[Brian Tegtmeyer] Hello! And welcome to the State of 911 Webinar series, hosted by NHTSA's National 911 Program. My name is Brian, and I'll be the moderator for today's session.

Next slide.

This webinar is designed to provide useful information for the 911 stakeholder community about federal, state and local participation in the planning, design, and advancement of 911. It includes, realized, real life experiences from leaders utilizing processes to improve 911 throughout the country.

In today's session, you will hear the FCC provide an update on the recent adoption of Location-Based Routing (LBR) for Wireless 911 Calls and (Real Time Text) RTT-to-911 Messages.. As well as other their updates from the FCC Public Safety and Homeland Security Bureau.

Additionally, we will learn about the Safe Streets and Roads for all (SS4A) discretionary grant program which funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries.

Today's webinar is being recorded and will be posted on 911.gov. For more information on National 911 Program webinars, access to archived recordings or to learn more about the National 911 Program please visit 911.gov.

For closed captioning, hover at the bottom of the Zoom screen for meeting controls and then click the CC closed captioning button to start viewing the captioning.

Feedback or questions about the webinars can be sent to NHTSA.National911@dot.gov. Next slide.

The National 911 Program would like to make you aware that the document and tools section of the 911.gov website has been updated with new resources and improved access.

911 stakeholders are encouraged to submit links and documents that would be of use and interest to your 911 colleagues, including policy documents.

Plans and reports across several topics such as governance, management, operations, post-crash care, standards and best practices, and technical information.

You may access the web page under the resources dropdown menu or scan the QR code in the bottom right corner of this slide.

Content can also be submitted by clicking the online submission form on the top right side of the Docks and Tools page.

Next slide.

The National 911 Program with our partners would also like to invite you to visit the 911 Telecommunicator Tree of Life and share the name of a remarkable 911 telecommunicator who has inspired you.

Share your story at the 911 Tree of Life to honor a special 911 telecommunicator who is making a difference in your community.

We are excited to highlight this. Ahead of National Public Safety Telecommunicator Week next month.

Next slide, please note that all participants phone lines have been put in listen only mode and this webinar is being recorded.

To ask questions of our presenters feel free to submit a question through the QA tool. You may do this using Zoom's QA feature located on the bottom of your screen in the meeting controls and you

can enter your question at any time during the presentation.

It will be entered into queue. Hover your mouse over the bottom of the page to access the meeting controls.

Individuals registered for this webinar will receive access to today's PowerPoint presentation and the webinar recording.

If we're unable to answer your questions during the meeting, we will provide answers when the webinar is posted to 911.gov.

Today, I would like to introduce our first speaker. Jill Coogan, who is an attorney advisor with the Policy and Licensing Division, Public Safety at Homeland Security Bureau of the Federal Communications Commission.

Jill?

[Jill Coogan] Thank you, Brian. If you want to advance to the next slide, please, Korina.

Hi everyone, I'm Jill Coogan and I'm an Attorney Advisor in the Policy and Licensing Division at the FCC's Public Safety and Homeland Security Bureau.

Thanks for inviting the FCC to present an update on recent 911 and public safety related developments.

Next slide, please.

Wireless 911 calls have historically been routed to PSAPs based on the location of the cell tower that handles the call.

But in some cases, for example, if a 911 call is made near a city or county border, The nearest cell tower may be in a neighboring jurisdiction.

In these cases, the call may be routed to a 911 call center in that neighboring jurisdiction, not the call center that serves the callers actual location.

These misrouted calls must be rerouted to the proper 911 call center, which can waste valuable time and resources during emergencies. Location based routing where LBR.

Is a technology that uses precise location information available from the wireless handset. Instead of the location of the cell tower to route calls and real-time text to 911.

With the location-based routing report and order adopted in January of this year. The commission that now requires all CMRS providers to deploy location-based routing technology nationwide.

For wireless 911 voice calls and 911 RTT communications. Originating on their IP based networks.

In other words, 4 GLTE. 5G and subsequent generations of IP based networks. And use location-based routing.

To route wireless 911 voice calls and RTT communications originating on their IP based networks when location information available to the CMRS providers network at the time of routing

Is ascertainable within a radius of 165 meters. At a confidence level of at least 90%.

In the absence of these conditions, CMRS providers must use alternative routing methods based on best available location information.

Which may include but is not limited to, device-based or tower-based location information. Beginning 60 days after the LBR report and order is published in the Federal Register,

nationwide CMRS providers must implement location-based routing for voice calls within 6 months.

Non nationwide providers must implement location-based routing for voice calls within 24 months. For RTT communications to 911

all CMRS providers must implement location based routing within 24 months.

Finally, the LBR report and order defers consideration of proposals concerning IP formatted delivery of wireless 911 voice calls, texts, and associated routing information to NG911 networks.

to the FCC's pending NG911 transition docket, which is PS docket number 21-479.

Which we'll discuss in a moment. Next slide, please.

Supplemental coverage from space or SCS is a collaboration between satellite operators and terrestrial wireless service providers.

