

Brian Tegtmeier: Hello, and welcome to the State of 911 Webinar series, hosted by NHTSA's National 911 program.

Brian Tegtmeier: My name is Brian Tegtmeier, and I'll be the moderator for today's session.

Brian Tegtmeier: This Webinar series

Brian Tegtmeier: 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 real experiences from leaders utilizing these processes throughout the country.

Brian Tegtmeier: In today's session, you will hear about grant funding opportunities for 911 centers through the Safe Streets and Roads for All Grant program from the US Department of Transportation. The upcoming funding round provides resources for planning and demonstration projects aimed at preventing roadway deaths and serious injuries. We'll explore how 911 centers can apply for SS4A funding independently

Brian Tegtmeier: or collaborate with local, municipal and regional transportation partners. You will hear insights from a current SS4A awardee on the application process and lessons learned. Today's webinar is being recorded and will be posted on 911.Gov.

Brian Tegtmeier: For information on the National 911 Program webinars, access to archived recordings or to learn more about the National 911 Program, please visit 911.gov. Feedback or questions about the Webinars can be sent to Nhtsa.National911@dot.gov.

Brian Tegtmeier: The National 911 Program would also like to make you aware of the documents and tools section of our website at 911.gov.

Brian Tegtmeier: Stakeholders are encouraged to submit links and documents that would be of use and interest to your 911 colleagues, including policy documents, plans, reports across several topics, including 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 be submitted by clicking the online submission form in the top right side of the docs and tools page

Brian Tegtmeier: on the Docs and Tools page

Brian Tegtmeier: the National 911 Program would also like to invite you to visit the 911 Telecommunicator Tree Of Life and share a story about a remarkable 911 telecommunicator who has inspired you. With National Public Safety Telecommunicator Week approaching next month, It's a great time to share your story at 911Treeoflife.org honoring that special telecommunicator or 911 center who is making a difference in your community.

Brian Tegtmeier: 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 Q and A tool. You can do this by using Zoom's Q and A feature located on the bottom of your screen in the

meeting controls. You can enter your question anytime during the presentation, and it will be entered into the queue. Hover your mouse over the bottom of the page to access meeting controls. Individuals registered for this webinar will receive access to today's Powerpoint presentation and the webinar recording.

Brian Tegtmeier: So

Brian Tegtmeier: now it is my pleasure to introduce our speakers for today's webinar. We are honored to have Andrew Emanuele and Angie Byrne from the US Department of Transportation, as well as Aaron Maciariello from the Charleston County Public Safety 911 Center here today. They bring a wealth of knowledge and experience to our discussion. And we will start with Andrew and Angie

Andrew Emanuele: Thank you, Brian, are you able to hear me?

Brian Tegtmeier: Yes.

Andrew Emanuele: All right. Perfect. Hello, everyone. My name is Andrew Emanuele, and I'm the program manager for the Safe Streets and Roads for All program in the US Department of Transportation in the Office of the Secretary.

Andrew Emanuele: Today, I'm gonna give you a high level look at the program itself. We're gonna talk about how it can apply to you, and then we'll have some time at the end for questions.

Andrew Emanuele: All right. So Safe Streets and Roads for All is a 5 billion dollar discretionary grant program. And we give out roughly 1 billion dollars a year over 5 years. We are in the 4th year of the program. Which means we've given out roughly 3 billion dollars for preventing roadway deaths and serious injuries. That's the main focus of this program.

Andrew Emanuele: We do this by focusing on comprehensive Safety Action Planning, putting together a plan for your area region. These can differ in size. But let me go by different names, such as Vision Zero. Your local region probably has a lot of different names for them, but we do that by doing the planning and then implementing those plans either through behavioral changes,

Andrew Emanuele: pilot programs or actual construction of projects. And we'll talk about what some of those things are.

Andrew Emanuele: If you're not familiar with the safe system approach through US DOT there's a link here at the bottom. You can take a look at that. It is inclusive, this grant of all those types of roadway safety interventions, and we do want to follow that safe system approach which has proven safety countermeasures.

Andrew Emanuele: All right, so Safe Streets and Roads for All funding to date. Last year we gave over 1.2 billion dollars in funding for the fiscal year 24 cycle. This included 710 regional, local and tribal communities that received awards.

Andrew Emanuele: In the office of the Secretary, this is far and away, the largest program, in terms of

the number of awards go out that go out. You know. Some of these are small planning grants, you know, not a ton of money, and it's relatively easy to apply for those, and you have a very good chance of getting them. We'll talk about what that means, but we like to put a lot of these out on the street to help communities plan.

Andrew Emanuele: So over the course of the previous 3 years, we've awarded 1,800 grants to different communities, totaling 3 billion dollars. And awards to date will improve roadway safety planning for over 75% of the nation's population. What that means is these plans cover the population, 75% of the population of the United States fall under the jurisdiction of what these plans cover.

Andrew Emanuele: Alright. So let's talk about the SS4A Grants themselves.

Andrew Emanuele: You may not be familiar with some of these acronyms. So I'm gonna go ahead and try to explain everything. What they all mean. Eligible recipients are regional organizations. These can be MPOs or a Council of Government Metro and planning organization is,

Andrew Emanuele: If you're not familiar with yours, it's required in any area over 50,000 in population. There's some big ones in the United States, for example, in the Twin Cities here where I am the MET Council is the MPO. If you're in San Diego, it's called SANDAG. Here in Philadelphia, DVRPC is the big one. In Colorado, DRCOG. So you may be familiar with the name, if you're not exactly sure what they do. But they do surface roadway planning for populations over 50,000 in the US. And they're required by the Federal Government to exist.

Andrew Emanuele: So you can partner with them if you'd like to, you know, get with a service transportation community, and

Andrew Emanuele: they should be reaching out to different folks, and you can coordinate with them on getting this done. So, many have been awarded SS4A grants. The action plans in coordination with these communities. And they're often these MPOs and COGs are often advocates for applying safe system approaches, including post crash care. So they do all the planning. So that's why they're important.

