



**CITY SUMMIT**  
KANSAS CITY, MO • NOVEMBER 17-19 2022

# TRANSPORTATION AND INFRASTRUCTURE SERVICES (TIS) COMMITTEE

WEDNESDAY, NOV. 16, 2022, 3-5 P.M. (CENTRAL)  
KANSAS CITY CONVENTION CENTER  
GREAT HALL 3501 C & D



## Memorandum

**TO:** Transportation and Infrastructure Services Federal Advocacy Committee Members

**FROM:** The Honorable Elaine Clegg  
Council President, City of Boise, Idaho

**RE:** 2022 TIS Federal Advocacy Committee Report

On behalf of the Transportation and Infrastructure Services (TIS) Federal Advocacy Committee, I am pleased to present the enclosed committee report for 2022. This report contains recommended policy amendments and resolutions from the TIS Committee. Please review these proposals in advance of the upcoming City Summit Committee meeting

[The TIS Federal Advocacy Committee will meet in Kansas City, MO, during City Summit on Wednesday, November 16, 2022, from 3-5 p.m. \(Central\) in room Great Hall 3501 C & D at the Kansas City Convention Center.](#)

The primary role of NLC's Federal Advocacy committees is to oversee the regular review and updating of the [National Municipal Policy](#) to ensure that it reflects the view of local officials on current and emerging federal policy issues. Adopted positions are used to guide NLC's federal advocacy efforts, shape public policy debates, and communicate positions with the media, Congress and the Administration, and other stakeholders. In addition to developing federal policy, the committees serve as advocates on behalf of our cities, towns and villages and lead on finding solutions to local challenges.

The TIS Federal Advocacy Committee has worked diligently to recommend policy changes and pursue initiatives under our Committee's jurisdiction, including implementation of federal transportation grant programs under the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) to help communities rebuild and reimagine infrastructure. If you have any questions about the proposals in this report, please feel free to contact me, any member of the Committee, or the NLC staff contact, Brittney Kohler (kohler@nlc.org), for our Committee.

It has been an honor to serve as the TIS Committee Chair this year. I look forward to seeing you soon!

Sincerely,

Elaine Clegg  
Council President, City of Boise, Idaho  
2022 NLC TIS Committee Chair

# Transportation and Infrastructure Services (TIS) Committee Agenda

Wednesday, Nov. 16, 2022, 3-5 p.m. (Central)

Kansas City Convention Center – Great Hall 3501 C & D

3:00-3:10 PM	<b>NLC TIS Leadership Welcome, Introductions and Meeting Overview</b> <ul style="list-style-type: none"><li>• The Honorable Elaine Clegg <i>Chair of TIS and Council President, City of Boise, ID</i></li><li>• The Honorable Barbara Odom-Wesley <i>Vice Chair of TIS and Councilmember, Arlington, Texas</i></li><li>• The Honorable Joseph Geierman <i>Vice Chair of TIS and Mayor, Doraville, Georgia</i></li></ul>
3:10-3:25 PM	<b>Infrastructure Investment and Jobs Act (IIJA) Updates from the U.S. Department of Transportation: What Transportation Programs are Coming In 2023 for Cities to Leverage Directly and In Partnership</b> <ul style="list-style-type: none"><li>• Charles Small <i>Deputy Assistant Secretary, Intergovernmental Affairs – Office of the Secretary, U.S. Department of Transportation</i></li></ul>
3:25-3:40 PM	<b>Navigating and Engaging as Local Governments on Federal Transportation Grants</b> <ul style="list-style-type: none"><li>• Mariia Zimmerman <i>Strategic Advisor for Technical Assistance and Community Solutions, Office of the Secretary, U.S. Department of Transportation</i></li></ul>
3:40-4:00 PM	<b>TIS National Municipal Policy Review and Approval of 2023 Resolutions</b> <ul style="list-style-type: none"><li>• The Honorable Elaine Clegg <i>Council President, City of Boise, ID</i></li></ul>
3:50-4:00 PM	<b>NLC Leadership Remarks</b> <ul style="list-style-type: none"><li>• The Honorable Vince Williams <i>Mayor, City of Union City, GA</i></li></ul>
4:00-4:45 PM	<b>Perspectives in Transportation: What Electric Vehicle Charging Partners Want City Leaders to Know</b>

	<ul style="list-style-type: none"> <li>• Alex Schroeder <i>Chief Technology Officer, U.S. Joint Office of Energy and Transportation</i></li> <li>• Nick Voris <i>Senior Manager, Electrification Products and Services, Evergy</i></li> <li>• Kate Jack <i>Sector Lead for Smart(ER) Mobility, Stantec Consulting Services</i></li> <li>• Antoine Sirois <i>FLO</i></li> </ul>
4:50-5:00 PM	<b>NLC Legislative Outlook: 2023 Priorities Ahead</b> <ul style="list-style-type: none"> <li>• Brittney Kohler <i>Legislative Director, Transportation &amp; Infrastructure, NLC</i></li> </ul>
5:00-6:30PM	<b>City Summit Opening Reception at the Convention Center Exhibit Hall</b>
7:30-8:30PM	<b>Electric Connection Reception with NLC Transportation and Energy Committees</b> Host: Edison Electric Institute (EEI)  NLC's TIS and EENR Committee Members are invited to join in an electric evening reception with the Edison Electric Institute. Connect over drinks and bites with local and industry leaders interested in EVs and all things electric – and enjoy a rooftop view of Kansas City!  Location: Three Points, 1511 Baltimore Ave, Kansas City, MO 64108 – just a <a href="#">4-6 minute walk from the Convention Center!</a>

### Thursday, November 17, 2022

6:30-8:30 PM	<b>Welcome to Kansas City Transportation and Infrastructure Services Local Dinner</b> Host: Olsson (Engineering and Architecture)  Members of NLC Transportation & Infrastructure Services Committee are invited to join our hosts - Kansas City and Olsson - for a welcome BBQ dinner at Jack Stack Barbecue to connect with your fellow city leaders!  Location: Jack Stack Barbecue - Freight House, 101 W 22nd St, Kansas City, MO 64108 - and don't miss your chance to take the <a href="#">Kansas City Streetcar!</a>
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# Additional City Summit Events Related to Transportation

## Wednesday, November 16, 2022

9:00-12:00 PM	<a href="#"><u>All Aboard: Downtown Kansas City's Streetcar is on the Move</u></a>
9:00-12:00 PM	<a href="#"><u>Get Connected: Kansas City's Port Authority is a Vital Link in the Economic Development Chain</u></a>

## Thursday, November 17, 2022

4:00-5:15 PM	<a href="#"><u>Safe Streets and Sidewalks for All: Best Practices, Funding Opportunities and More</u></a>
4:00-5:15 PM	<a href="#"><u>Municipal Bonds, Infrastructure and Racial Equity: Making the Connection</u></a>
4:00-5:15 PM	<a href="#"><u>Sustainable Infrastructure Investments In a Changing Climate</u></a>

## Friday, November 18, 2022

9:00-2:00 PM	<p><a href="#"><u>NLC Railroad Meetings Room Open for Individual City-Railroad Meetings by Appointment</u></a></p> <p>NLC has reserved a meeting room onsite at the conference for cities and railroads to meet together to discuss shared interests in projects, concerns and federal grant collaboration. Please reach out directly to your relevant railroad representative to schedule a meeting, which they will do their best to facilitate:</p> <ul style="list-style-type: none"> <li>• BNSF: Juan Acosta (Juan.Acosta@BNSF.com)</li> <li>• CN: David Woodruff (David.Woodruff@cn.ca)</li> <li>• CP: Larry Lloyd (Larry_Lloyd@cpr.ca)</li> <li>• CSX: Tom Livingston (Tom_Livingston@CSX.com)</li> <li>• KC Southern: TBA</li> <li>• Norfolk Southern: Darrell Wilson (darrell.wilson@nscorp.com)</li> <li>• Union Pacific: Liisa Stark (LLSTARK@up.com)</li> </ul>
11:00-12:15PM	<a href="#"><u>Improving Equity and Livability with Transit-Oriented Development</u></a>
11:00-12:15PM	<a href="#"><u>Small Cities Infrastructure Hub Forum</u></a>

11:00-12:15PM	<a href="#"><u>Transformative Infrastructure Investment: The Opportunity is Now</u></a>
12:15 – 2:00PM	<a href="#"><u>TIS Lunch Invitation: Integrating and Funding the Future of Infrastructure Workshop with Stantec and ITSA</u></a>  Please join Stantec and the Intelligent Transportation Society of America for a workshop during the City Summit. The workshop is designed to provide a forum for city leaders to convene, learn, and understand how technology and innovative governance structures can be used to improve community mobility needs while advancing social equity and resiliency. Lunch is provided.  <a href="#"><u>RSVP by November 11<sup>th</sup></u></a>
2:00-3:15 PM	<a href="#"><u>NLC Rail Roundtable at City Summit</u></a>  Rail connects and moves through America's cities making it an essential area for collaboration among local governments, railroads and the Federal Railroad Administration. NLC's annual Rail Roundtable is an opportunity for direct dialogue on challenges and solutions that can make rail a great neighbor in America's communities. RSVP to kohler@nlc.org to reserve a seat at the Rail Roundtable.
2:00-3:15 PM	<a href="#"><u>Not Your Average Transit Solution: Find New and Multimodal Options for Your City or Town</u></a>