To offer connectivity to consumer handsets. Using spectrum previously allocated only to terrestrial wireless service.

SCS can enable consumers in areas not covered by terrestrial infrastructure to be connected using their existing devices via satellite-based communications.

The Commission adopted a Notice of Proposed Rulemaking (NPRM) in March of last year, 2023. Proposing a regulatory framework for this collaboration.

The commission has indicated that it will consider a report in order and further notice a proposed rulemaking on SCS.

At its March, 2024 agenda meeting.

A key concern in the preceding is to encourage the development of SCS with its important public safety benefits.

While also minimizing the risk of harmful interference to existing terrestrial and satellite networks.

Under the SCS framework, the commission would allow satellite communications on spectrum previously allocated only to terrestrial services in certain spectrum bands.

The commission would only authorize SCS where there is no primary, non-flexible use legacy incumbent.

Federal or non-federal. And only where one or more terrestrial licensees together holding all licenses on the relevant channel throughout a defined geographically independent area.

Lease access to their spectrum rights to a participating satellite operator.

The Part 25 license of that satellite operator would be required to reflect these frequencies and the geographically independent area in which they offer.

One point to note. As is the normal procedure, the FCC has released a public draft of this proposed SCS report and order (R&O) and FNPRM.

Available at the link at the bottom of the slide. We are providing information here based on that public draft.

However, if the Commission approves the SCS Report and Order and FNPRM, The final released version could have changes.

Next slide, please.

In the March, 2023 NPRM on SCS. The commission considered how SCS should best support access to 911.

Let's talk about some of the highlights in the draft report and order that will take effect if the item is adopted without any changes.

The draft report in order would require the terrestrial wireless provider and not the satellite operator to be responsible for ensuring compliance with 911.

The record indicated that extending terrestrial 911 requirements to satellite operators was premature. Result, wireless carriers would have the responsibility for the SCS voice call and text message experience.

The draft report and order would also require terrestrial providers to use one of two options for routing.

A SCS 911 voice calls. And SCS 911 text messages to PSAPs. Location-based routing or emergency call center service.

The rules in the draft important order are flexible interim rules that recognize that applying the full complement of 911 rules may not currently be feasible.

The first option for compliance is to use information regarding the location of a device, including but not limited to device-based location information.

To route SCS 911 voice calls and SCS 911 text messages.

To an appropriate PSAP. The second option for compliance is to use an emergency call center. At which emergency call center personnel must determine the emergency caller's phone number and location.

And then transfer or otherwise direct the 911 caller to an appropriate PSAP. For both routing approaches, the commission would also require the transmission of the phone number and location of the caller to the PSAP to facilitate dispatch and call back.
.

In addition, the draft report and order would require every terrestrial provider that uses SCS. To advise every subscriber of the circumstances under which 911 service may not be available via SCS.

Or maybe in some way limited compared to traditional E911 service.

Of interest to public safety the report in order if adopted will would identify the band license to the First Responder Network Authority or FirstNet as eligible for SCS.

As a result, FirstNet would be able to satisfy entry criteria for SCS collaborations.

Using this band to provide SCS for FirstNet users will enhance communications capabilities for first responders.

Meanwhile, the draft further notice of proposed rulemaking would seek to develop the record on further improving 911 service for SCS connections.

In particular, the FNPRM would seek comment on whether to require location-based routing for SCS 911 voice calls and 911 text messages if technically feasible.

The FNPRM also would seek additional information on network selection and roaming. Whether terrestrial providers should be required to engage with PSAPs while implementing SCS.

And whether there should be a new class of service associated with SCS.

We would like to specifically encourage 911 entities and organizations to comment on these issues.

We look forward to seeing the record in response to the FNPRM if the commission adopts the item.

Next slide, please.

I'm noticing on my end that the links at the bottoms of the slides are sometimes cut off. Are you all able to see that on your end?

[Korina Kaelin] Yes, it is just the Zoom control bar might be hitting the bottom.

[Jill Coogan] Okay, absolutely fine. Thank you so much.

All right, let us go on to NG911. The NG911 transition has begun, but it faces many challenges.

State and local 911 authorities must replace legacy circuit switched 911 networks with internet protocol based networks and applications.

That will support new 911 capabilities including text video and data. As well as improved interoperability and system resilience.

This process has begun, but it is far from complete. Completing the NG911 transition also requires originating service providers or OSPs to do their part.

For NG911 to be fully realized originating service providers. Wireless wire line, VoIP, and relay services.

Will need to format 911 calls originated on their networks to be compatible with NG911.

And to deliver the calls to new destination points on IP networks as established by 911 authorities.

This process does take time. Consequently, NG911 architecture provides for transitional network components.

To enable delivery of legacy 911 calls during the transition. However, maintaining legacy gateways and other transitional components adds to the cost of the NG911 transition.

And these costs can compound significantly when the transition is impeded or delayed.

This is not a hypothetical concern. State and local 911 authorities have begun to establish these new networks.

Some have reported instances of originating service providers refusing to connect to these destination points or otherwise introducing delay into the transition process.