Andrew Emanuele: Now, political subdivision of a State that usually almost always applies to cities and counties. Federally recognized travel governments are also a part of this, and then multi jurisdictional groups comprised of the above. These awards do not go on the State level. States have their own safety, state level safety planning they have to do. But these are more targeted on the local jurisdictional level.

Andrew Emanuele: Eligible activities. There's basically, There's 2 buckets

Andrew Emanuele: essentially for eligible activities with the program. One is Planning and Demonstration, and the other is what we call Implementation, which includes implementing something from the safety plan or construction. We'll we'll get down into what exactly what that means in a little bit here. But eligible activities include developing a comprehensive Safety Action Plan. And that goes by many names. Vision 0. There's a lot. Every different community can call it something

Andrew Emanuele: different, but it is a comprehensive meaning. It looks at all the modes when I say, modes, I mean bicycle, pedestrian, automobiles, wheelchairs, everything that relates to surface

transportation within your area so you can develop or complete that Safety Action Plan with the funding for this you conduct can conduct supplemental planning with this grant money, including

Andrew Emanuele: specific areas you'd like to look at, include pedestrian or post crash care or something else you'd like to study in addition to this action plan. But the action plan must be complete in order to get these supplemental planning dollars. Or you can do them at the same time and then carrying out demonstration activities. So if you want to demonstrate a program or a pilot that you're looking at. You can get money to do that as well. And then planning design and development activities for project and strategies identified in that action plan and then implementing those projects.

Andrew Emanuele: Important point here at the bottom, any department or agency or combination of departments and agencies in a community can submit a single Consolidated Grant application. We do encourage folks to work together when they're applying here.

Andrew Emanuele: So engineering, planning, public health, housing, medical emergency services, all have received grants to to develop these comprehensive multimodal action plans and conduct associated supplemental planning and demonstration activities for their communities.

Andrew Emanuele: What are these planning and demonstration activities? There's there's a lot of them. We're just gonna go through a few of them here. There's more on our website. If you want to dig down into what's possible. And we're going to talk about what more would apply to you a little bit later in the presentation today. So an action plan. So you can get money to develop, update or complete that comprehensive Safety Action Plan that I mentioned. Now, there are, I believe it's actually 8 components to an action plan, and we can help you work through exactly what those mean.

Andrew Emanuele: Even if you wanted to check your action plan against us, we can, we can review it to make sure it is meeting all the criteria that you need to be eligible to get the other components of this grant program.

Andrew Emanuele: Supplemental planning, supplemental planning is not comprehensive, but it's more targeted. So you think about topical safety plans here. If you're familiar with road safety audits driving the roadway and seeing what the safety issues are along it, conducting additional safety analysis and data collection

Andrew Emanuele: follow up stakeholder engagement. We here at the DOT love stakeholder engagement, and we don't want things happening in a silo. We want folks weighing in on what's happening with their in their community. And then safe routes to school plans are another example of supplemental targeted specific planning that you can do with these dollars

Andrew Emanuele: And then demonstration activities. These are feasibility studies using quick build strategies. An important note on these they are time bound. This is, you have to have a start and end date that you're going to do this demonstration and then

Andrew Emanuele: take a look at what worked and what didn't, and determine if you're going to apply something permanently for which you could apply for implementation grants. So if you look at the bottom left, we've got a quick build example. We've got a bike lane that was put up with some bike

bollards, and they're using that to see how the community reacts, how the bicyclists react to it, how the people that live on that street react to it and how the motorists react to it and using that to determine if they want to move forward with putting a bike lane there.

Andrew Emanuele: Again, pilot programs for behavioral or operational activities. A lot of those might apply to you. If you want to try something new within your area related to 911. Pilot programs for new technology. And the last point here, the MUTCD this is a little more engineering, but relates to engineering studies that can be conducted.

Andrew Emanuele: All right. Advance my slide here. Try to.

Andrew Emanuele: Opportunities with Planning and Demonstration Grants. So this is an important point I want to flag here. This, 40% of SS4A funding is required to be for planning and demonstration, meaning that of 1 million dollars, 40% of it

Andrew Emanuele: needs to go to SS4A Planning and Demonstration, which, considering that

Andrew Emanuele: those usually are not large dollar amounts that are awarded for planning and demonstration, we are looking for a lot of applicants. If you are able to apply and put together some data for your community and talk about those proven safety countermeasures. There's a very good chance you're going to get funded. The application process for planning itself is not very difficult. I think it's 2 to 3 pages that you're required to put together to send to us, which is not a heavy lift for a grant program, where you see some of the other ones I see are

Andrew Emanuele: 15 to 20 pages. So that can include developing action plans that can help with getting non-SS4A funding at the local state, regional or federal level for you.

Andrew Emanuele: This also does help guide local decision making. Going to want to have these plans in place, as they do lead to safety improvements.

Andrew Emanuele: Applications can also include combinations of developing action plans with a sort of supplemental planning or demonstration activities, which is a very important point. You can bundle these things together within your application and receive multiple awards

Andrew Emanuele: for these different activities, all bundled together.

Andrew Emanuele: Implementation grants. We use the word implementation here, think of it as construction

Andrew Emanuele: or implementing the some of these strategies or behavioral changes that you identified within your action plan.

Andrew Emanuele: So implementation grants grant applications must fund projects and strategies identified in that action plan. So you have to have that action plan complete

Andrew Emanuele: first. If you, if you've completed through some other means we, you can send it to us.

We can check it. Make sure it's compliant, and then you can apply for the implementation grants. But the important thing is that we do need to have that action plan, and it does need to tie to what you're applying for with the implementation grants. Infrastructure, behavioral and operational safety activities are all eligible which runs a pretty wide gamut things you can do with this.

Andrew Emanuele: As I just stated, applicants must have the qualifying action plan in place and implementation applications may also include supplemental planning and demonstration activities. And that's another important point. You can apply for these construction dollars and at the same time you can do supplemental planning. If you want to do a targeted planning study, or you have demonstration activities you'd like to try out. All these things can be bundled together. But with that construction

Andrew Emanuele: that is the main one there, and that can include that important to note that supplemental planning and demonstration can be included in both categories. So there's a lot of options.