**Next TIS Committee Meeting:**

**2023 Kickoff  
Virtual Meeting  
January 19, 2023, at 4PM ET**

**NLC Congressional City Conference  
Washington, DC  
March 24-28, 2023**

**Enclosures:**

- NLC Policy Development and Advocacy Process
- Proposed TIS Policy Amendments
- Proposed TIS Resolutions

- NLC Blog: [Cities Celebrate One-Year Anniversary of the Bipartisan Infrastructure Law](#)
- NLC Blog: [Finding Funding for EV Charging: A State Comparison](#)
- NLC Opportunity: [Safety First Challenge](#)
- NLC Resource: [PROMISING LOCAL PRACTICE IN ROAD SAFETY: A PRIMER FOR SAFER STREETS](#)
- [NLC Resource: EV CHARGING: A PRIMER FOR MUNICIPAL OFFICIALS](#)
- [USDOT Thriving Communities Summary and Worksheet](#)

# *Proposed Policy Amendments*

Only sections of the *NLC National Municipal Policy (NMP)* where modifications are proposed are reproduced in this report. The complete text of the current *NMP*, divided into seven policy chapters, can be found at [nlc.org/national-municipal-policy](http://nlc.org/national-municipal-policy)

Please note:

- Proposed new language is underlined;
- Proposed language for deletion is struck out; and
- Existing, unchanged language is shown as plain text.

## **Policy:**

- **Section 5.01 Transportation Policies**
  - B. Transportation Finance and Administration
    - 1. The Federal Role
      - a. Credit Assistance



# *Proposed Policy Amendments*

## **Section 5.01 Transportation Policies**

### **B. Transportation Finance and Administration**

#### ***1. The Federal Role***

##### **a. Financing and Credit Assistance**

Credit assistance, tax incentives and other transportation finance tools have been effective tools in expanding the available revenue for transportation investments. NLC supports federal direct (low interest) loans, loan guarantees and credit line assistance with favorable terms through programs like Infrastructure Banks and the Transportation Infrastructure Finance and Innovation Act (TIFIA). NLC supports the application of objective approval criteria for credit assistance. Approval factors should include, but not be limited to, threshold cost requirements, consistency with long-range regional and state transportation plans, generation of economic benefits, goods movement, and congestion relief improvements, leveraged private capital, and the promotion of innovative technologies.

~~While TIFIA has provided flexible funding for major transportation projects and helped local governments leverage private and other non-federal investments, limited budget authority and delays in the approval process can result in cost increases. NLC supports an increase in the available funding for the TIFIA program and greater flexibility for U.S. Department of Transportation in approving projects that can take advantage of favorable financing.~~

While infrastructure financing programs provide flexible funding for major transportation projects and help local governments leverage private and other non-federal investments, limited budget capacity, authority and delays in the federal approval process limit the effectiveness of these programs, particularly to disadvantaged communities. NLC supports greater technical support at the USDOT Build America Bureau and flexibility for their approving multimodal and jurisdictional projects that can take advantage of favorable federal financing. NLC also recommends raising the federal population threshold for communities accessing the best available borrowing rates to ensure growing communities can appropriately utilize financing options.

# *Proposed TIS Resolutions*

NLC resolutions are annual statements of position that sunset at the end of the calendar year unless action is taken. The committee must review each of the 2022 resolutions that originated in the TIS Committee to determine recommendations for 2023. The committee has the following options:

1. Renew the resolution for the coming year (with or without edits)
2. Incorporate the resolution into permanent policy; or
3. Let the resolution expire.

The TIS resolutions that were approved for 2022 at the City Summit with recommendations for 2023 are:

<b>Resolution</b>	<b>TIS Committee Recommendation</b>
<b>NLC RESOLUTION #37: Partner with Cities, Towns, and Villages on Flexible Programs to Meet Every Community's Transportation Needs and Vision</b>	Renew with edits
<b>NLC RESOLUTION #38: Advancing Safety for All to Reach Vision Zero with Policies that Achieve Safe, Healthy and Equitable Mobility for All</b>	Renew with edits

1 **NLC RESOLUTION**

2  
3 **CITIES, TOWNS, AND VILLAGES CALL ON CONGRESS TO ADVANCE FEDERAL-**  
4 **LOCAL PARTNERSHIP ON INFRASTRUCTURE**

5  
6 **TIS Committee Recommendation: Renew with Edits**  
7

8 **WHEREAS**, the National League of Cities (NLC) applauds Congress and the President for  
9 passing the bipartisan Infrastructure Investment and Jobs Act (IIJA) in 2021, which is a historic  
10 infrastructure package that provides opportunities for local communities to rebuild and reimagine  
11 America’s transportation and essential infrastructure together; and  
12

13 **WHEREAS**, the U.S. Department of Transportation (USDOT) has been diligently rolling out  
14 new IIJA transportation programs – including several that cities can directly access and also  
15 programs that are dedicated to local issues like the “Safe Street and Roads for All” program; and  
16

17 **WHEREAS**, Congress has provided USDOT \$25 million for a new local technical assistance  
18 Thriving Communities program to ensure that all communities can access the historic  
19 infrastructure investment – especially disadvantaged communities adversely or  
20 disproportionately affected by environmental, climate, and human health policy outcomes; and  
21

22 **WHEREAS**, most of the nation’s 19,000 local governments represent small to mid-sized  
23 communities while our largest cities rival the size of some states, yet all communities value the  
24 opportunity for a direct, productive relationship with the federal government on infrastructure  
25 while also building regional partnerships with our metropolitan and rural planning organizations,  
26 transportation service providers including transit, aviation, and shared micromobility, and our  
27 state partners; and  
28

29 **WHEREAS**, the economic potential of our cities, towns and villages relies on a safe and  
30 efficient multimodal network of locally owned and operated roads, bridges, transit, rail,  
31 sidewalks, trails, airports and ports built on strong transportation plans starting at the local and  
32 regional level and intersecting with state and national systems; and  
33

34 **WHEREAS**, local governmental agencies own 74.8% of the nation’s highway lane mileage<sup>1</sup> and  
35 50% of the nation’s 617,000 bridges while 845 urban and 1,684 rural transit providers are  
36 directly owned by local governments and make up 46% of the nation’s transit providers;<sup>2</sup> and  
37

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<sup>1</sup> [www.fhwa.dot.gov/policy/23cpr/chap1.cfm](http://www.fhwa.dot.gov/policy/23cpr/chap1.cfm)

<sup>2</sup> [www.crsreports.congress.gov/product/pdf/R/R44459](http://www.crsreports.congress.gov/product/pdf/R/R44459)

38 **WHEREAS**, America’s \$2.5 trillion infrastructure funding gap<sup>3</sup> will be substantially reduced by  
39 the combined federal, state and local efforts underway from the IIJA, but unfortunately, the  
40 estimated needs for preservation of infrastructure assets and modernization still outpace available  
41 funds, especially with recent inflation challenges; and  
42

43 **WHEREAS**, as the level of government closest to America’s communities, local governments  
44 continue to be responsive to obstinate infrastructure challenges as well as prioritizing emerging  
45 community needs that deserve investment attention, balancing the tools of prioritization with  
46 being responsive and nimble to welcome innovative opportunities; and  
47

48 **WHEREAS**, local governments are prioritizing the full transportation network as a critical  
49 instrument for reaching community goals including quality of life for residents, economic  
50 opportunity for workers and businesses, health outcomes for children, equity for disadvantaged  
51 people and neighborhoods and so many more, but we share ownership and responsibility for the  
52 transportation network with federal and state authorities whose decisions can impact what cities  
53 can do on their own to build and fix our own areas.  
54

55 **NOW, THEREFORE, BE IT RESOLVED** that NLC urges the federal government to  
56 prioritize infrastructure partnership with America’s cities, towns and villages through direct,  
57 regional and flexible programs that are positioned to meet every community’s transportation  
58 needs and vision as they carry out the programs and policy provided by the IIJA; and  
59

60 **BE IT FURTHER RESOLVED** that local leaders encourage USDOT to provide robust  
61 engagement with local governments to navigate the various transportation programs and provide  
62 clarity on the federal infrastructure process from competition to completion of projects that can  
63 serve the transportation system as a whole; and  
64