The Commission adopted an NPRM in June 2023 that proposes to define specific NG911 transition

responsibilities of wireline wireless interconnected Voice Over Protocol.

An internet-based telecommunications relay service providers. The NG911, NPRM proposes a framework that would address what must be delivered to 911 authorities.

Where it must be delivered. And how costs are allocated for delivery of 911 calls in an NG911 environment.

With respect to what must be delivered. The NPRM proposes that upon receiving a valid request from a state or local 911 authority.

That has the capability to accept IP based communications. Providers of Wireline, Interconnected VoIP, and Internet-based TRS must deliver 911 calls.

Including associated location information. In IP based format.

Some carriers are already delivering IP based traffic voluntarily to IP capable PSAPs. But the gist of the NG911 NPRM proposal.

Is to require all carriers. That's because even if most OSPs have made the transition.

So long as even a single OSP continues to deliver 911 calls in legacy format. 911 authorities operating an NG911 capable system.

Must fund and operate transitional technology to receive, translate, and process such calls. Now for the where.

The NG911 NPRM proposes to require wire line wireless interconnected VoIP.

An internet based TRS providers to transmit IP based 911 calls.

To the destination points designated by state or local 911 authorities.

The NPRM does not prescribe a specific destination point. Under our proposal, 911 authorities could designate the PSAP, the ESInet.

Or another destination as the point of delivery. The gist of the proposed approach. Is that would provide a clear framework for 911 authorities.

And would help to minimize time consuming disputes.

Finally, cost allocation. The NPRM proposes that OSPs would be presumptively responsible for covering the cost of transmitting 911 calls to the points designated by 911 authorities.

Including costs associated with delivering the information in IP based format.

The comment and reply period closed in September 2023. The preceding remains pending. Additional ex parte presentations are allowed, provided they are filed in the rulemaking docket, which is PS docket number 21-479.

There's a link to the NG911NPRM at the bottom of the slide.

Next slide, please.

Thank you. Now let's turn to the Commission's annual 911 fee report. The net 911 act under 47 USC.

Section 615A-1F2. Requires the commission to submit an annual report to Congress on the collection and distribution of 911 and E911 fees or charges.

By the states, the District of Columbia, and the US territories and possessions. The Commission's annual report provides state-by-state data on collection and expenditure of 911 fees.

Including state by state information on specific elements of 911, and next generation 911, or NG911.

Service that are supported by 911 fees. To gather this information, each year the FCC sends a 911 fee questionnaire to 56 states and jurisdictions.

Our annual report is due to Congress by December 31 of each year. And each report contains state by state data for the prior calendar year.

The Commission recently submitted its fifteenth annual 911 free report to Congress. On December 29, 2023, covering calendar year 2022 data.

You can view all 15 of the Commission's annual 911 fee reports to Congress to date.

Plus the annual questionnaire submissions from each state. At the address at the bottom of the slide.

Next slide, please.

For the fifteenth report, which is the most recent one, 54 of 56 states and jurisdictions responded to our data collection request.

Here are a few of the points of interest from the fifteenth report data collection. These are all for calendar year 2022.

46 states, DC. American Samoa, Puerto Rico and the US Virgin Islands.

Reported a combined total of just over 217.6 million voice calls of all types to 911.

This total is approximately 1.1% lower or over 2.4 million fewer calls. The reported call volume of just over 220 million calls for the 2021 annual reporting period.

The total reported voice calls in 2022. Respondents reported almost 158 million calls from wireless phones.

Representing approximately 72.6% of the total reported call volume. This likely understates the percentage of wireless 911 calls.

Because some states reported total 911 calls but did not break out service categories separately.

Meanwhile, 41 states, DC and Puerto Rico, reported receiving 911 texts.

With a reported total of 824,609 texts to 911 in 2022.

States and jurisdictions reported 4,627 primary PSAPs and 697 secondary PSAPs that were funded through 911 fees.

We should note that due to reporting discrepancies and the fact that PSAPs not funded through 911 fees were not included in the count.

These numbers may not match PSAP numbers available from other sources.

Reporting jurisdictions said 35,506.5 full-time telecommunicators and 2,910 part-time telecommunicators were funded through 911 fees.

Again, a caveat for these numbers is that some states did not answer the question. Or said they didn't know how many telecommunicators were funded through 911 fees.

Some states explicitly reported that their telecommunicators are not funded by 911 fees. Next slide, please.

Thanks. In terms of the total amount of 911 E911 fees collected for calendar year 2022.

Reporting states and jurisdictions collected approximately$3.85 billion dollars in 911 E 911 fees and charges.

Each year, the Commission's annual 911 fee report. Also identifies the states and jurisdictions that diverted 911 fees to pay for non 911 programs.

During the year under review. The fifteenth report identified 3 states as having diverted 911 funds in Calendar, 2022.

New York, New Jersey, and Nevada.

These same 3 states were designated as diverters in last year's fourteenth report for calendar year, 2021.

For NG911, 44 states - DC, WAM, and Puerto Rico reported expenditures on NG911 .