Andrew Emanuele: Alright! So now we're going to talk about Charleston County 911. They received almost 1.3 million dollars in f fiscal year 24 for full CAD to CAD

Andrew Emanuele: computer aided dispatch to address overlapping jurisdictional areas between the city of Charleston and the city of North Charleston and Berkeley and Dorchester counties to improve emergency response times. And they did that, too, and they also updated the Berkeley, Charleston and Dorchester Council of Governments Safety Action Plans. They had two things that were considered there. And I believe we're going to talk about that a little more in depth here. So I'm going to turn it over to Aaron to speak to that.

Aaron Maciariello: Good afternoon. And thank you for inviting me to speak on this. So just to give you a little bit of information on

Aaron Maciariello: our project. Specifically, when we move to the next slide here. Just some context. So

Aaron Maciariello: as Andrew said, we worked in collaboration with our Local Council of Government and our plan was built around a CAD to CAD implementation to directly support ourselves, Berkeley and Dorchester counties overlapping jurisdictional areas that we had. So

Aaron Maciariello: probably a lot of like some of you out there. We have pockets of of areas in all 3 counties that belong to multiple jurisdictions. And we share those response areas. And so a lot of the times we end up having, you know, manual calls that are transferred and things like that, so that we can get both the Fire and Police responders and EMS

Aaron Maciariello: and so for us, our project is it falls into post crash care and that's the area that we wanted to to focus on.

Aaron Maciariello: So we've been working on our project for quite some time. Our CAD to CAD solution. And we feel like it's gonna bring a host of benefits to our center and our partners. Specifically, reduction of call transfer times between jurisdictions.

Aaron Maciariello: Also reduction of human error, which benefits our citizens. Improved workflows,

which would benefit our employees as well. And CAD to CAD has huge implications on automatic and mutual aid. And that's a well known gap that we experience in 911 getting call information back to an agency when you're answering calls from them.

Aaron Maciariello: So, as I said, we focused on those overlapping jurisdictional areas in our neighboring counties. And for the project we're focusing specifically on EMS response times to traffic accidents in those roadways of those adjoining counties.

Aaron Maciariello: So a little bit about our application, our experience with our application process. I would encourage you. There's a self certification worksheet that's provided on the DOT website for this from the Safe Streets website. Utilize that. It's a really good checklist to see where you are in terms of

Aaron Maciariello: whether you're qualifying right now, and what steps you need to take to make sure you would qualify for the grant.

Aaron Maciariello: The next step would be ValidEval. For us, we had to, we had to get a ValidEval account. So this grant application is not, was not on the typical

Aaron Maciariello: grants.gov application website. So ValidEval, you need an account for that, so that you can actually submit for the grant itself.

Aaron Maciariello: The next part of the application was to identify the crash data

Aaron Maciariello: and then also identifying the disadvantaged census tracts. So a lot of that information can for the crash data can be received through FARS, the Fatality Analysis Reporting System. Also a lot of times your State's Department of Public Safety or highway department may have that crash data that you can use for the application to gather that information.

Aaron Maciariello: And then the disadvantaged census tracts. These are essentially areas that are identified as disadvantaged or are marginalized in various categories. There, there's a list of the categories. But it's typically, stuff like housing or transportation, workforce development. Those types of areas. So

Aaron Maciariello: once you identify which of those tracts are in your jurisdiction and how your project will impact those areas that has to be listed in your application.

Aaron Maciariello: Since we worked with our Council of Governments, we had to enter into an MOA with the BCD COG to

Aaron Maciariello: to utilize their Safety Action Plan, but then also to provide data back to them to inform their Safety Action Plan.

Aaron Maciariello: And then depending on your projects goals, it could be very beneficial to get letters of support from any partnering agencies or anyone in your area that might be interested in collaborating with you. And again, as I said, we worked with the BCD COG on that.

Aaron Maciariello: As I said before, our total project was 1.6 million that was 1.29 million that we received in Federal funding and then local matching contributions for us. That was about 1.93

Aaron Maciariello: a little over that all of those funds are going to be allocated towards our implementation of the CAD to CAD. And we're we're looking for over the 5 year Grant period. So we're talking about using the money for the technology integration itself. But then also maintenance and then data driven improvements to the response, as well as response efficiency.

Aaron Maciariello: And I I think I also like to point out this is a it's set up as re the grant set up as a reimbursement. So, you are submitting your invoices to recoup the money that's spent on the project. So that was something that I wanted to point out as well.

Aaron Maciariello: So just the implementation plan for us. And this is this was basically after we had our project kickoff meeting once you're awarded the grant, you'll have your project Kickoff Kickoff meeting. The biggest piece I I'd like to point out is the grant agreement. It's a requirement

Aaron Maciariello: for this grant.

Aaron Maciariello: Also, you'll have to do a risk assessment and a budget review while you're doing the while you're working on the grant agreement.

Aaron Maciariello: A template is provided. So basically, you just receive the template from your from

Aaron Maciariello: your grant manager, and then you modify it with your agency and project information. You may have a few back and forth to to get the the verbiage and everything worked out but this is a large part of it a large part of the work that you'll be doing upfront.

Aaron Maciariello: You can't receive any of the grant funds or any reimbursements of the grant funds until you have that executed agreement. So so a lot of the grant work can't really take place until you get that that part out of the way.

Aaron Maciariello: For our specific project, we're looking to have an 80% reduction in call transfer times between the 911 centers involved in the project which we feel will have improved EMS response times. And, as I said, we will provide metrics to the BCD COG to publish with their Safety Action Plan.

Aaron Maciariello: But there's some other outcomes that we feel are related to that aren't related to the grant. Increased interoperability with our neighboring counties, as well as

Aaron Maciariello: using this CAD to CAD implementation as a hub, allowing connections from other agencies that want to partner with us. Which we feel only further bolsters, mutual aid and automatic, a capabilities and interoperabilities with 911 centers.

Aaron Maciariello: So for our project we worked with a grant writer to assist us with this application. This was a big plus in terms of coordination of data and information that's needed for the application itself. So if you have the ability to do that, I would highly suggest that.