65 **BE IT FURTHER RESOLVED** that NLC calls on Congress and USDOT to ensure that all  
66 federal programs come complete with essential, corresponding local technical assistance  
67 programs, like the Thriving Communities Program, which ensures a more fair and transparent  
68 process for all eligible applicants of all sizes across the country; and  
69

70 **BE IT FURTHER RESOLVED** that NLC calls on our state and regional partners – such as  
71 state departments of transportation, rural and metropolitan planning organizations, transit, port  
72 and airport authorities – for greater commitments to infrastructure collaboration with cities,  
73 towns and villages on the rebuilding and reimagining necessary for completing thousands of  
74 projects in the next decade that will touch our communities and be in place for decades; and  
75

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<sup>3</sup> [www.infrastructurereportcard.org/resources/investment-gap-2020-2029](http://www.infrastructurereportcard.org/resources/investment-gap-2020-2029)

76 **BE IT FURTHER RESOLVED** that NLC urges our state legislatures and state departments of  
77 transportation to ensure that appropriate funds are set aside to fully match Congress' IIA  
78 programs at the state and local level so that more infrastructure can be updated in each state and  
79 that all administrative changes – such as reporting on Surface Transportation Block Grant  
80 spending and setting aside planning funds for multimodal – are put in place so that the full  
81 impact of the rebuilding is clear and every dollar is able to be well spent; and

82  
83 **BE IT FURTHER RESOLVED** that NLC recommends that the federal infrastructure processes  
84 be continuously improved so that cities, towns and villages are empowered to advance bold plans  
85 and accept federal transportation investments with clear expectations; and

86  
87 **BE IT FURTHER RESOLVED** that local city leaders call for federal and state government to  
88 review their community engagement processes for improvements, including partnerships with  
89 community leaders and community-based organizations, to ensure a greater and more equitable  
90 role for all communities in transportation planning; and

91  
92 **BE IT FURTHER RESOLVED** that America's local governments continue to urge USDOT  
93 and states to embrace both traditional and emerging transportation modes including regional and  
94 intercity rail connections, safe biking and walking infrastructure, transit and micromobility of all  
95 forms including autonomous vehicles, modern buses, scooters and e-bikes; and

96  
97 **BE IT FURTHER RESOLVED** that the active participation and role of oversight bodies, like  
98 the Surface Transportation Board, which can improve the safety and competitiveness of the  
99 nation's core transportation networks and must be respected; and

100  
101 **BE IT FURTHER RESOLVED** that local governments support the active participation and  
102 role of oversight bodies, like the Surface Transportation Board, which can improve the safety  
103 and competitiveness of the nation's core transportation networks and must be respected; and

104  
105 **BE IT FURTHER RESOLVED** that NLC supports continuing to move toward an outcome-  
106 based transportation structure where the goals of the programs align with each region's goals for  
107 economic development, sustainability, safety, innovation, equity, and regional connectivity  
108 which serve America's residents and economic vitality.

109 **NLC RESOLUTION**

110  
111 **AMERICA’S COMMUNITIES CALL FOR ADVANCING SAFE STREETS AND**  
112 **ROADS FOR ALL TO REACH ZERO ROAD DEATHS IN THE U.S.**

113  
114 **TIS Committee Recommendation:** Renew with Edits

115  
116 **WHEREAS**, in the United States each year more than 40,000 people are killed and thousands  
117 more are injured on American streets, and every 7 minutes a pedestrian is injured on our shared  
118 transportation system; and

119  
120 **WHEREAS**, while everyone is affected by collisions, collisions do not affect everyone equally;  
121 and road deaths and serious injuries disproportionately impact disadvantaged and vulnerable  
122 communities that include but are not limited to: children, older adults, individuals experiencing  
123 homelessness, individuals who rely on streets, bike lanes, and sidewalks for income, individuals  
124 with a disability, and individuals who have historically been profiled by law enforcement; and

125  
126 **WHEREAS**, as the primary owners and managers of the road network in the U.S., America’s  
127 local governments are leading safety efforts across the country on the roads, rails and sidewalks  
128 they own and operate by implementing road design and technology solutions that allow us to  
129 reach a goal of zero fatalities – Vision Zero; and

130  
131 **WHEREAS**, the United Nations has proclaimed a Decade of Action for Road Safety from 2021-  
132 2030, to target a reduction of road traffic deaths and injuries by 50% by 2030 using a Safe  
133 Systems approach and Congress has introduced a bicameral resolution expressing a desire to  
134 reduce traffic fatalities to zero by 2050; and

135  
136 **WHEREAS**, communities of all sizes can aid in preventing the deaths of our residents,  
137 neighbors, and families by taking a proactive, preventative “Safe Systems” approach  
138 that acknowledges humans make mistakes and uses a holistic safety approach of the road  
139 system; and

140  
141 **WHEREAS**, communities across the country are engaged in planning and constructing  
142 connected networks of safe trails and active transportation infrastructure that enable people to, in  
143 the safest way possible, walk or bike to their daily destinations, including their schools,  
144 workplaces, and commercial centers; and

145  
146 **WHEREAS**, road deaths and collisions also have an economic cost both directly and indirectly  
147 since communities share responsibility for the increased costs of medical services, emergency  
148 service response, insurance administration, legal and court actions, property damage, and more.

**NOW, THEREFORE, BE IT RESOLVED** that America’s city leaders urge the President, Administration, Congress, State Governors, and state departments of transportation to commit federal and state leadership to support cities that are prioritizing safety for all residents by implementing Safe Systems in roadway design and guidance, recognize that design is more effective than enforcement, hone proven countermeasures and interventions that prioritize transportation safety for all, invest in safe and connected pedestrian and trail networks, and join with cities working toward the “Vision Zero” goal of zero deaths on roads in the U.S.; and

**BE IT FURTHER RESOLVED** that to design safe, healthy, equitable multi-modal mobility for all and utilize the strength of cities as the laboratories of innovation, NLC applauds Congress for funding the new “Safe Streets for All” local road safety program and USDOT for quickly opening up grant opportunities for both safety planning and project implementation to more quickly put in safety upgrades that will increase safe journeys on the nation’s full transportation network; and

**BE IT FURTHER RESOLVED** that cities, towns, and villages call on USDOT to ensure that the states and cities have current safety data is widely available and accessible, methodologies for showcasing safety outcomes are developed in collaboration with communities, and that the value for investments in safety are demonstrated; and

**BE IT FURTHER RESOLVED** that USDOT should encourage state departments of transportation to improve data gathering and technical assistance for local government on safety as well and tracking of traffic crashes and other issues related to transportation safety; and

**BE IT FURTHER RESOLVED** that NLC encourages the USDOT to update design standards and manuals, such as the Manual on Uniform Traffic Control Devices (MUTCD), and guidelines for road speeds with a focus to put safety first for all users and shift away from constructs like level-of-service in lieu of improved performance standards; and

**BE IT FURTHER RESOLVED** that given the inequitable impacts to disadvantaged communities of unsafe roadway design and lack of access to safe and connected networks for walking and bicycling, achieving equity in safety should be a priority to repair the disparity in access to safe transportation options; and

**BE IT FURTHER RESOLVED** that public education is not achieved through advertising alone so we urge the use of more effective education strategies with USDOT resources such as demonstration projects, tactical urbanism projects, local community engagement, local road safety audits, and other effective strategies to address safety in our nation.



By: Clarence E. Anthony

Last November, local leaders stood beside President Biden as he signed the Infrastructure Investment and Jobs Act into law. Known as the Bipartisan Infrastructure Law (BIL), this legislation kicked off a five-year race to get federal infrastructure funds out to local communities. Infrastructure has been a top NLC advocacy priority for years, and now a historic investment in transportation, water, broadband, and resilience is available to cities, towns and villages across the country.

For many communities, this is their first time directly accessing federal funds to meet local infrastructure challenges. As we celebrate the one-year anniversary of this major investment in our nation's infrastructure, we are also looking at how local governments can continue to maximize this opportunity for the next four years.

### **NLC Delivers for Cities, Towns and Villages**

NLC knew local governments were ready to rebuild and strengthen local infrastructure, a difficult task as municipalities also had to deal with recovery from COVID-19, budget and workforce challenges, inflation and more.

In December 2021, we launched our [Ready to Rebuild effort](#) to help local leaders find federal infrastructure funding opportunities and educate them on how to apply for funds. We hosted a series of [Ready to Rebuild webinars](#) throughout the year on topics from *Broadband Help for Your Community* to *Rolling Out Electric Vehicle Charging in Your Community*, where federal partners were able to speak directly to local leaders about the different funding opportunities for their communities.

