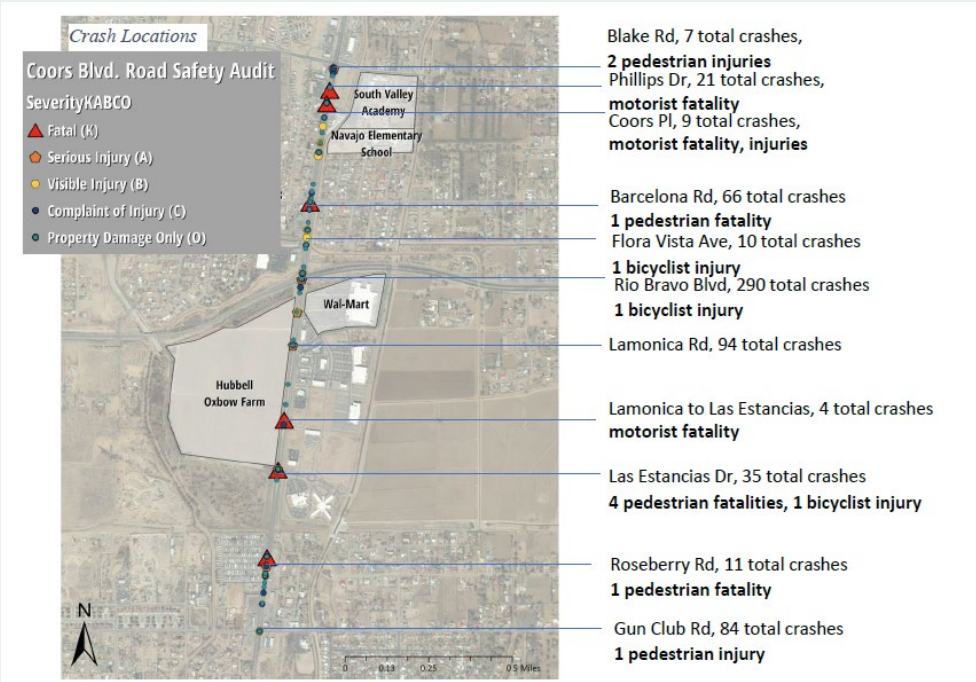
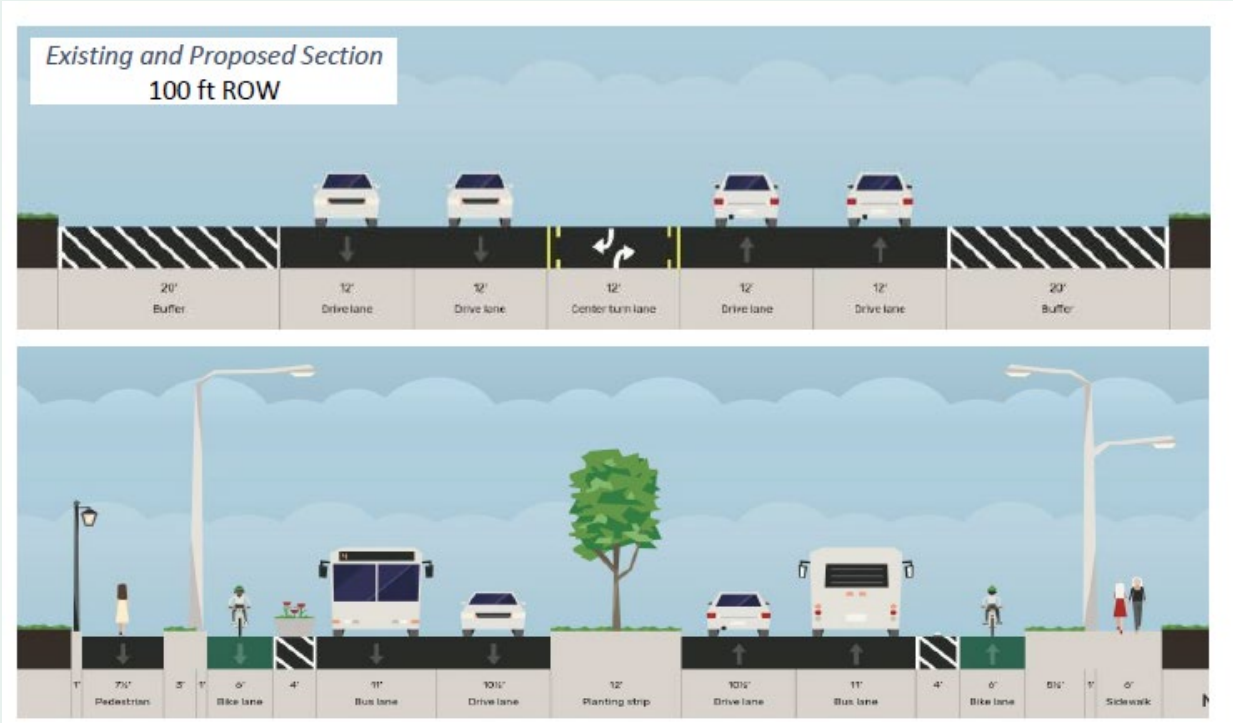
- Action Plan Required Components: (Self Certification Eligibility Worksheet)
  - Leadership Commitment
    - High ranking official has committed to zero fatalities or serious injuries by specified date
  - Planning Structure
    - Committee established to prepare action plan and monitor progress
  - Safety Analysis
    - Analysis of crash trends, location, types, contributing factors, etc
  - Engagement and Collaboration
    - Stakeholders, agencies input incorporated into plan
  - Equity Considerations
    - Identification of underserved communities; inclusive process
  - Policy and Process Changes
    - Assesses current policies and adoption process for new policies
  - Strategy and Projects
    - Project prioritization and timeframes
  - Progress and Transparency
    - Measures of outcomes