Aaron Maciariello: We were working on, this is a big project, and we were working on this for quite some time before we decided to go the route of Safe Streets for All. So, we had already a lot of the data surrounding the project and we already knew how we wanted to implement it. So that helped us out. I would suggest, if you, if if you don't have that, if you're

Aaron Maciariello: you spend some time to to really think through the project ahead of time. Get the numbers, get the data from, you know, your partner's data information, the call their their

Aaron Maciariello: their CAD types, their RMS Systems, how they're connected their phone, their CHE, all that kind of stuff.

Aaron Maciariello: Call volume. All that information is helpful to get ahead of time.

Aaron Maciariello: Some of the things that we we realized could have been an improvement was an earlier alignment between the jurisdictions to further streamline the planning process.

Aaron Maciariello: We, we ended up working with the BCD GOG on their

Aaron Maciariello: With their Safety Action Plan. But initially, when we entered into this, we didn't realize that was an option for us. So our our first plan was to create a Safety Action Plan. That's what our kind of first swing at it. We were. We were quite a ways through kind of trying to figure that part out before we realized that we could partner with the BCD COG, and so we kind of

Aaron Maciariello: kind of step back and shifted directions. And that was a a big help. So having that upfront would have been

Aaron Maciariello: would have been very helpful for us.

Aaron Maciariello: So once we have our funding secured, we're going to begin our procurement process and then implement the CAD to CAD API.

Aaron Maciariello: We'll be required to provide regular updates, to the public, and then also regular updates to our Council of Government to inform their Safety Action Plan. And then we also anticipate that we'll be expanding this project to integrate additional counties and partners outside of our tri-county area.

Aaron Maciariello: So that's kind of on our on our future radar.

Aaron Maciariello: And that's it.

Aaron Maciariello: I think we're gonna have a Q And A at the end. So if there's any questions for me, I'd happy to answer them. Thank you all

Andrew Emanuele: Thanks, Aaron. So there you had a a good look at an on the ground

Andrew Emanuele: action that you can do with this this funding that really can improve your community.

Andrew Emanuele: So now we're going to look at some of the common Planning and Demonstration Grant issues we're seeing when folks are applying.

Andrew Emanuele: The 1st one is a pretty big one. That the action plan proposed was not comprehensive in nature, so it was just an engineering study, or it was a pedestrian focused study or a bicycle corridor focused study.

Andrew Emanuele: The comprehensive component of this is extremely important. It needs to cover the entire, you know, jurisdiction. But more importantly, needs to cover all the different modes. As I mentioned to you, every surface transformation mode needs to be covered in there. It needs to be comprehensive.

Andrew Emanuele: The second one gets into just what I was talking about, limited to a specific area corridor or a specific audience, or it was an ineligible statewide plan. Statewide plans are not eligible for this. They have their own system that they use.

Andrew Emanuele: Another one, a key one, that I've talked about a couple of times lack of connection between the Action Plan and the Supplemental Planning and or Demonstration activities. So

Andrew Emanuele: we do planning for a reason. So you know, if you do the plan, the stuff that follows it needs to tie back to the plan. Otherwise, if we can't make that connection, we'll be pretty hesitant to give an award.

Andrew Emanuele: And then finally, the scope went beyond a demonstration pilot and scale. Remember, I said, that the demonstration that grants need to be finite in time. They need to be time bound. We need to know when they begin and when they end. You're looking at no end date. Maybe you're trying to do it permanently. And

Andrew Emanuele: we would flag that

Andrew Emanuele: Implementation Grant issues and limitation again, or the operational behavioral or construction grants, lack of connection made between the safety problems and the proposed countermeasures. Again, you need to identify the safety problem and how you're going to fix it. And they need to be related. We need to have, they need to have a connection there. You can use FHWA Federal Highway Administration or the FTA Federal Transit Administration or NHTSA

Andrew Emanuele: National Highway Traffic Safety Administration, and other resources to identify effective countermeasures. So those proven safety countermeasures that I mentioned at the beginning. There's a link, there's a link at the beginning that really shows you what those are and those are, those are key components to this.

Andrew Emanuele: Second bullet, lack of discussion of collaboration with other entities and a lack of details about community engagement and outreach. If you've done it, please make sure you put it into your application. We are big on that. We want to see all the folks collaborating on this, and we want to see agreements with everyone moving forward. Letters of support were mentioned earlier. You know, we'd like to see those things. It does matter.

Andrew Emanuele: And then, finally, many action plans did not meet the necessary SS4A requirements, such as being multimodal

Andrew Emanuele: or multidisciplinary in nature. Again, comprehensive.

Andrew Emanuele: Webinars and resources. So the notice of funding opportunity is going to open soon. We're targeting the end of this month actually, roughly 10 days that this NOFO, notice of funding opportunity is going to hit the streets.

Andrew Emanuele: So we're gonna have. We do have time for Action Plan Eligibility Review requests that can be submitted by May 9th. That means, if you already have an action plan, you can submit it to us, and we will review it to make sure it is compliant, meaning that you could then apply for the implementation implement. Excuse me implementation dollars to receive that and that. And that way you can ensure that your plan is compliant. Before applying for those implementation dollars.

Andrew Emanuele: you can submit any technical questions by May 29th 2025, at 5 PM To ss4a@dot.gov. And the wonderful folks on the other side will answer those questions to the best of their ability. And then we're looking for the applications to be in by June 26th, 2025 at 5 PM Sharp.

Andrew Emanuele: Additional resources about the the SS4A program and the notice of funding opportunity can be can be found at transportation.gov/grants/SS4A.

Andrew Emanuele: and I wanna see if it's in here, but we will be having webinars.

Andrew Emanuele: We will be having webinars after the notice of funding opportunity is live. There's gonna be 3 of them.

Andrew Emanuele: if you haven't subscribed to our lists, you can do that on our website, and they'll let you know when those are occurring, but we will have the 3 different webinars, and they'll be placed on the website. You can go and read or look at them anytime you want. And they'll they'll look at the different components in different areas and break it down in much more depth and detail than I'm doing today.