Over the last year, NLC has produced more than 50 CitiesSpeak blogs and resources on infrastructure specifically for local governments, including:

- [Your Infrastructure Questions Answered](#)
- [Best Infrastructure Grants for Small Cities](#)
- [10 Ways to Make Your Local Match for Federal Projects](#)
- Program-specific blogs for [broadband](#), [lead pipes](#), [energy](#), [rail](#) and [bridges](#)



- Briefs on [Safe Streets](#) and [Electric Vehicle Charging](#)

We conducted a [survey with Polco](#) that showed cities, towns and villages are ready to invest in almost every type of infrastructure, with ideas for projects that they're prepared to implement and complete.

Finally, we launched our largest technical assistance effort yet – the [Local Infrastructure Hub](#) – with our philanthropy partners. The Hub offers free training and technical assistance bootcamps for small and mid-sized cities, so that they have access to the resources they need to develop strong applications for federal grants available in the infrastructure law. By bringing together nonprofits, city networks, academics and policy experts, the Local Infrastructure Hub is designed to help participating municipalities produce more competitive federal grant applications now and into the future. Keep an eye out for a new set of bootcamps, which will be launching soon.

The Bipartisan Infrastructure Law is a marathon, and our work is not yet done. Our upcoming City Summit Conference in Kansas City, Missouri includes infrastructure sessions and a whole afternoon dedicated to infrastructure solutions for small cities. Workshops include:

- Safe Streets and Sidewalks for All: Best Practices, Funding Opportunities and More
- Sustainable Infrastructure Investments In a Changing Climate
- Equitable Broadband Expansion in the Face of State Preemptions
- Workforce Development Strategies for the Looming Infrastructure Boom

We hope to see you in Kansas City later this month!

## Infrastructure Investments Across the Country

One year in and residents of cities, towns and villages across the nation are already seeing the benefits of the Bipartisan Infrastructure Law in action. Thanks to this investment, cities are making big improvements to their transportation, water, energy and broadband systems.

- **Baton Rouge, LA** was awarded an INFRA (Infrastructure for Rebuilding America) grant totaling almost \$60 million to complete three projects. The first will expand a section of highway and connect local transit, bike and pedestrian networks. The second will add a Bus Rapid Transit (BRT) along a six-mile route, and the third will convert an existing trail into a multimodal pathway for pedestrians and bicyclists.
- An almost \$25 million RAISE (Rebuilding America Infrastructure with Sustainability and Equity) grant was awarded to **Duluth, MN** to reconstruct approximately two miles of a roadway into an integrated multimodal corridor electric vehicle charging stations, green infrastructure and above-ground streetscape in the Lincoln Park neighborhood. Below ground, the RAISE grant will allow Duluth to replace all underground utilities (water, sewer, stormwater) and add fiber optics for a future broadband corridor.
- **Spokane, WA** [received](#) a \$500,000 Brownfields Assessment Grant to conduct eight environmental site assessments and develop four reuse plans and one area-wide plan, and support community engagement activities. The target area for this grant is the Northeast Spokane neighborhood, which contains the abandoned Hillyard Railyard.
- The U.S. Environmental Protection Agency is approving state Intended Use Plans for the five State Revolving Funds for FY22 BIL funding on a rolling basis. **Freeport,**

IL has [recently been approved](#) for two loans totaling approximately \$29 million to make improvements to its wastewater treatment plant and a sanitary sewer replacement project. A portion of the loan will be awarded as principal forgiveness under the state's affordability criteria.

## Making the Most of this Historic Opportunity

Projects that fulfill the promise of the Bipartisan Infrastructure Law are already underway, but there is still much to do in Washington and at home in cities across the country. Here are three steps local governments can take to make the most of this opportunity:

- **Identify programs that meet your local government's needs and sign up for the corresponding Local Infrastructure Hub bootcamp.** Now is the time to ensure your city is picking the programs that address your local concerns. The [White House's BIL guidebook](#) is a great tool to start with. Sign up for updates and information on the latest rounds of Local Infrastructure Hub bootcamps [here](#) and look out for other trainings and webinars from federal agencies and NLC.
- **Consider your local government's strategy and partnerships.** Work smarter by strategically considering which grants you choose to go after, and how you can collaborate with other partners. For example, the Reconnecting Communities program is relatively small but the RAISE program is larger, so your chances of successfully winning a grant are greater with RAISE. Also, many grants allow for team proposals with local and regional partners, which can give smaller communities support and clarity on how to move forward.
- **Ask Congress to help your local government invest in workforce development.** The success of our nation's investments in infrastructure hinge on having a workforce ready to build and maintain that infrastructure. Yet hiring for infrastructure jobs continues to be a significant challenge – [the median infrastructure job takes 20 percent more time to fill than a non-infrastructure job](#). With federal funding for workforce development cut by nearly 40 percent in the last two decades, it is time for Congress to invest in more flexible funding that allows cities to expand their local workforce development initiatives so that the 15 million jobs promised by this historic funding can be filled and usher in an era of expanded infrastructure growth in this country.

Let's make the most of this historic opportunity to invest in our communities!



The Bipartisan Infrastructure Law (BIL) establishes two programs for building out a national electric vehicle (EV) charging network. The first and largest is the [National Electric Vehicle Infrastructure](#) (NEVI) Formula Program, which over the next five years will send \$5 billion to all 50 states, the District of Columbia and Puerto Rico to build chargers every 50 miles along key travel routes. Local governments can check their State NEVI plan at the links below and see if local governments will have direct access to their state's NEVI funding.

The second EV program is the Discretionary Grant Program for Charging and Fueling Infrastructure, often referred to as Community Charging, which provides direct access to local governments and aims to fill in gaps to a national charging network. The program is designed to prioritize rural, low-moderate income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings. The timeline for Community Charging was initially set for early 2023, but it could be released sooner.

Congress designed NEVI to expand access to EV charging locations along the national highway [charging corridors](#) to further expand and standardize the national EV charging network. In 2022 the NEVI program is providing states, the District of Columbia and Puerto Rico with \$615 million in funding for EV chargers, also known as electric vehicle supply equipment (EVSE). To receive this money, states were asked to develop their own NEVI plans and turn them in to the new [Joint Office of Energy and Transportation](#) by August 1, 2022. The Joint Office of Energy and Transportation [reviewed these plans](#) and approved them last month., However, state NEVI plans will have the opportunity to be improved upon over time, and communities should make sure that what is being planned near them is appropriate and that their community has expressed their interests and concerns.

## State NEVI Plans

To get approval for NEVI funding, states had to follow specific [program guidelines](#). EVSEs must be:

- Placed within one mile of a designated highway corridor,
- No more than 50 miles apart,
- In working order over 97 percent of the time,
- In close proximity to other infrastructure such as public restrooms and prioritize rural or disadvantaged communities.

States were notably required to include local government stakeholders in the plan development. Given this guidance, NLC reviewed each state NEVI plan, and found that 35 included explicit inclusion of municipalities in planning, 13 did so indirectly through municipal organizations and four were unclear whether they met that goal.

## Next Steps for Local Leaders

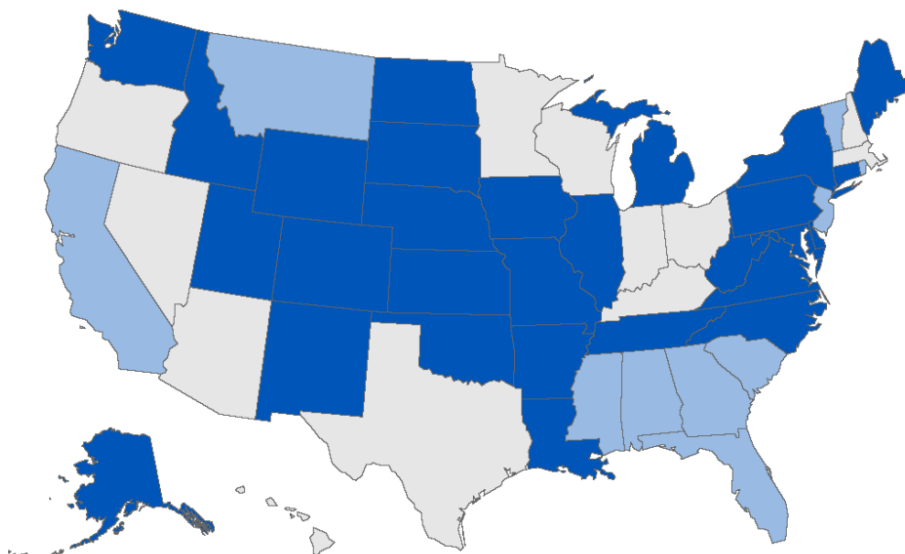
Local leaders should begin by becoming familiar with their state's NEVI plan. Each state NEVI plan identifies sites that meet program requirements, outline the infrastructure development bidding process and review EVSE ownership structure. If local leaders see that their municipality is not in one of the identified areas for NEVI funding, they will want to start working with federal and state officials to prepare for the Community Charging Grants coming out later this year.