911 programs. With the total report expenditure. Of a little over 512 million dollars on NG911.

For cybersecurity, 27 states and the District of Columbia reported expenditures on 911 related cybersecurity programs for PSAPs.

With a total reported expenditure of a approximately $7.9 million dollars. Meanwhile, 25 other states and jurisdictions indicated that they spent no funds on 911 related cybersecurity programs for PSAPs in 2022.

On the issue of underfunding. Many responding states and jurisdictions reported that underfunding results in a degradation of 911 service and staffing challenges at PSAPs.

And that underfunding contributes to delays in 911 system maintenance. Equipment replacement, and delay and deployment of new technology such as NG911.

The commission has started gearing up for its annual data collection for the upcoming sixteenth annual 911 fee report.

Covering calendar year 2023. The Commission's annual report will be due to Congress by December 31.

We'll be sending out the annual data collection questionnaires to the 56 states and jurisdictions in the coming weeks.

So be on the lookout for them.

Next slide, please.

Finally, we'll discuss 988, the National Suicide and Crisis Lifeline.

On January, the sixteenth, 2022. 988 was launched as the 3 digit. Nationwide phone number to connect directly to the 988 Suicide And Crisis Lifeline the lifeline which provides 24, over 7 confidential support to people in suicidal crisis or mental health related distress.

The Commission's rules require all wireless and wire line carriers. Interconnected VoIP providers and one-way VoIP providers to route calls to 988.

In addition, the rules require cover text providers to route text messages to 988.

By calling or texting 988. Individuals can connect with mental health professionals at one of more than 200 crisis centers across the country.

Since the July 2022 launch. The 988 lifeline has received over 8.6 million calls, texts and chat messages.

The Department of Health and Human Services, Substance Abuse and Mental Health Services Administration, or SAMSA, manages the lifeline in partnership with the Department of Veterans Affairs or the VA.

Which manages the veterans crisis line. All 988 calls and texts are routed to crisis centers based on the callers area code.

That means that 988 calls may not always be routed to the crisis center nearest to the caller. For example, if a caller with a 703 area code dials 988,

The lifeline will route the call to a Virginia Crisis Center regardless of whether the caller is actually in Virginia.

Geolocation services are not enabled for 988 as they are for calls to 911.

That means a 988 callers location information is not transmitted to the crisis. We are continuing to work closely with SAMHSA, the VA and others on issues related to 988 call routing.

In September 2023, SCC Chairwoman Rosenworcel, sent letters to wireless carriers in industry associations, encouraging them to develop a 988 Geo routing solution that could be deployed nationwide.

Link to the chairwoman's letters is at the bottom of this slide. Next slide, please.

Thanks for the opportunity to provide this FCC update on some recent 901 and public safety developments.
We'll be happy to take any questions now.

[Brian Tegtmeyer] Thank you. So much, Jill.

We'll start the QA section. We do have a couple of questions we'll try to get to.

The first question for you was, How would OSPs be compensated for the technical upgrades required to connect to NG911.when Lex and wireless carriers have a cost recovery mechanism in most states.

[Jill Coogan] And I'm going to defer to David Furth on that. David, are you on the call now?

[David Furth] Ok. Thanks for the question. I think the short answer is that in the end, this is an issue that's up for consideration in the pending NPRM

that on next generation 911 transition. We did not propose a specific cost recovery mechanism, but

under the proposal.

States would be free to develop their own. Cost recovery mechanisms if they chose to. But that's still an issue that's up for consideration.

[Brian Tegtmeyer] Okay. Next question we had is, will slides and links be available after the presentation? Yes, they always are posted on 911.gov.

It usually takes a couple, 2 to 3, weeks for us to get it up there, but they will get posted at the end of, that time period.

The next question is for the FCC is will the presentation still be open for OSP migration delay actions on this by the FCC.

[David Furth] Not quite sure I understand the question. Where we have offending proceeding

and, we have tied up a number of issues relating to OSP migration that's kind of what the rulemaking is about so certainly our intent is to take the existing record and move to a decision.

[Brian Tegtmeyer] Okay, great. Next question. If a call comes into 911 and we transfer it to 988, will it attach the geolocation along with the call?

[David Furth] Well, currently, that's, That's not something as I understand it, that's a current capability when it comes to 911.

transfers to 9 8 8. That tends to be something that's, being worked out at the local level.

And, I think that the capabilities to transfer calls, vary. But that's not something we are, in terms of our regulating of 988 we,. as Jill said, there is no provision for geolocation information to be injected into the 988 system currently.

[Brian Tegtmeyer] So it would be more like transferring to any 10 digit you're gonna potentially be able to keep the voice, but you're gonna lose any data.

[David Furth] I think there's a practical matter that would probably be the way that it would. Work work in most cases now. yes

[Brian Tegtmeyer] Okay, we only have time for a couple more questions. So the next one I've got is will the funding study be adding additional data elements in the future?

[David Furth] I assume this is referring to the 911 fee report. And the that's probably at least not for this year's collection.