Andrew Emanuele: We also have application aids, a series of checklists, planning worksheets, and fillable forms that are available on the SS4A website and the ValidEval application form. ValidEval is again the 3rd party resource we're using to submit these applications. It's much easier to use that system than what we used previously, which is grants.gov, it's a lot more user friendly. So we chose that program because it helps people apply.

Andrew Emanuele: And you know, it's not as bureaucratic and federal government to be frank as grants.gov. So it's a lot easier and that's why we use it. It does include all sorts of resources when you're applying that can help you walk through the process. There's all sorts of forms and stuff that can help you do this.

Andrew Emanuele: And then we have a nice little QR code because we are fancy here at US DOT. You can scan that with your phone, and it will take you right to our website.

Andrew Emanuele: And then, with that I believe I'm done. I might be turning it over to Brian, I believe.

Brian Tegtmeier: Yes, thank you so much. Andrew and Aaron. I'm

Brian Tegtmeier: so happy to get that information and share it with everyone in the community. We've got a lot of questions. But before we start into the the questions we have, what I wanted to do was talk about

Brian Tegtmeier: talk about the different types of 911 projects that you might be considering. And I think it's important to know that outside of the track record of of Charleston,

Brian Tegtmeier: Charleston County and their CAD to CAD project. We don't have a lot of other 911 grants. We don't have a specific 911 grant, we have public safety related Grant funding. But specifically to a 911 center, that is our only case from last year. So we're looking to get more out there. So these ideas still, even the ones I'm going to talk about, I'm talking from the 911 program, not

Brian Tegtmeier: from the Safer Streets for All Grant program. These are just ideas. You have to tie them to the notice of funding opportunity. You have to comply with the requirements as described already by the my colleagues at DOT Office. But when I think about this, I think about, you know.

Brian Tegtmeier: 911 operations. So what are we talking about? It could be call taking protocols, EMD, and other protocols that could improve post crash care by being able to provide bystander care. Maybe you have them. But you need to upgrade to computer based systems. Or you need to add quality assurance or something like that. So you, you know, there's a possibility that there is an operations issue. Other operations

Brian Tegtmeier: training, you know, could include stuff like your traffic incident management training for 911 or things like that. So there's, you know. Look at what you can do operationally that is going to improve your response to a crash or prevent crash and make highways safer

Brian Tegtmeier: Interoperability. I mean the CAD to CAD is sort of the immediate thought of how do you? How do you interoperate better with your neighbors? How do you get the closest unit to a crash? In a previous webinar that you can find on 911.Gov.

Brian Tegtmeier: We highlighted a CAD to CAD solution from the Denver Metropolitan area where South Metro and West Metro Fire departments were using CAD to CAD, and they were seeing like a 2 min improvement in response times. So again, saving lives and getting to those crash victims sooner can be important.

Brian Tegtmeier: GIS is another area. If you need to build GIS layers, you need to get like mile markers on your roads layer built into your map to get more accurate dispatching as the FCC ruled on location based routing and and device location that you know, we're getting more accurate ideas of where our callers are. But is your GIS data accurate enough to dispatch

Brian Tegtmeier: in the dispatch right units? If you need to build upon that or add to that. That's that could be another opportunity as well. And then data collection. Maybe you need to, you know, invest in a

data collection tool. Maybe this is part of the planning is, you've got to figure out things like what percentage of your calls

Brian Tegtmeier: are occurring on roadways. And what can you map to the roadways from your call handling equipment. And where will that make future decisions for you if you know about that? So we are looking in and trying to research this at the 911 program under NHTSA to try to figure out, you know, what percentage of calls are occurring on the roadways? We think it's significant. There's some published data that says it's at least 20%. I actually think it's a lot more. We're a mobile society, and you're getting calls from mobile devices, and many of those devices are calling you from the roadway. So

Brian Tegtmeier: what are your call load? What are your issues? Where are your biggest incidents, you know. Maybe it's, you know, a mass casualty dispatch response. Maybe it's software, for you know, knowing where the closest unit is and doing move ups or things like that. All of it is a possibility.

Brian Tegtmeier: It's how you tell the story, how you develop your plan. How do you tie this to traffic safety. There's also some video and AI solutions, something that can help identify wrong way drivers, vehicles leaving the roadway or crash detection. All could be opportunities for a Safe

Brian Tegtmeier: Streets for All Grant. No guarantees, right? It's about what you can develop within the notice of funding opportunity and what you can do within a Safety Action Plan to build on these ideas. So I think you have to tell the story it has to fit within the confines of the Grant. But I think there's a lot of ideas. And again, we've been working with the program for the last year

Brian Tegtmeier: 2 years to talk about 911's impact on highway safety. I mean everything 911 does impacts highway safety by the very nature of. We dispatch Police Fire and EMS and those agencies become vulnerable road users going to a call. So I think there's a lot of ways we can, we can impact that. So that's

Brian Tegtmeier: You know, that's where I think we want to start from this. And a lot of you are gonna have things to think about. But we have a ton of questions. We're gonna try to get through as quick as we can. So I'm gonna tee off the questions. And then from there I will look to see who in the team

Brian Tegtmeier: wants to be able to answer them. So I know our first question is going to be answered by Angie, and it is, Would an agency organized under a Joint Powers Agreement a JPA be considered multi jurisdiction?

Angie Byrne: So yes

Angie Byrne: most likely I can't say for certain. But if all the organizations within your JPA are public entities, so you're talking about like a County and a City or a County MPO, City MPO. Multiple jurisdictions. I know that's very common with police agencies. Then, Yes, a JPA would be included. What I would recommend in this

Angie Byrne: when you apply, because we mainly see, like MOUs and MOAs included, as part of our application. So I would recommend there's an optional documents option in ValidEval. So when you apply for the Safe Streets and Roads for All Program, and I hope it is really when you apply for the

program,

Angie Byrne: make sure to include that JPA agreement in your optional documents. So it's clear who's all involved in your JPA.

Brian Tegtmeier: Great. Thank you. Our next question is with the volatility of Federal Grant funds. How certain is grant funding, and is there any concern on the award or the grant being canceled midway through the project? I know that's a tough question for us in the Federal Government to answer right now. But, Andrew, do you want to tee it up?

