



## Recommendation for Action

**File #:** 23-1909, **Agenda Item #:** 42.

6/1/2023

### **Posting Language**

Approve a resolution authorizing the submittal of an application to the United States Department of Transportation for the Fiscal Year 2023 Safe Streets and Roads for All Implementation Grant Program to address road safety.

### **Lead Department**

Transportation and Public Works Department.

### **Fiscal Note**

This item has no fiscal impact.

### **Prior Council Action:**

July 28, 2022 - Council approved Resolution No. 20220728-086, authorizing the City Manager to submit a grant application for an Implementation Grant for the Fiscal Year 2022 Safe Streets and Roads for All discretionary grant program was approved on a 10-0 vote with Council Member Fuentes off the dais.

### **For More Information:**

Richard Mendoza, Interim Director, 512-974-2488; Anna Martin, Assistant Director, 512-974-7105; Karla Taylor, Chief of Staff, 512-974-7246; Gilda Powers, Administrative Manager, 512-974-7092.

### **Additional Backup Information:**

The City of Austin adopted a Vision Zero policy goal in 2015 and reaffirmed its support of achieving zero traffic related fatalities and serious injuries through its Pedestrian Safety Action Plan and Austin Strategic Mobility Plan, adopted in March 2019. Austin has made significant progress through targeted initiatives based on a best-in-class, data-informed program using the funding supported by the community through multiple bond programs to address safety and mobility improvements citywide. Analysis of work performed at specific locations to date reflects positive early results; however, safety needs far exceed available capital funds at this time.

The Safe Streets and Roads for All (SS4A) discretionary grant program consists of two types of grants: Planning and Demonstration Grants and Implementation Grants. The latter will fund projects and strategies identified in Austin's action plan to address roadway safety. The United States Department of Transportation (U.S. DOT) expects to award hundreds of Planning and Demonstration Grants and no more than one hundred (100) Implementation Grants. The discretionary program will provide up to \$1,000,000,000 in total grants per year over five years, with individual implementation grants capped at \$25,000,000 and priority given to projects that are less than \$10,000,000 in order to provide funding to more communities.

The City of Austin received an SS4A award for Fiscal Year (FY) 2022 in the amount of \$22,866,400 and is beginning the process now of working with the Federal Highway Administration (FHWA) toward a grant agreement. Notice of this award, however, does not prevent the City from applying for an additional SS4A grant for FY 2023, and in fact the City has been encouraged to apply. Funds for the FY 2023 SS4A discretionary grant program will be awarded on a competitive basis to support planning, infrastructure,

---

behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. The City of Austin's FY 2023 application will have an overarching objective of creating safe and frequent road crossings for pedestrians.

With a primary focus on locations on Austin's High-Injury Network and in the U.S. DOT's defined "Historically Disadvantaged Communities," the Implementation Grant funds will be used to build between 30 and 50 pedestrian crossings citywide that will achieve stated objectives called for in the SS4A grant program, including: further promote safety; employ low-cost, high-impact strategies that can improve safety over a wide area; ensure equitable investment in the safety needs of underserved communities; incorporate evidence-based projects and strategies; and align with additional priorities such as equity, climate, sustainability, quality job creation, and economic strength and global competitiveness. Pedestrian crossing treatments may include Pedestrian Crossing Beacons, Accessible Pedestrian Signals, Rectangular Rapid Flash Beacons, and pedestrian crossing islands. Locations will be analyzed based on an analysis of high and very high priority gaps in the pedestrian network.

If successful and the grant application and funds are awarded, staff will return to Council in late 2023 early 2024 to seek authorization to accept the grant funds. Matching funds will be identified from the 2018 and 2020 Mobility Bond Funds, among other potential capital and operating sources.