Local leaders with a NEVI-designated potential EVSE site in their jurisdiction should:

- Be involved in the development process by first identifying if local governments can directly apply for NEVI funds through the competitive bidding process. This information can be found in the map and data dashboard below.
- Identify potential local or [state funds](#) to meet the federal match, as NEVI only will cover 80 percent of the costs for new EVSEs. For a list of ways to meet a federal match, local leaders can read this blog from NLC on [10 Ways to Make Your Local Match for Federal Projects](#).
- Check and see if private or public utility providers have resources to tap into, especially if no state funding is available. States with [utility funding](#) are identified in the interactive table below.
- Prepare to work with state or private partners. Municipal leaders should check out [NLC's EV guide](#), which includes key questions for local officials to ask as they prepare for EVSEs, municipal examples and a glossary of key terms.

### Can Local Government Apply for State Funding?

- No
- Unclear
- Yes



If working with private developers, it is important to remember that local government retains control over zoning and the permitting process, which can influence where EVSEs are placed in a community. Additionally, developers may want to do public outreach in the community, as some states highlight this as a priority to score highly in competitive grants, so facilitating this interaction as local leaders can increase trust and transparency in the planning process. Some private EVSE companies may also be willing to provide funding for the federal match.

For a full analysis of all 52 plans, check out the interactive table below. Here you can find a link to your state's ava plan, the availability of state and private funds, municipal involvement and more. Additional information on how to implement EVSE in your community can be found at NLC's webinar [Ready to Rebuild: Rolling Out Electric Vehicle Charging in Your Community](#).

Search by State

Municipal Government Inclusion

Can Local Government Apply for State Funding?

Table

Map

State	FY 22 Funding	Muni Gov inclusion in planning process?	Can a local gov apply for state NEVI funding?	Other State Funding Available	Utility Funding Available	Link to Plan	Link to State DOT Website
Alabama	\$11,738,801	Indirectly	Unclear	Yes	No	<a href="#">Link</a>	<a href="#">Link</a>
Alaska	\$7,758,240	Yes	Yes	No	Yes	<a href="#">Link</a>	<a href="#">Link</a>
Arizona	\$11,320,762	Yes	No	No	Yes	<a href="#">Link</a>	<a href="#">Link</a>
Arkansas	\$8,010,850	Yes	Yes	Yes	No	<a href="#">Link</a>	<a href="#">Link</a>
California	\$56,789,406	Yes	Unclear	Yes	Yes	<a href="#">Link</a>	<a href="#">Link</a>
Colorado	\$8,368,277	Indirectly	Yes	Yes	Yes	<a href="#">Link</a>	<a href="#">Link</a>
Connecticut	\$7,771,342	Yes	Yes	Yes	Yes	<a href="#">Link</a>	<a href="#">Link</a>
DC	\$2,468,807	Yes	Yes	No	No	<a href="#">Link</a>	<a href="#">Link</a>
Delaware	\$2,617,339	Indirectly	Yes	Yes	No	<a href="#">Link</a>	<a href="#">Link</a>
Florida	\$29,315,442	Yes	Unclear	Yes	Yes	<a href="#">Link</a>	<a href="#">Link</a>
Georgia	\$19,978,342	Indirectly	Unclear	No	No	<a href="#">Link</a>	<a href="#">Link</a>
Hawaii	\$2,616,956	Yes	No	Yes	Yes	<a href="#">Link</a>	<a href="#">Link</a>
Idaho	\$4,425,511	Yes	Yes	Yes	No	<a href="#">Link</a>	<a href="#">Link</a>
Illinois	\$21,998,178	Yes	Yes	Yes	No	<a href="#">Link</a>	<a href="#">Link</a>
Indiana	\$14,743,125	Yes	No	No	No	<a href="#">Link</a>	<a href="#">Link</a>
Iowa	\$7,604,168	Yes	Yes	No	No	<a href="#">Link</a>	<a href="#">Link</a>
Kansas	\$5,847,059	Yes	Yes	No	No	<a href="#">Link</a>	<a href="#">Link</a>
Kentucky	\$10,280,470	Indirectly	No	No	No	<a href="#">Link</a>	<a href="#">Link</a>
Louisiana	\$10,859,512	Yes	Yes	No	No	<a href="#">Link</a>	<a href="#">Link</a>
Maine	\$2,856,158	Yes	Yes	Yes	No	<a href="#">Link</a>	<a href="#">Link</a>
Maryland	\$9,298,080	Yes	Yes	Yes	Yes	<a href="#">Link</a>	<a href="#">Link</a>
Massachusetts	\$9,397,238	Yes	No	No	Yes	<a href="#">Link</a>	<a href="#">Link</a>
Michigan	\$16,290,764	Yes	Yes	Yes	Yes	<a href="#">Link</a>	<a href="#">Link</a>



Cities are invested in getting everyone home safely every day. Communities are experiencing a public health and safety crisis on their roads as America loses more than 100 people each day in traffic crashes. Last year, the National League of Cities (NLC) launched a new “[Safety First Challenge](#)” to build a coalition of cities and towns who want to join the safety movement by taking steps in their communities to bring forward solutions. Focusing on safer streets will save lives, particularly those disproportionately impacted by traffic crashes, and improve safety for everyone on our streets and sidewalks.

***To join the “Safety First Challenge,” local leaders from cities and towns using the quick application will:***

- Share their city’s intention to join in the Safety First Challenge and share a point of contact.
- Make a brief statement of purpose on their city’s road safety goals.
- Commit to take at least one of the Seven Challenge Actions:
  1. **Host** a transportation safety roundtable with safety stakeholders from all corners of the community – emergency response, healthcare, transit, policymakers, real estate, non-profit groups, and community members, and others – to better understand and address safety needs.
  2. **Gather** data related to traffic safety in your communities, with an emphasis on addressing safety risks among disproportionately affected communities, including people walking and biking, seniors, children, people of color, and people in low-income communities.
  3. **Engage** in community neighborhood outreach on traffic safety problems and solutions, with an emphasis on the Safe System approach and disproportionately affected communities.
  4. **Begin** to utilize NLC and the U.S. Department of Transportation (USDOT) traffic safety resources to formulate and implement a [Local Road Safety Plan](#), conduct and implement a Safety Audit, or initiate participation in the [U.N.’s Decade of Action for Road Safety](#).
  5. **Show** what’s possible in the community by piloting a safety demonstration or safety intervention project, while gathering community input and analyzing safety impact.
  6. **Prepare** to utilize the “Safe Streets for All” program from USDOT by establishing a plan, partnerships, or community strategy.
  7. **Pass** a local resolution, Local Road Safety plan, or other purpose-driven safety commitment that advances additional actions based on the Safe System approach.

**JOIN THE CHALLENGE TODAY!**



## PROMISING LOCAL PRACTICE IN ROAD SAFETY: **A Primer for Safer Streets**

America has reached the highest number of fatalities on roads since 2007. In the United States, [46,000 people](#) died on our roads in 2021, a nine percent increase from 2020.

Black, Hispanic, and Native populations are more likely to experience a pedestrian accident that results in a death compared to their total percentage of the population. From the [2020 data](#), fatality impacts were up 23 percent for non-Hispanic Black people. Neighborhoods experiencing poverty are also [disproportionally impacted](#).

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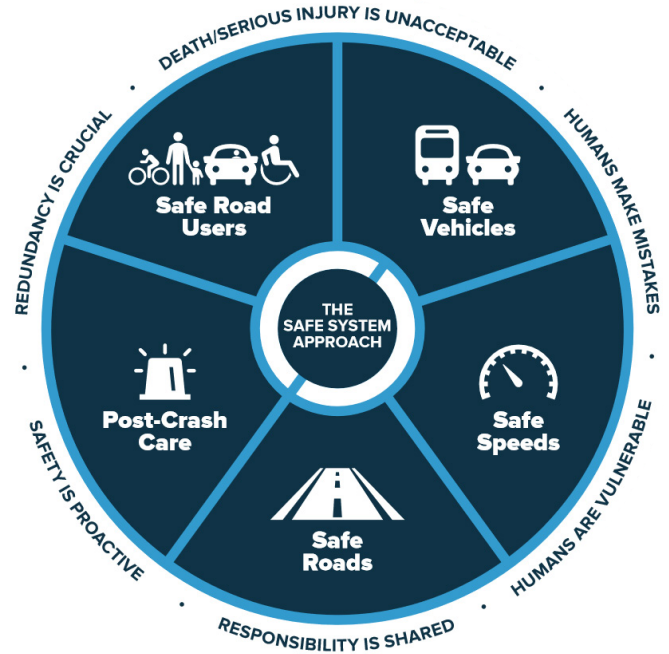
The federal government, through the Department of Transportation, is enhancing coordination of its existing and new programs on road safety into a comprehensive [National Roadway Safety Strategy](#) (NRSS). The NRSS is a roadmap for reducing the country's injuries and deaths on highways, connector roads, and local streets using a [Safe Systems Approach](#). Their toolbox for local leaders includes:

- ◆ A [Local Road Safety Plan](#): a do-it-yourself (DIY) website that allows local officials to create a road safety plan that fits their community.
- ◆ The Federal Highway Administration's [Proven Safety Countermeasures Initiative](#) (PSCI), updated in 2021 to accelerate strategies in reducing roadway fatalities and injuries on highways.
- ◆ [Road Safety Audit](#) to assist local governments in conducting an independent safety examination on existing or future road planning by an independent, multidisciplinary team.
- ◆ The expansion of federal funding for local governments through several grants in the Bipartisan Infrastructure Law (BIL) including the [Safe Roads and Streets for All](#) program that gives local road safety initiatives \$5 billion to prevent deaths and serious injury on roads and streets.