Andrew Emanuele: Yeah, I could take that one. Since I'm right at the heart of it. This program safety is the primary concern of the new administration. This program is not going to be canceled. It has 2 billion dollars left. We are moving forward with it. There's nothing that's going to be removed from it. We haven't completed the Grant agreements for the previous awards, because we're

Andrew Emanuele: aligning the Grant agreement which you heard mentioned to be more in alignment with the Administration's new executive orders. So this is this is happening. You're not gonna these aren't going to be canceled or pulled, or anything. And even with this cycle it's going to be in alignment with a new administration. So there's even less of a concern there. So

Andrew Emanuele: it's gonna happen.

Brian Tegtmeier: Great. The next question is one that I know is often comes up during grants, and that is really about the issue of supplanting. And I think that maybe Angie and Andrew, one of you could describe this more. But the question is, can these funds,

Brian Tegtmeier: Can this fund projects that have already been designed or ordered, but not yet implemented? Or is it strictly for new projects?

Andrew Emanuele: Angie, you wanna take that one?

Angie Byrne: Yeah, I can. That's actually a great one. Because the the there is a 5 year limitation on our implementation grants like, we want you to be far along in the planning stages. That's why we actually have the planning and demo part to try to actually get us to those implementation projects. So what you're describing is is spot on, and absolutely it is

Angie Byrne: for things that have not already been started. But there's a solid plan in place, and you will have to complete your projects within 5 years of executing your grant award. So great question.

Brian Tegtmeier: I think the next couple of questions we're gonna ask are gonna be maybe more for Aaron. A question was how I tried to answer it in my statement. But how does CAD to CAD reduce call transfer times?

Aaron Maciariello: Yeah. So for us, we're looking for a complete Push Pull

Aaron Maciariello: API for our CAD to CAD. So since these are overlapping jurisdictional areas that

we're focusing on, We could receive a call where an agency that we dispatch for has to go for Police and Fire. But then Berkeley or Dorchester County has to respond for EMS. Now our processes is that once we handle the call we have to manually transfer that call to the other county to get their responders.

Aaron Maciariello: With the Push Pull API for CAD to CAD, it doesn't matter who takes the call. The call goes into their respective CAD, and it pushes to the agency that needs to respond, whether it's us or Berkeley or Dorchester. So it, it removes that that requirement of transferring the call which it which reduces the call transfer times and also improves the response times.

Brian Tegtmeier: Great. Next question for you, Aaron, is, did you receive funding for a comprehensive action plan plus implementation at the same time? Or is this in different fiscal year stages?

Aaron Maciariello: So we did not receive funding for a comprehensive action plan. We partnered with the BCD COG, the Berkeley Charleston, Dorchester Council of Governments, to use their Safety Action Plan. So our grant was specifically for a demonstration project off of their

Aaron Maciariello: their Safety Action Plan.

Brian Tegtmeier: And I think you mentioned in your report that if the demonstration goes well, you're gonna expand your CAD to CAD to more more connections and and everything else. So you're gonna prove the concept that it works and then expand and build from there.

Aaron Maciariello: Right, right.

Brian Tegtmeier: But and then the other thing that I want to add to that question is that, as Andrew mentioned in the early slides, if you look at the Safer Streets for All Grant

Brian Tegtmeier: website, you're going to see who the Metropolitan Planning Organizations are, and all the people that may have those plans already created, and many of them are not going to have post crash care elements. So it's a great opportunity for you to work with those people in your area. That may be a new partner to the 911 community and the traffic safety community partnering together. But they're looking for post crash care elements. And you guys might be able to complement each other. And Angie or Andrew, do you want to add on that?

Andrew Emanuele: That is absolutely something that should be done. Now, MPOs they are required to do certain amount of planning, but they're not always aware of what you know. The 911 community looking for especially related to post crash here. I know this. I used to review their plans. So that is a great idea, for to reach out to that MPO. And see what, see what they're doing, and see if you can get something, you know.

Andrew Emanuele: Work with them to put something together for this, because they probably already done a lot of this planning, and you can use that and piggyback on what they're doing to move forward. So great point.

Aaron Maciariello: I would say just a just a

Aaron Maciariello: add a little bit more to that. When we reached out to our Council of Government

Aaron Maciariello: this was almost a complete blind spot in their Safety Action Plan. So it wasn't even an area that they were considering. It just happened to fit into to you know. And so it worked out well in our in our in our favor.

Brian Tegtmeyer: Great

Brian Tegtmeyer: Couple of questions about grant writing. Is this something that you need a grant writer for? Or can you apply without one? And if you did use one, are there costs eligible to be included, or they have to be excluded from the grant reimbursement?

Aaron Maciariello: What? So I could, I think I can answer part of that. But

Aaron Maciariello: So for us

Aaron Maciariello: our county already contracts with a grant writer. Who can, who the individual departments can ask to to work with. They have a relatively large workload, so not every project gets their attention. So we were lucky in that sense. I would say that it's helpful in terms of

Aaron Maciariello: organization and getting exactly the components that you need. You're still gonna be doing a lot of the work pulling the data. Writing out, you know, narratives and things like that. So but it's certainly helpful in terms of organization, and making sure that you're not missing any marks and then they do some fine tuning and stuff on the back end to make sure that the narratives and applications flow well

Aaron Maciariello: as far as getting grant money to help fund that I don't. That would be maybe Andrew could help on that.

Andrew Emanuele: No, so you can't get money to have it to pay the grant writer. That's not what it's for. Now, I'm gonna say you don't necessarily need one, especially for planning, since these are very small, I mean 2 to 3 pages.

Andrew Emanuele: If you put that together, and we've seen many of them. It doesn't have to be Shakespeare putting these things together as long as you've got the necessary information in there, and it's well organized. There's a very high chance that you would get awarded. Now that is a little more true, for the implementation construction grants. Those take a little more effort because they're

Andrew Emanuele: usually a lot bigger, a lot more, a lot higher dollar amounts, and that can be helpful. But

Andrew Emanuele: sometimes we see them. But sometimes, you know, folks do it on their own, and it works just fine. So it's really good to assess your own ability to do that.