The data elements will be the same as last year. Periodically, when we come up for review with OMB of the information data collection, we can consider whether additional questions can be added.

[Brian Tegtmeyer] Okay, and our last question that we have time for, is what is considered diverting 911 fees? Is it expenditures towards systems other than 911 systems, and is that like include, or does that include radio?

[David Furth] It's a very fact intensive. In each case, there are, there are criteria. If you go and look at the order that the commission adopted and the rules that the commission adopted.

Back in 2021, that, that provide examples of both, acceptable 911 expenditures and also unacceptable expenditures that would be considered to be diversion such as using 911 fees to go into a general fund for general expenditures,

the criteria is basically whether the expenditure is 911 related and ultimately we get to individual cases that we sometimes have to look at in order to make that assessment.

[Brian Tegtmeyer] Thank you so much. Again, any questions? We were not able to answer now. We will provide written answers when we load, this webinar on to 911.Gov.

I want to thank Jill Coogan again and David Furth for his assistance with the questions.

And, really appreciate that informative presentation from the federal communications. Commission.

Now I have the pleasure to introduce our next speaker, Jeff Price. He's a transportation policy analyst at the Office of the Secretary, Office of Policy Coordination and Develop at the US Department, or, Office of Policy Coordination and Development at the US Department of Transportation.

He is here to discuss the safe streets and roads for all, discretionary Grant Program. Jeff?

[Jeff Price] Great. Thank you, Brian. Jeff Price here. It is my pleasure to, to be second. So I get context! I will be a little less into the weeds of, some rulemaking and other, program descriptions.

But I really have a great story to tell that sort of fits in because I think 911 is such an important aspect of what we're calling the safe systems approach. So let's get started.

As we go ahead, go to the next slide. I'll be telling you about USDOT and roadway safety. I'm going to be talking about safe streets for all. A fantastic grant program of over a billion dollars a year under the bipartisan infrastructure law and some of our awards, but most importantly and wait for it at the end.

You're gonna learn why you should be getting involved and then you can ask me direct questions and we'll make sure to answer those for you.

So I'm gonna, I'm gonna go fast and the person who's advancing the slides is going to be definitely aware of that.

Thank you for the next one. We do have a roadway safety crisis in this country. We're a large country, but over 40,000 people a year die on America's streets, roads and highways.

We've been making progress. Many of you know about our post crash care and 911 systems.

Our cars that we're driving are, things are getting better, but we really are struggling.

If you go to the next slide, we break it down a little bit to the types of fatalities, unfortunately.

And so we're seeing here a breakdown of 3. So if we're starting at. 2010, the problem is getting worse over the next years.

For our data and this is our fires data that we're showing, so you know, it's bad enough that our fatalities are getting worse, but it's definitely a difficult situation to think about our pedestrian fatalities and then in our bicyclist fatalities.

In some of this There's some silver linings, for instance, with COVID and with the pandemic, people rediscovered walking and places.

But boy, we want to we want to redouble our efforts to understand that we need to create safe places and safe facilities.

Been working internationally. At least the US, we have some funding that we can look at the problem. Next slide please.

I think it's interesting. Think about how has the US Department of Transportation focused on this problem?

Well, we've created the national roadway safety strategy, or the NRSS, and this is a comprehensive approach using all of our modes including NHTSA very significantly to reduce serious injuries and deaths on our nation's highways roads and streets.

Again, if you think about highways, roads and streets, there's different systems there that we could talk a little bit about, but we're setting a national vision and a goal including the Vision Zero, okay, we're adopting a safe systems approach, which I'll talk about, safe system without an AST approach which I'll talk about in a minute, and are identifying priority actions and notable changes to existing practices.

I really to just target the low hanging fruit, have conversations about progress. Another interesting aspect about the NRSS is a call to action where we've actually reaching out to the private sector to the individual states to the nonprofits to join,

this call to action and what you can do it with your organization to really make a difference because 40,000 Americans a year is just unacceptable. So next slide please.

So let's talk a little bit about the safe system approach.

I love this diagram because you're looking at, while in blue on that on that diagram, safe vehicles and post crash care, that might be right in NHTSA's, you know, program areas or regulatory areas, but it's really looking at the whole approach.

So a principal looking at death and serious injuries, we're saying it's unacceptable, humans do make mistakes and humans are vulnerable, whether they're in the vehicle or without.

And that we really have a shared responsibility and that safety can be really proactive and we need that redundant systems to really help folks.

Again, my bias, you heard my work with the office I work in, but I'm a transportation engineer, civil engineer, and an urban planner.

So I come at it from a different perspective, whereas some of our researchers at US DOT or our regulator types, there's all these different approaches that we could do.

And so when I look at the safe system approach diagram, I think of what can we be doing in rail safety with real crossings?

What can we be doing with safer vehicles and NHTSA and FMS and other things? So it's just fascinating to think about this paradigm.

Of the safe systems approach. It's really strong and it's going to influence what we discuss with our, safe streets and roads for all. Okay. Next slide.

Okay, so now it's time to talk about Safe Streets, Next Slide.