**When it comes to discretionary grants . . . safety, state of good repair, economic strength, resilience — these are national priorities, and administration priorities, and things that will certainly guide me within the parameters of the law in our decisions.”**

Transportation Secretary **Pete Buttigieg** said at a Congressional hearing during March 2022, that he would consider safety, among other factors, in awarding billions of dollars in grants.



Source: U.S. Department of Transportation

### NLC's Safety First Challenge

The National League of Cities is building a coalition of cities and towns to highlight road safety solutions. The Safety First Challenge cities commit themselves to one of seven actions that have proven effective among city leaders. Participants are collectively demonstrating local leadership to increase road safety and benefit from peer engagement and access to safety experts.

### Vision Zero Network

Vision Zero got its start in Sweden during the 1990s and has expanded to the U.S. Vision Zero is not a plan but a movement focusing on community safety through system designers and policymakers who share the responsibility to ensure safe travel. The approach recognizes that people will make mistakes and so systems should be designed in a multidisciplinary approach to minimize those mistakes.

### Complete Streets

Complete Street began in the 1970s at the state and local levels. At the federal level, the Department of Transportation defines Complete Streets as roadways designed and operated to enable safety and mobility for all users regardless of age, ability, or mode of transportation. Complete Streets are designed to reduce traffic accidents and lower pedestrian and bicyclist risk when using public spaces.



# Case Examples

## Kansas City, MO

Kansas City, Missouri created its own [Vision Zero road safety program](#) which integrates safe traffic signals, Complete Streets for All, and a bicycle Master Plan into the initiative. This initiative builds upon the 2017 adoption of a Complete Streets Ordinance. In addition, Kansas City collaborates with a broader regional initiative led by The Mid-America Regional Council (MARC), the metropolitan planning organization, which also has a Vision Zero plan.

In response to the 20 percent rise in traffic crash fatalities and serious injuries in Kansas City between 2010 and 2020, city leaders in May 2020 adopted a Vision Zero resolution to eliminate all traffic fatalities and serious injuries by 2030. One year later, the city was implementing the associated action plan to meet the goals. The initial actions focused on:

- ◆ Intersection design improvements at 6 pilot locations based on high crash and injury rates
- ◆ Traffic signal upgrades at 50 locations citywide to improve pedestrian safety (Lead Pedestrian Intervals giving pedestrians extra time before cars can move through the intersection)

- ◆ Protected bike lanes connecting over 30 miles of streets over the next two years as part of a bicycle master plan
- ◆ Speed humps at 50 locations in neighborhoods that submitted requests
- ◆ Intersection video detectors for bicyclists at pilot locations
- ◆ Traffic calming measures to slow traffic on neighborhood streets.

Among the newest implemented strategies are High Activation Crosswalk Signals (HAWK Signals). These visual and audio signal devices alert drivers to pedestrians in a crosswalk via overhead flashing lights and cue pedestrians with audio commands to either “wait” or “walk.”

The regional transportation safety blueprint, helmed by the Mid-America Regional Council, is a comprehensive mobility safety plan for the two-state region (Missouri and Kansas). It provides information about the current state of roadway safety, presents strategies for the reduction of fatalities and serious injuries setting targets for both, and identifies priority focus areas for improvement. The plan presents crash data by state and county as well as for the entire region.

## Somerville, MA

Somerville, Massachusetts adopted Vision Zero in 2017. Over the next three years, the city staff worked with residents on a Vision Zero Task Force serving Somerville and the greater Boston region to develop an action plan which outlines a strategy for eliminating traffic deaths and serious injuries by 2026.

A strong feature of Somerville's effort is their [online web portal](#). Via the webpage residents can review the road safety action plan, track progress, report a safety concern, and monitor the vision zero dashboard. Residents also can complete a petition requesting the installation of a traffic calming device (such as a speed hump) on a street.

Somerville's Vision Zero Dashboard contains all road crashes from 2014- 2019 and is visualized by mode of travel (bicyclist involved, motor vehicles only, and pedestrian-involved). The creation of the dashboard is a part of Somerville's effort to identify major crash intersections, high injury circumstances, and/or communities of concern. Using this data, the city is developing a toolbox to address these issues.

The first Vision Zero Progress report contains a list of what has been accomplished during 2020 and describes the focus in 2021. The four objectives that are contained in the report are:

- ◆ Create a robust data framework
- ◆ Design safe streets
- ◆ Operate safe streets
- ◆ Create a culture of safety

Within "design safe streets", Somerville has implemented 5 quick-build intersection safety improvements, rehabilitated 2 miles of sidewalk, installed permanent safety or accessibility improvements at 3 bus stops, and much more. To see all the projects the city has completed, view the [Mobility and Safety Improvement Projects Map](#).





## Tampa, FL

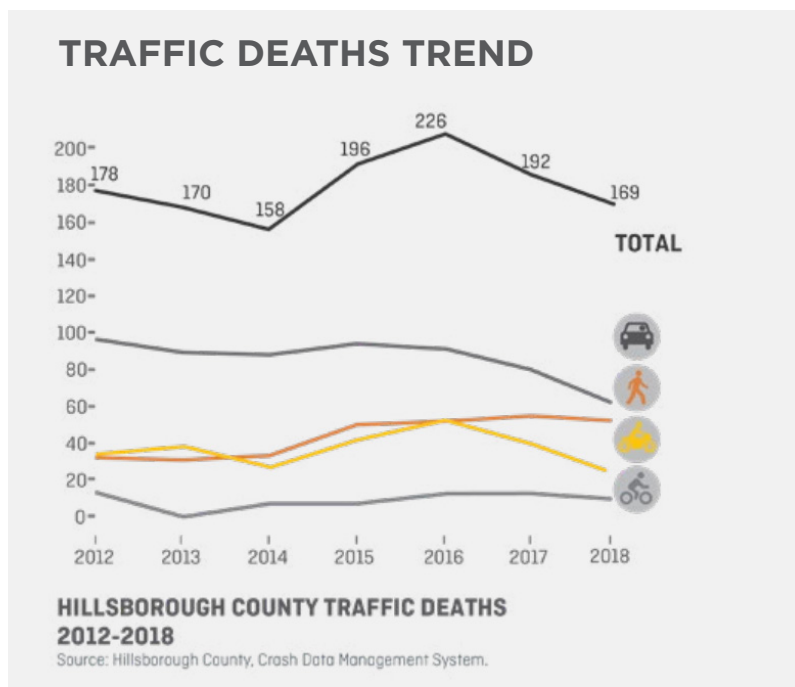
The City of Tampa, Florida is working closely with both their county (Hillsborough) and Metropolitan Planning Organization to lower the number of traffic accidents and increase road safety. Tampa passed their [Vision Zero resolution](#) in December 2015 with Hillsborough County passing theirs the following month. Since the adoption of the Vision Zero resolutions, traffic deaths have decreased in the County.

A combined city-county initiative is a Speed Limit Reduction Program. A block-by-block review of posted speeds was conducted. Since the re-evaluation began, Tampa has reduced the posted speeds on 17 miles of roadway within city limits. These speed reductions are accomplished through a combination of physical road design changes such as reducing lane widths, adding bicycle facilities, pedestrian crosswalks, on-street parking and other measures. As the city continues to re-evaluate posted speeds of 35, 40, and 45 mph it is doing so with a lens toward increasing safety without delaying travel time throughout the city.

Another unique program that is inspired by Vision Zero is the Safe Access to Parks Pilot study. Led by Hillsborough County, the pilot developed a process to calm speeds and improve safety on

major roads adjacent to parks. The study looked at three parks, two in the city of Tampa and one outside the city. The pilot developed a toolkit to improve safety not only at those three parks but other parks within the county.

The next steps include updating Tampa's land development code to incorporate Vision Zero and complete street principles, engaging community members on safety and dynamic street spaces, and creating the role of Vision Zero Coordinator for the city to champion and shepherd this work.