Brian Tegtmeyer: Thank you. Is there someone? What next question is there someone we can consult with about the eligibility to apply for a grant? Is there any answers that they can get ahead of that?

Andrew Emanuele: Angie, you want to...

Angie Byrne: Yeah. So for the people that are eligible for this grant are political subdivisions of a State, and that can take on many forms. It can be some type of Regional Organization. Andrew has mentioned MPOs several times. Aaron has brought up Councils of Government. It can be a city, it can be a county, it can be school districts. We've had some State Universities apply, so as long as it's a political

Angie Byrne: subdivision of a State. Now, what I would kind of keep in mind. And Andrew really stressed this during his presentation, is really working with people in your community to put an application together. So if we do check for overlap. So if your police department submits an application and your engineering department submits an application, we're going to come back to you and be like which one is coming

Angie Byrne: forward because you only get one from your community. So I'd be very mindful of that in regards to eligibility and definitely encourage working with people in your community, other departments, other agencies to put together an application. Something I want to really stress, too, is you can put multiple things in your application like you don't have to have just

Angie Byrne: one project. You can put 5 or 6 planning and demonstration projects in a planning and demonstration application. Implementations applications, we've seen multiple projects listed. There's a higher burden for those. So don't think it's just like, you know, one project, one shot from one community. You can put a whole lot in there, and we can actually encourage you and kind of loading up

Angie Byrne: in those applications. Because, as Andrew said, we have a lot of that planning and demonstration stuff. So if there's supplemental plans, additional data analysis, those are all great things to include in a planning and demonstration application. But we do have more guidance on the website. If you have like a particular question like, I'm a nonprofit.

Angie Byrne: Nonprofits are not eligible or State Agencies are not eligible for this program. So there's some FAQs on our website that get into more details. But if that still didn't answer your question, please email us at SS4A@dot.gov.

Brian Tegtmeier: And let's get that email into the chat as well as Aaron has been willing to provide his email in there. So that just went to everyone as well. So yeah, I think from my experience. And how most 911 centers are organized across the country special district service boards. As long as you're not a state entity, and you're an intergovernmental cooperative or JPA, you are likely going to be eligible. But you do want to check on that. So I think that checks off a couple of other questions.

Brian Tegtmeier: if for any reason we we've got 10 min left. If we don't get to everyone's questions. We will try to answer them. Get them on the website. I'm going back to one of the earlier ones, could. It's a 3 part question. So I'm gonna try to go through them all. But could a 911 center use SS4A to implement pre-arrival instructions? I think again, that was one of my examples. So I think that would work.

Brian Tegtmeier: Could a 911 center bundle their grant application with public works, Police and EMS? We talked about bundling and working together is really encouraged. And could it be used for 911 telecommunicator training and communication center upgrades? I think again, that's going to be a very

specific answer, based on what you're asking for. It has to tie to traffic safety. It's got to try, you know. Our easiest tie is post crash care stuff. So it's got to tie to the traffic safety. It can't be general training, or it's going to be too far out there. But if you're specifically

Brian Tegtmeier: doing something that's going to impact your ability to respond to a crash or to keep your highway safer, it's gonna be. It's gonna be a possibility, Andrew, I think you said this. But when is the anticipated timeline for the NOFO release?

Andrew Emanuele: So there's NOFO release is going to go out at the end of this month, probably around the 28th 29th It's going to be one of those dates and then it'll be open for 90 days. So we have 90 days to apply, and then after that we'll close it and we'll do the awards will be announced sometime in later in the year, and then we'll have another cycle the following year, which will follow, probably close to the same timeline.

Andrew Emanuele: So there's 2 billion dollars left. Again, 40% of that needs to go to planning. So and we have a lot of money to get for planning to go out. So please apply. Planning and Demonstration.

Brian Tegtmeier: Planning and demonstrations. Good. Again, another question. Our Safety Action Plan will be complete in July. Should we apply for planning or implementation

Andrew Emanuele: Depends on what you want to do. You want to. I mean, if you've got the plan complete, you can apply for implementation, and we can verify it and you can apply for those dollars. Angie, do you want to take that one? You've got a little more experience in

Angie Byrne: Yeah. So if your plan isn't going to be complete until July, you'd have to keep it in the planning and demonstration space. Sorry, Andrew. However, if Andrew is absolutely right, if you do have your plan done, you completed it this past July, then you're good to go, but it does need to be done to apply for implementation dollars.

Angie Byrne: Now, if you don't have it done, you have a plan in progress that's fine. You can still apply for planning and demonstration dollars. And certainly would encourage you to do so.

Andrew Emanuele: So apologies there. I took this program over 3 months ago. So I'm learning on the fly with everybody else but you, I mean, you can still apply for this the demonstration and supplemental planning as well in there. So there's a lot of things you can do with that.

Brian Tegtmeier: All right. Our next question that, I think, is really a good one, too, is, in previous years there have been multiple rounds, do you know yet whether this will be only one round this year or well, could there potentially be different rounds?

Andrew Emanuele: There's only gonna be one round this year. So it's gonna be 90 days starting at the end of this month.

Andrew Emanuele: and that that's gonna be it for this year.

Brian Tegtmeier: If you've are, if a local Government's Transportation Department's already received an

SS4A Planning Grant and is developing a transportation focused action plan. What will another SS4A planning grant by a 911 center accomplish? And I think we've answered that already is that we should update that plan to include the 911. Is that right?

Angie Byrne: Think of this program as ant. And so and and I think Andrew and Aaron, in his presentation, did a really good job emphasizing this, but I'm going to emphasize it again.

Angie Byrne: Everything you apply for in this grant program has to be tied to an action plan. For your planning and demonstration, you need to update that action plan with anything you plan on doing. So

Angie Byrne: updating your action plan doing two demonstration projects, do a supplemental data analysis. Do a pilot training. Put all that in your application. Encourage lots of projects within the application, but it I do want to emphasize, it always has to tie back to that action plan. Implementation projects need to tie back to that action plan as well.

Brian Tegtmeier: Great

Brian Tegtmeier: And if your community has received a grant in the previous year, does it disqualify you this year or the next year?