There is a disclaimer that we're in the middle of the program. So we've had two rounds of funding and we just have the release of our notice of funding opportunity.

If you weren't aware, US DOT is no different than any other government agencies. We love our acronyms.

So we will at least give you 10 today, but I'll describe them. But I notice a funding opportunity.

And so I'll mention that at the, at the tail end about the opportunities for you to learn and we're actually recording webinars specific to how to apply. But we'll get into that in a moment.

We're at large, this is a 5 billion discussion program over 5 years. Again, a billion dollars a year. For the purpose of preventing deaths and serious injuries and really focusing on comprehensive safety action planning and then the implementation of the plans.

Which includes all the types of roadways that we discussed. Local streets in cities, in towns, countywide approaches, and even highways in rural areas and tribes

And it's using that safe systems approach that we, discussed. And the key program, this is a key program at US DOT and it does support the NRSS.

So let's talk a little bit about eligibility. Eligible, eligible applicants are political subdivisions of a state, our traditional US DOT surface transportation funding kind of went to the states for you know, a lot of years.

And this is being recorded, so I'm trying to be very general, but it's usually that 80% funding from the feds with a 20% match.

And this program. Isn't going directly to the states. It's going to subdivisions of state. So metropolitan planning organizations, NPOs. Towns, counties, tribes. That's who this program is going to.

So time for a quick stop. Look at that. Beautiful picture on the lower left. This is a quick build demonstration activity.

This could be a pilot project where this community wanted to test out putting paint and bollards at this intersection or it could be an actual implementation. So we have 2 distinctions that we'll get into where they actually did some of road dieting to really define the space here for this, cycle facility and looks like some parking on the right.

This is what we're talking about with safe streets and roads for all. In that aspect of the safe system approach, which is safer streets. So this community took the opportunity to divide the street a little bit more with signage. Street markings and bollards to really do that. So that's a good example.

And so then on the right, you see the eligible activities. So before you do anything, you need to do a plan. What are your safety issues? What is the jurisdiction you're talking about?

Then what are some data needs? What are some other problem areas like what is your high injury network? Then we can look at planning, design, and development of activities to really you know, meet the safety problems.

And putting that into action plan and implementing those projects and strategies. And an action plan is what we call implementation and we'll get into that in a second. Next slide.

Okay, so. There's two types of activities. One is planning and demonstration grants. Under the law, less than half, 40% of the funding is allotted to this category.

So as I just mentioned, the action planning, so developing or completing a comprehensive safety action plan and there's a formalized list of 8 components in order to do that plan.

This is key because if you want to do something. To implement related to 911 safety, it's got to be in the plan, okay? The other thing you can do under this planning and demonstration pot of funds again, 40% of the total, would be topical safety plans, road safety audits, additional safety analysis and data collection, targeted equity assessments or follow-up stakeholder engagement.

And then that quick build photo that I showed you, that could have been a quick build or a temporary

test. How about a feasibility study using a quick build strategies or doing a pilot program? I'm gonna say this twice during the presentation.

Testing something out can be a demonstration activity and that really might resonate with you in the 911 community but actually rolling out.

And activity across the jurisdiction or an education campaign that would be considered an implementation activity. But we could do a demonstration activity to test it out, test out the technology, etc.

And that's where you set that all over policy programs for new technology. Next slide.

So implementation grants are really, 60% plus of the funding is going and this is where there's huge demand in the first two years that we rolled out and I'll get to that in a second. But we're, for those activities that are identified in that action plan, we're doing either infrastructure, mostly infrastructure for now,

some behavioral and operation safety activities. Of course, that are eligible and they're being constructed. So those are what the grants are going to.

And the app, of course, the applications must have that action plan in place and that's a prerequisite to do these implementation activities.

The key thing though is you can also, we have a lot of different types of grantees and applicants. So there's more that you can do. You can do implementation grants and planning at the same time. That's a little nuance that we can get into if there's questions about it. Next slide.

Alright, so what has happened in the first 2 rounds of this 5 year program? Let's take a look. Next slide.

So we have made a lot of awards. Over a thousand communities received awards. Totaling 1.7 billion. Yes, we did not spend at all. We were under subscribed in some of the aspects of the 2 years.

One interesting talking point is awards made to date. Kind of cover 70% of the nation's population

but if there's one project or one corridor that's happening in a city does that make an improvement for the whole city? Well, yes, if you're thinking of what a systems approach,

but that doesn't necessarily mean safety improvements in every part of the city. But that's the way we're thinking about it. I think it's been a very successful program. We've had lots of engagement.

With many communities, tribes from all around the country as you can see on the, on the map. In blue. And we're still working on it because we're only 2 thirds, I'm sorry, 2 out of 5 awards through next slide.

Okay, so we really wanted to give you some more information on safety 911 EMS related projects.

So I just wanted to go through a few examples. I know there's a lot of text on here, but we had a really excellent fire protection district grant in Colorado, to develop a comprehensive safety action plan.