Source: Hillsborough Metropolitan Planning for Transportation

## Greenville, NC

Greenville, North Carolina for years was ranked number one in the state for traffic crashes of cities with a population of 10,000 or more. This prompted Greenville to create a traffic safety task force comprised of Department of Transportation specialists, chief of police, East Carolina University officials, hospital representatives, and city planners. A Vision Zero framework was adopted to guide their actions in 2018.

A [red-light camera program](#) was adopted in 2019 which installed five red-light cameras at dangerous main thoroughfares. Since installation of these devices, the city has experienced a 27 percent reduction in the number of crashes within 150 ft of the intersections, a 22 percent reduction in rear-end collisions, a 23 percent reduction in red-light citations, and a four percent recidivation rate reduction of repeat red light ticket offenders.

Physical infrastructure changes to promote road safety throughout the city of Greenville also have been implemented. Using automobile crash data, the city identified ten high crash areas and

installed permanent roadway delineators, which prevent dangerous left turns and early lane changes. Since the delineators were added, there has been a reduction in the number of crashes at these locations. Near the main campus of East Carolina University, the city and university partnered to add six flashing beacons on main crosswalks. Near the main crosswalk to the football stadium, the city has installed flex posts to prevent lane changes from occurring as drivers approach intersections. The safety education programs for the student population are ongoing to instill the habit of using the signal activation buttons at the crosswalk before entering the intersection.

With these changes, the city of Greenville in 2020 has improved its road safety conditions and its level of fatalities as compared to cities of similar size. The next phase of their work is a [“road diet”](#) which reduces the number of lanes used by vehicles to allow for changes to the streetscape of the roadway.



## Cleveland Heights, OH

Cleveland Heights, Ohio began its [Complete and Green Streets](#) (CGS) approach in 2012. The discussions centered on road safety and expanded to include a sustainability or “green” policy framing to address stormwater overflow issues. The combination of a Complete and Green Streets policy is unique as it addresses both road safety and environmental management, in this case, a goal to reduce, accommodate and slow stormwater runoff.

Using these policies, the city adopted a new master plan in 2018. The plan requires that all city and non-city-funded projects (public or private) must adhere to Cleveland Heights’s CGS policy. Any investments made since the policy’s adoption are to be mapped, quantified and evaluated to ensure equity in all neighborhoods and that no community is subject to disinvested or underinvested. The ordinance also adopted standards for policy guidance including the Federal Highway Administration’s Designing for

Pedestrian Safety. Land and zoning ordinances are to be revised or must fit with the CGS vision, including promoting dense mixed-use transit-oriented development. When road work occurs in any location, Cleveland Heights’s CGS policy requires safe walking and biking conditions during construction. Finally, the ordinance includes 16 evaluation measures, such as miles of bike lanes, number of ADA compliant curbs, and the net number of street trees planted to be reported annually.

Work has already been done at Cedar Lee, Cedar, Fairmount, Coventry, Cedar Taylor, North Park, Edgehill at Overlook and Nobel streets where bike parking racks, bike repair stations, curb ramps installation or pedestrian or bicyclist amenities have been installed. Other amenities include customized bus shelters and landscaping. The city is currently implementing CGS work on Taylor and Compton Roads.





## Hoboken, NJ

While Hoboken, New Jersey is regularly rated as one of the most walkable and bicycle friendly cities in America, a review of 5 years of traffic related injuries between 2014-2018 showed 376 traffic-related injuries and 3 fatalities. Crash analysis from the report showed that 76 percent of all bicycle-involved crashes resulted in an injury and 83 percent of all pedestrian-involved crashes resulted in an injury. In addition, the data identified the 10 street corridors where 40 percent of the injury and deadly crashes occurred and the 6 intersections which had ten or more crashes.

The resulting [Hoboken Vision Zero Action Plan](#) was completed in March 2021 and represents the work of an 18-member task force drawing on community feedback from over 2,200 people. The action plan is organized around six principal themes following a safe systems approach with layers of protection:

- ◆ Safe streets: roadway design to separate conflicting movements of people and vehicles
- ◆ Safe speeds: reducing vehicle speeds through policy change and public awareness
- ◆ Safe vehicles: crash reduction technology onboard all new city fleet vehicles
- ◆ Safe behaviors: traffic safety education that prioritizes vulnerable road users
- ◆ Post-crash investigations: identify lessons learned from crashes and share broadly
- ◆ Data driven decisions: measure performance against goals and crash investigation findings

Immediate tasks implemented following adoption of the Action Plan included a dedicated expenditure line item for bicycle infrastructure, development of a traffic calming master plan, a lower citywide speed limit but with a fines/fees structure that is not burdensome to low-income persons, purchase of city fleet vehicles with the latest crash reduction technology, prioritizing road safety over vehicle delay in road design, updating EMT training requirements, and conducting annual road safety audits.



## Fort Collins, CO

Colorado has seen road fatalities increase faster than the national average. The number of pedestrians killed annually on Colorado's roadways has risen 89 percent between 2009 and 2018, far greater than the national increase of 55 percent during that same time, according to analysis by AAA Colorado. Fort Collins has been able to buck the state and national trend of increased fatalities, with crashes and serious crashes involving pedestrians generally trending down. In 2010, the city had 58 crashes involving pedestrians, including 39 that resulted in serious injury or death. In 2019, there were 49 crashes involving pedestrians, 21 of which were serious or fatal.

The City of Fort Collins has its own road safety programs and in 2016, the city became the first public local entity to join the Colorado Department of Transportation (CDOT) [Moving Towards Zero Deaths](#) initiative. Ft. Collins produces an annual traffic safety report and they have adopted their own Vision Zero Action Plan. The city maintains detailed data on traffic operations and has a more extensive data portal covering other areas of community concern.

The city is installing signalized crossings of arterial roadways at several locations. In 2021, two such crossings were completed near Colorado State University where students live and walk or cycle to campus. The city also has several grade-separated crossing projects in design and has completed two critical arterial sidewalk gaps along main arterial roads, widening high volume sidewalks.

The Fort Collins traffic signal operations team has enhanced safety at a handful of intersections through pedestrian-activated protected left turn phasing. This allows a pedestrian to activate a push button that then changes the yellow flashing arrow to red, creating greater left turn safety. Traffic signals also have been changed to give pedestrians a few seconds of a head start when entering an intersection with a corresponding green signal in the same direction of travel for vehicles. This enhances the visibility of pedestrians entering the intersection. Finally, the city is working to better protect school students through its [Safe Routes to School Program](#).





Join your peers in cities across America and become part of NLC's Safety First Challenge. This movement is a partnership with other communities taking steps to bring forward solutions for safer streets that will save lives.



## INTERESTED IN JOINING NLC'S SAFETY CHALLENGE?

[Follow the link here](#) and complete the form.







ELECTRIC VEHICLE CHARGING:

# A Primer for Municipal Leaders

BY JIM BROOKS AND KYLE FUNK\*

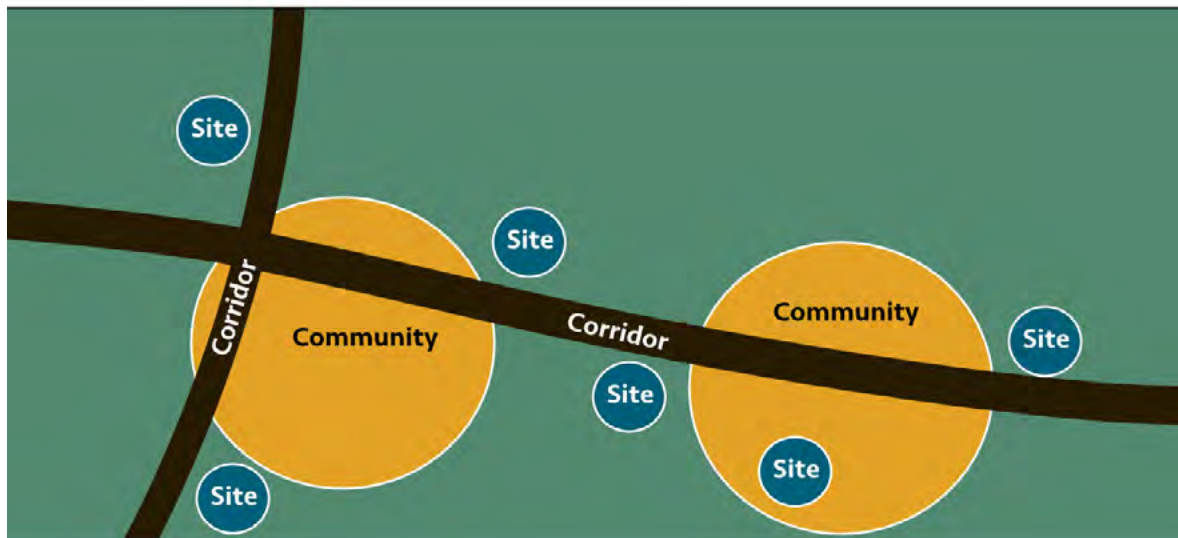
Electric vehicles (EVs) are a growing share of America's fleet through new federal and state investments, as well as charging infrastructure expansion from utility companies and private sector partners. In the Bipartisan Infrastructure Law (BIL) alone, the federal government commits \$7.5 billion for states and cities to build out an additional 500,000 EV chargers across the U.S. With EVs coming to communities, local leaders in cities, towns and villages of all sizes need to be ready to ask the necessary questions about EVs and the electric charging infrastructure that they require.