Angie Byrne: No.

Angie Byrne: Okay.

Brian Tegtmeier: No, is the answer there. Alright! Great that's

Angie Byrne: That's good news.

Brian Tegtmeier: Does the funding have to be reimbursement based, or can it all be drawn down at once? And I think the answer was reimbursement based

Andrew Emanuele: This is a Federal Federal grant programs are reimbursement based. So

Andrew Emanuele: no, no real wiggle room there

Andrew Emanuele: unfortunately

Brian Tegtmeier: we have a couple of questions that I think are going to be hard for you guys to answer. But it talks about 911's radio communications and radio infrastructure and fire station alerting. It, could those types of projects be used for this grant? In other words, implementing upgrades in their radio systems for interoperability or things like that. And I think, and I want you guys to jump in. But I think the answer is going to be again. You're gonna have to tie that to what? What's gonna change? What's new?

Brian Tegtmeier: like again? You have a radio system now. So what is the change? Why will the change improve a highway safety response? How will help you work with your neighbors better. And those types of things, and maybe maybe right.

Brian Tegtmeier: Angie, any thoughts?

Angie Byrne: Yeah, I think you said it really. Well, Brian, but say, you know, maybe only

Angie Byrne: I don't know 30% of your 911 calls are associated with traffic. Then you can put in an application and be like, you know,

Angie Byrne: Safe Streets will fund 30% of this larger project. You can proportionally fund things to the things that are, you know, transportation safety related, but fully agree with Brian. Anything you do has to very clearly tie back to transportation safety and that comprehensive Safety Action Plan.

Brian Tegtmeier: And let me let me give this thought to all the 911 centers people out there is that you are in. You possess

Brian Tegtmeier: in your call handling equipment and your CAD system better data on crashes than many of the people in the transportation business. So your 911 center data, your CADs, and all that can really help define your your impact. Again, like I said, if you're using systems that map, your 911 calls, you know where the calls are coming from your roadway. If you could argue, 30 to 50% of your calls are coming from your roadway. That helps that argument right?

Brian Tegtmeier: You have computer aided dispatch, and when you think of traffic, don't just think of

Brian Tegtmeier: crashes. Think of obstructions in the roadway. Think about you know, lights out. All the calls we get about debris in the roadway, infrastructure issues, crashes, wrong way drivers, disabled vehicles, all of those become roadways, things that even traffic enforcement becomes a roadway safety issue because our officers are vulnerable in the move over crash, you know, move over incidents so

Brian Tegtmeier: you can search your CADs and come up with this snapshot. It's going to be different. We know that large cities I've seen a report, large cities say 20% of police activity is traffic related, I think, for many of our counties and municipalities across the county having come from 3 different 911 centers, you're going to find that number can be even higher in many parts of the area. And so you can help tell that story with your own data.

Brian Tegtmeier: And I think that's important. So I think we answered this. But can a political subdivision, such as a county apply for a group of counties, or does it have to be a Council of Government. Yes, people can cooperate together, correct?

Angie Byrne: Yes, absolutely. I think Iowa is like our gold star example. We had one county in Iowa coordinate with

Angie Byrne: I think it was over 60 other counties in Iowa to develop comprehensive Safety Action Plans. So yes, and you know, whatever that agreement looks like for your organization, we're not going to dictate, like, you know. Oh, you have to have an MOU in place. You have to have some sort of structure in place, but what that structure looks like to manage for a Multi Jurisdictional Agency. Is up to you what that structure looks like

Brian Tegtmeier: Okay? And then I think that's been answered. But real quick. Can the planning money be used to develop the action plan?

Andrew Emanuele: Absolutely. That's what it's there for. Yes.

Brian Tegtmeier: Okay? So that's that planning grant is to apply for a plan to develop your action plan.

Andrew Emanuele: It can also be used for supplemental and demonstration activities. But you must have that action plan in place first, in order to do anything else

Brian Tegtmeier: Yeah. And then this one's on the CAD to CAD. So I don't know if this Aaron, you could answer. We only got a couple of minutes left, but our reoccurring costs covered by grant funds for CAD to CAD for 5 years, or just the implementation training and integration costs?

Aaron Maciariello: So the way maybe maybe Andrew or Angie can give a more official answer. But the way we set up ours is that it will cover all of the costs, the implementation the maintenance and that kind of stuff for the 5 year period while we're running that

Aaron Maciariello: that demonstration.

Aaron Maciariello: Because, you know, software is a little bit trickier, and that's a little bit different than what maybe they're typically used to doing in terms of, you know, concrete infrastructure construction projects. You know, software requires annual maintenance, subscription fees, you know, soft for software as a service. And so that's we, we wrap wrapped all of that in for that 5 year period.

Angie Byrne: Yeah, the only caution I would have is kind of that implementation funding is, you know, this, the funding is only good for 5 years. And just because you get it for 5 years. This is, this is a fairly new grant program. It's only authorized for 5 years. So we're going, we're heading into year 4 of the Grant program. So you know.

Angie Byrne: we don't know if this safe streets will be reauthorized in the next round. So I would kinda, it's fine to do exactly what Aaron described, and I think he brings up a really good point for paying for the maintenance cost. We actually encourage that with our construction people do. Like, for example, we have a lot of pilots that are doing like demonstration projects with flex posts, and we're like, Hey.

Angie Byrne: budget for extra flex posts because those are going to get destroyed when your snow plows hit them. So I'm really glad, Aaron, you brought up maintenance. But if if you're doing that, make sure you have a plan, for when the Safe Streets funding does end.

Brian Tegtmeier: Okay? Well, that takes care of all of our questions. I really appreciate all 3 panelists.

Brian Tegtmeier: Andrew Aaron and Angie, our triple A panel there. And it was hopefully this information, we can get this out to the 911 communities and get a lot more, 911 centers applying for these grants. So thank you. We appreciate your interest. My contact information is on the screen. If we didn't get to your question, please, you can email me, and we'll see if we can get it answered. And again thank you again to our panelists.

Brian Tegtmeier: We appreciate your time

Andrew Emanuele: Thank You.