Again, the idea there is to do your safety action plan to look for implementation strategies where you can you can apply for a projects with this funding.
So not only will this fund the planning, it will also fund implementation if you're successful. It is a discretionary grant program that is competitive.

In Richardson, Texas, there is federal funding to develop a comprehensive safety action plan and pilot a GPS based preemption system to reduce response times for emergency vehicles.

This is a layup. This is a slam dunk. It's March madness time. So we got to use basketball analogies.

But the thinking about our service transportation networks and congestion and emergency vehicle preemption, a really great use of this grant. The city of Burlington, Vermont received federal funds for a number of similar activities related to future deployment of signal priority and preemption.

Very similar. A colony, EMS, Emergency Services in New York received over $2 million dollars in federal funding to pilot emergency responders system to alert drivers of emergency response to a crash and a platform interface. So again, these are, communities again, some,

Some units of a state government, towns, counties, that are looking, to work with EMS providers.

To really look at what the problems are, put it in the plan and then go ahead and look for an implementation opportunity.

So, some good examples there. We'll go to the next slide and talk a little bit about some more.

So we did talk a little bit about post crash care and first responders. I think these action plans is where you want to begin because the action plans.

Typically look at problems, but it depends on who's working on it. If we can get our 911, community involved, local health offices, others, we can really make sure that these action plans are thinking about post crash care and not just deficient roadways or some other aspects.

Demonstration activity, supplemental planning and implementation of projects can all include operational and first responder and post crash care activities and types of activities can be funded by the Safe Streets program.

Again, I've kind of been repeating it, but the reduced response times, which is very critical.

Which we have lots of research and data about that. Also including emergency medical dispatch improvements. There's a lot of room for that. You are the experts in that.

We want to see more applicants really embracing that some of these strategies traffic signal preemption which we talked about and also improvements to on scene EMS care.

I think there's a lot that can be done, whether it's a highway crash or in a local jurisdiction.

So hopefully these two last slides were really helpful and sort of, priming the pump a little bit. If you go to the next slide.

We'll talk about getting involved very quickly and we'll get ready to questions. So, you can, I just talked about it. You can develop an action plan. You can get involved. In the action plans that are happening in your community. In your in your metropolitan planning organization in your in your, tribes in your, counties.

You can also look for an action plan. Is there a demonstration or supplemental planning activity needed?

Do you have, is there a, is there a response time data in those in that process? Maybe you want to look for that. Maybe if there isn't, you can say, hey, let's do some supplemental planning requests to get some of that data.

So that's another opportunity. Again, if you get an activity or a recommendation in the action plan, then that can be qualified for funding and implementation projects. So does an established action plan have that? Operational project and strategy, that needs to get funding. It's a prerequisite. So, for

number 3, when order to get a look for funding, it's got to be in that action plan.

And implementation is where it's got to be in the action plan and implementation is where it's at because that's where the larger dollar, are. Next slide.

So I notice the funding opportunities open. There's your acronym. So we have a very interesting thing happening this year for the third round, what we calling fiscal year, 24 competition.

We actually have a rolling deadlines. So there isn't just one deadline to get your applications in. Our communities and our applicants have 3.

So it's a choose your own timeline if you need more time to get your application together because you're looking for more partners, i.e., 911 community or others.

You have time. In in the link. In the comments, I did put the.

Did put the website to our webinar series that's happening because the notice of funding opportunity just opened a couple of weeks ago, we're actually doing a series of recorded webinars that really break down how to apply for the planning. Supplemental planning and implementation project. So that's a very key thing to do. So, note that this year there's a lot of time to submit your application, but,

April fourth is right around the corner. So if you want to get in that first application window with your communities.

You can do that or you can wait. If you apply and you, don't get awarded because there's a problem with your application.

There'll be some technical assistance and you'll have opportunities to reapply in those other 2, deadlines. Next slide.

I think that might be it. Yep, it's time for questions. So, take it away, Brian or other.

[Brian Tegtmeyer] Yeah, thank you so much, Jeff. That was great information. I'm sure we're gonna have, we definitely have a couple questions, because, this is more of a new topic to the 911 community of how 911 can impact highway safety and what types of projects might be eligible for a grant like this.

[Jeff Price] Oh yes, that's a really great potential use. So again, thinking about how you might be able to partner with the local community, the jurisdiction, but absolutely.

And that, that data could be part of your action planning could be a supplemental plan, or could, you know, some unknown things. You know, again, we don't have all the answers. The way that this grant program works is the applicant makes the case.

For how this is impacting their safety. And so, there's no, Yes or no, there's, let's think about it. Does it apply right eligibility? So I think that's a that's a slam dunk of course and data we want to make informed decisions so absolutely the GIS works great.

Actually on our website under NRSS, we do try to track, fatalities, unfortunately, it's, it's a terrible data thing, but it's really helpful. Just one quick example and then we'll get on the next question. You know, so much of the data is showing that crashes and fatalities are happening.