# Competitive Grants – SS4A

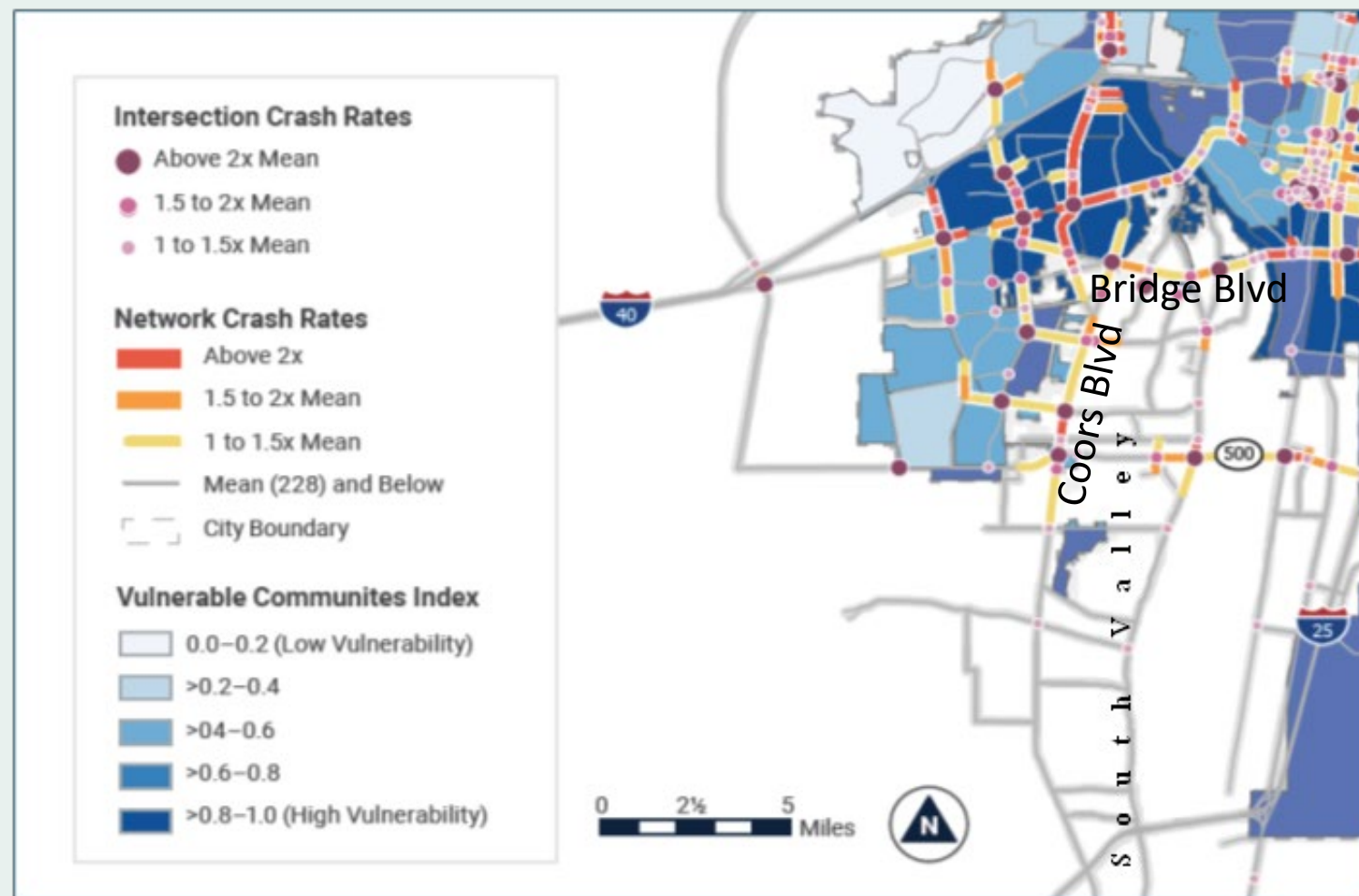
- SS4A Implementation Grants Selection Criteria
  - Description of Safety Problem
    - Must use FARS average for jurisdiction – fatality analysis reporting system
    - Equity – use ETC explorer tool – 40% funding to historically disadvantaged communities (climate risk, environmental burden, health & social vulnerability, transportation insecurity)
  - Safety Impact Assessment
    - Crash trends, locations, types, contributing factors, safety studies, implementation costs
  - Vision Zero Strategies – each jurisdiction’s plan or use regional plan
    - City of Albuquerque’s Vision Zero Action Plan
    - Albuquerque Public Schools Vision Zero Action Plan
    - Mid Region Council of Governments Regional Safety Action Plan (Update underway)
    - County’s Pedestrian and Bicyclist Safety Action Plan (Update underway)
  - Challenges: can no longer share action plan