You're about to say it, right? You all know this, at night. Dark conditions. Different behaviors at night with people crossing the streets.

speeds of vehicles, etc. But that's really helpful for our community to understand their issues, whether it's the land uses, it's the type of vehicles, to type of network that they have. So data can only help us

and then your 911 data would be a wonderful addition to, to the action plans. Okay

[Brian Tegtmeyer] Alright, great. Our next question is. Are you aware of any 911 centers that have applied for this grant previously and if so are there examples of how it's led to the development of a safety action plan and demonstration activities .

[Jeff Price] Right, we, admittedly, we want more. Our NHTSA colleagues. See the promise of this program.

They've been trying to champion this. Hence this webinar, you know, the examples that I talk to you about, or sort of our, what we have now.

Awarded and the people are working on it. But I think there's a real opportunity, for 911 to get involved. But to date, no, we have not. And again, I think that, you know, under the say system approach. You know, what's the right,

what's the right way to work with your communities, you know, how, how are you helping understand the problem and what's the problem you're gonna solve? I think there's a lot of eligibility for this program. You know,

It's understanding the data. Maybe it's certain, you know, your certain corridors, certain times a day, maybe that'll help to have more coverage in terms of EMS response. You know,

There's a lot of a lot of potential there for sure.

And so we look forward to maybe this maybe some light bulbs are coming off today and we want to see what's happening because you know one of the really interesting points is The people who are the grant recipients really become ambassadors and that's a fantastic thing like in one region.

I think I just went down to Charlotte because they just started one Charlotte, North Carolina.

You know, the city got a grant and they started working on it and then a whole lot of people said, wait a second, you got a grant? What are you working on?

Did you think about this? You just think about that. And so there's already some synergies happening and we had a meeting with the public health department down there.

So, you know, what might come? You don't, if one local government or in a region gets a grant as long as others can get grants that are similar and that can help each other. So it's not a, you know, somebody in a region got a grant so the rest of the region can't get a can't get a grant.

Now as long as they're not doing the exact same thing, there's really room for creativity and approaches to safety because as you know,

a safer road is a safer road but better EMS response is also going to improve safety so we can we can fund those two activities so I would say you know it might be a great way to just look at it look at those communities that are already applying and if they're applying again

you might want to work with them or it may be if you're a subdivision of a state, you know, your 911.

Of that could potentially apply and we can clarify any of those questions.

[Brian Tegtmeyer] Yeah, and Jeff just cause I've been talking about this for over a last year and a half myself to 911 stakeholders. I think. For the people on this call, it's important to know and keep me honest here, but I mean, there's a lot of ways 911 can impact post-crash care and safety in general and I think I would just encourage people to think outside the box, things like

CAD to CAD interoperability where connecting neighboring 911 centers to then use that connection for closest unit dispatch can improve on scene response for first responders.

That can impact highway safety. We already mentioned GIS and Emergency Medical Dispatch.

I think those are great. Programs that could impact our response to. Crashes when they occur and there's you know, also, I mean just emergency medical dispatch even can impact how emergency units respond to every call thus.

Potentially reducing emergency vehicle incidents as well.

So, the next question we have from the audience is our 911PSAPs eligible for these funds and I'm gonna help you out a little bit, Jeff.

I think the question is how they work with their partners in it depends on how they're constructed. So there are consolidated 911 centers that are probably already a unit of cooperative government, others would need to work right with their. Municipalities, their counties or other partnerships, correct?

And I've made that point about. The testing out. It's also what you're proposing to do.

There's more flexibility and more availability of planning funds because we've been undersubscribed with planning funds.

And that's interesting because communities kind of don't know what they don't know and if they don't even I'm not sophisticated with maybe some of their approaches with making safer roads and posting speeds, then they're probably also not aware of everything under the sun with 911 data and response and you know working with EMS.

You can propose something to them and as a pilot, there's a lot of flexibility.

It can be limited in scope, it doesn't have to be that expensive, and then if then it works, then you can put in the action plan and then maybe then deploy it, you know, region wide or service base wide. So I think that's a really interesting idea of, hey, we've got a better way of doing something. Let's try it out in a corridor where there might be some high injuries or whatever the specific issue might be.

Maybe it's a, maybe it's a Super Bowl, you know, you're hosting the Super Bowl and you, you know, you might have higher need for incident response or whatever activity it is. NASCAR race or college football game day whatever it is you know just it's about saving lives and we really want some creativity under the post crash care.

[Brian Tegtmeyer] And I think you made an important point that if you apply and maybe there's something not correct that there is technical assistance that can be provided to help you and especially in your dynamic rounds of funding here that could help them. Reapply or fix their application, right?

[Jeff Price] Absolutely.

[Brian Tegtmeyer] Yeah, well, I think that's all that we have time for. We do have additional questions that we will get to Jeff for him to answer and we'll get those answers posted on 911.gov

The national 911 program remains a resource. You can reach out to us for questions about this grant opportunity.

and I'll help direct you to the right answer or discuss with you what you're thinking. We would like, to thank all of our speakers today, Jill Coogan from the FCC,

Jeff Price from DOT and David Furth from the FCC and everyone, great information. We hope that

you'll be able to join us on our next webinar and we'd like you to have a great day.