# South Coors Blvd - Multi-jurisdiction partnership



# High Fatality and Injury Network





# Proven Countermeasures

Implement individual projects area wide or along corridors:

- Safety Action Plan / Road Safety Audit
- Pedestrian facilities (and transit shelters) with ADA compliant sidewalks, CRF = 89%
- Crosswalks with high visibility markings, CRF = 40%, and advanced stop bars, CRF = 25%
- Pedestrian median refuges, CRF = 56%
- Bicycle facilities with buffered bike lanes, CRF 49%, with separated bike lanes, CRF = 54%
- Access management: raised medians/ turn bays, CRF = 71%, driveway closures, CRF = 31%
- Traffic signal enhancements, to include leading pedestrian intervals, CRF = 13%
- Illumination with pedestrian lighting, CRF = 37%
- Speed compliance with narrow travel lane widths, CRF = 32%
- Install adaptive signals, CRF = 40% for fatal and severe injury crashes
- Eliminating channelized right turns, tighter turning radius, CRF = 30% for 10 ft vs 30 ft radii
- HAWK signal midblock crossing, CRF = 43% for pedestrians

# Competitive Grants - ATIIP

- Planning & Design/ Implementation
- Merit Criteria – Other DOT Goals & Priorities - Safety
- Administrative Priorities & Departmental Strategic Goals
  - Safe connections for pedestrians, cyclists, and persons with disabilities
- Challenges: Coming up with 20% local match for construction

**Table 4: Destinations Approx. ½ Mile of Prop. Trail**

Destinations by Communities	Schools	Parks/ Open Space	Community Center	Health Centers	Shopping, Dining	Transit Routes	Cultural Sites	Total
Atrisco	1	2	1	0	3	4	1	13
Arenal	4	2	0	0	4	3	0	10
Upper Pajarito	3	2	0	1	3	2	0	11
Pajarito	1	2	0	0	2	0	1	5
Los Padillas	2	1	1	0	1	0	0	5
<b>Total</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>44</b>