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\* **Jim Brooks** is the Director of Infrastructure, Transportation and Solutions, National League of Cities and, **Kyle Funk** is Senior Program Specialist, Infrastructure, Transportation and Solutions, National League of Cities

CORRIDOR CHARGING	COMMUNITY CHARGING
<p>The BIL created the <a href="#">Joint Office of Energy and Transportation</a> to distribute these funds, combining the expertise of the U.S. Department of Transportation (DOT) and the U.S. Department of Energy (DOE). States will receive <a href="#">\$5 billion</a> through the National Electric Vehicle Infrastructure (NEVI) program to put EV charging on the U.S. <a href="#">alternative fuel corridor routes</a> near the nation's major road networks. To secure NEVI program funds, municipalities need to both ensure they are located on the alternative fuel corridor routes and work directly with their respective state DOT offices.</p>	<p>USDOT will designate the remaining \$2.5 billion through a competitive grant program that municipalities can directly apply for to install EV charging along alternative fuel corridors, publicly accessible areas (such as parks and schools), as well as in rural, disadvantaged and hard to reach communities. Additionally, the BIL provides several other EV funding opportunities, including the <a href="#">Energy Efficiency and Conservation Block Grant Programs</a> (which can be used to deploy zero-emission transportation and associated infrastructure), <a href="#">EV bus purchases</a> and <a href="#">more</a>.</p>

**Figure 1: THREE LEVELS OF ELECTRIC VEHICLE SUPPLY EQUIPMENT PLANNING: COMMUNITY, CORRIDOR AND SITE**



Source: [USDOT: Charging Forward: A toolkit for planning and funding rural electric mobility infrastructure](#)



## Key Questions for Local Leaders to Ask as They Prepare for EVs in Their Communities

### How many EVs are in use in my state?

Check data on [electric vehicle registrations by state](#) from the [U.S. Department of Energy Alternative Fuels Data Center](#).

### How much existing EV charging infrastructure is in my community?

Although local GIS mapping and permitting records may provide this information on a city-by-city basis, the U.S. Department of Energy's [DOE Alternative Fueling Station Locator](#) provides an extra level of detail. Don't forget there may also be private, transit, port or micromobility electric charging.

### What are my city's EV infrastructure projections?

Municipalities can explore the Department of Energy's [Electric Vehicle Infrastructure Projection Tool](#) to project consumer demand for EV charging infrastructure. Also, city climate action plans likely have EV charging goals and strategies. A review of [50 city climate action plans](#) released from 2020-2022 reveals that 81 percent of those plans reference EVs as part of their climate solutions.

### What state incentives are available for EVs or EV Supply Equipment (EVSE), such as charging stations or docks, in my jurisdiction?

State resources and incentives have been compiled by the [National Conference of State Legislatures](#). Private or municipally owned utility companies might also have local incentive programs or plans as they prepare for the deployment of EVs. To coordinate these programs and resources to match local community needs, municipal officials must work with state administrations, Regional Councils of Governments (COGs), Metropolitan Planning Organizations (MPOs), county officials and the local electric utility.

### What is the role of the private sector in EVSE charging?

Private sector companies may have their own growth plans for EV charging, but your city's awareness and action can support and guide these plans. Municipal leaders can engage with private sector partners to ensure a robust network of chargers exists throughout their communities and to facilitate preferred locations based on zoning and planning. Communicating needs and priorities, as well as setting expectations, is paramount. Additionally, incentives and zoning can direct EVSE suppliers to specific neighborhoods or corridors more quickly to ensure equitable rollout.

## Key Questions to Help Local Leaders Define their City's Role in Advancing EV Adoption and Deployment

- ⚡ How might my city engage with community residents and businesses to prepare for EVs?
- ⚡ Should my city revise zoning laws to allow and/or promote EVSE?
- ⚡ Should my city use public assets such as municipal buildings, parking spaces or rights-of-way for EV charging?
- ⚡ May my municipality levy a fee for EV charging?
- ⚡ Should my city vehicle fleet include EVs?
- ⚡ Under what rules may businesses be permitted to construct or request EVSE in proximity to their locations?
- ⚡ Under what rules may single and multi-family dwellings upgrade electrical systems for EV charging?
- ⚡ How can our city ensure that EVSE is geographically distributed to provide equitable access to EV charging in all areas?



## Local Examples of Cities Adopting and Deploying EVs and EVSE

### Community Engagement

THE CITY OF CINCINNATI, OH developed a comprehensive public information website ([EV-CINCY](#)) that includes the city's EV goals, programs and policies; reliable resources including a charging station locator map; and a primer on the merits and advantages of EVs. Extensive stakeholder engagement was also conducted by the city of Orlando, FL as it prepared for EV deployment. Through surveys, resident engagement and outreach to commercial property owners (building owners and managers association) and environmental groups (such as Clean Cities Club and the Sierra Club), Orlando city leadership clarified and revised its [EV Ready Policy](#), which it finally adopted August 2021 with an accompanying staff report.

### Zoning Laws for EVSE

THE CITY OF [DES MOINES, WA](#) allows all three levels of EVSE in all zoning designations but does not allow EV charging stations within the city right-of-way. New Orleans, LA only allows for one EVSE in the right-of-way adjacent to a property or parcel. Local leaders can also check out this [Summary of Best Practices in Electric Vehicle Ordinances](#) for more ideas.

### Public Assets Used for EV Charging

[BELLEVUE, WA](#) owns and operates 23 electric vehicle charging stations, 15 of which are available for public use at city facilities. The city of [Madison, WI](#) requires parking spaces to be 50 percent EV-capable and up to 10 percent of all spaces to have Level 2 EV chargers. The ordinance includes a schedule to increase the percentage of EV-capable and EVs installed every five years.

## Local Fee for EV Charging

[SHAKER HEIGHTS, OH](#) has four EV chargers and levies a \$0.20 per kilowatt-hour fee for use. This enables the city to provide EV charging in a revenue-neutral manner, while providing a lower price than commercial chargers and using the 100 percent renewable electricity program that the city uses for public buildings and streetlights. The city of [Kansas City, MO](#) allows property owners to collect a service fee for the use of an electric charger.

## EVs in City Vehicle Fleets

In March 2022, the [Antelope Valley Transit Authority](#) (of Lancaster and Palmdale, CA) became the first transit authority to have all emission-free buses. Indianapolis's [IndyGo bus rapid transit system](#) is an all-electric bus system.

## EVSE for Commercial Spaces

[Oklahoma City, OK](#) requires a property owner seeking to designate on-street parking as exclusive for electric vehicles to apply through the Traffic and Transportation Commission. A privately installed EVSE on a city street is in the public-right-of-way and requires a revocable permit from Oklahoma City. [Atlanta, GA](#) has a specific ordinance for EVSE readiness requirements for commercial construction.

## Single and Multi-family Dwelling Upgrades for EV Charging

[Mountain Lake Terrace, WA](#) requires homeowners to apply for a permit if they want to install a Level 2 charger in their home. Any new homes built in Mountain Lake Terrace must be built with EV capacity for Level 2 chargers. For any new multi-family development or expansion of an existing multi-family housing unit, Mountain Lake Terrace requires 10 percent of parking spaces be EV-installed and EV-capable. At least one EV charging space must be ADA accessible for five to 50 parking spaces. Additional ADA spaces are required in parking lots with over 50 spaces. [Orlando, FL](#) requires affordable multi-family housing to have 20 percent EV-capable parking spaces, and multi-family housing, hotels and all parking structures to have 20 percent of parking that is EV-capable. Two percent of every 50 spaces must have EVSE installed.

## Equitable Access

[Columbus, OH](#) is in the process of working with community stakeholders to build an Equitable EV Readiness Ordinance that fits the city's equity goals. USDOT has guidance on [Equity Considerations in EV Infrastructure Planning](#), which includes information on how to engage stakeholders and use data such as its [EV Charging Justice40 Map](#), an interactive map of disadvantaged communities.



## Resources

[How Cities Can Ensure Equity for Siting Electric Vehicle Infrastructure](#)

[Building an Electric Vehicle Program: Where Should Cities Start?](#)

[Transportation Electrification 101](#)

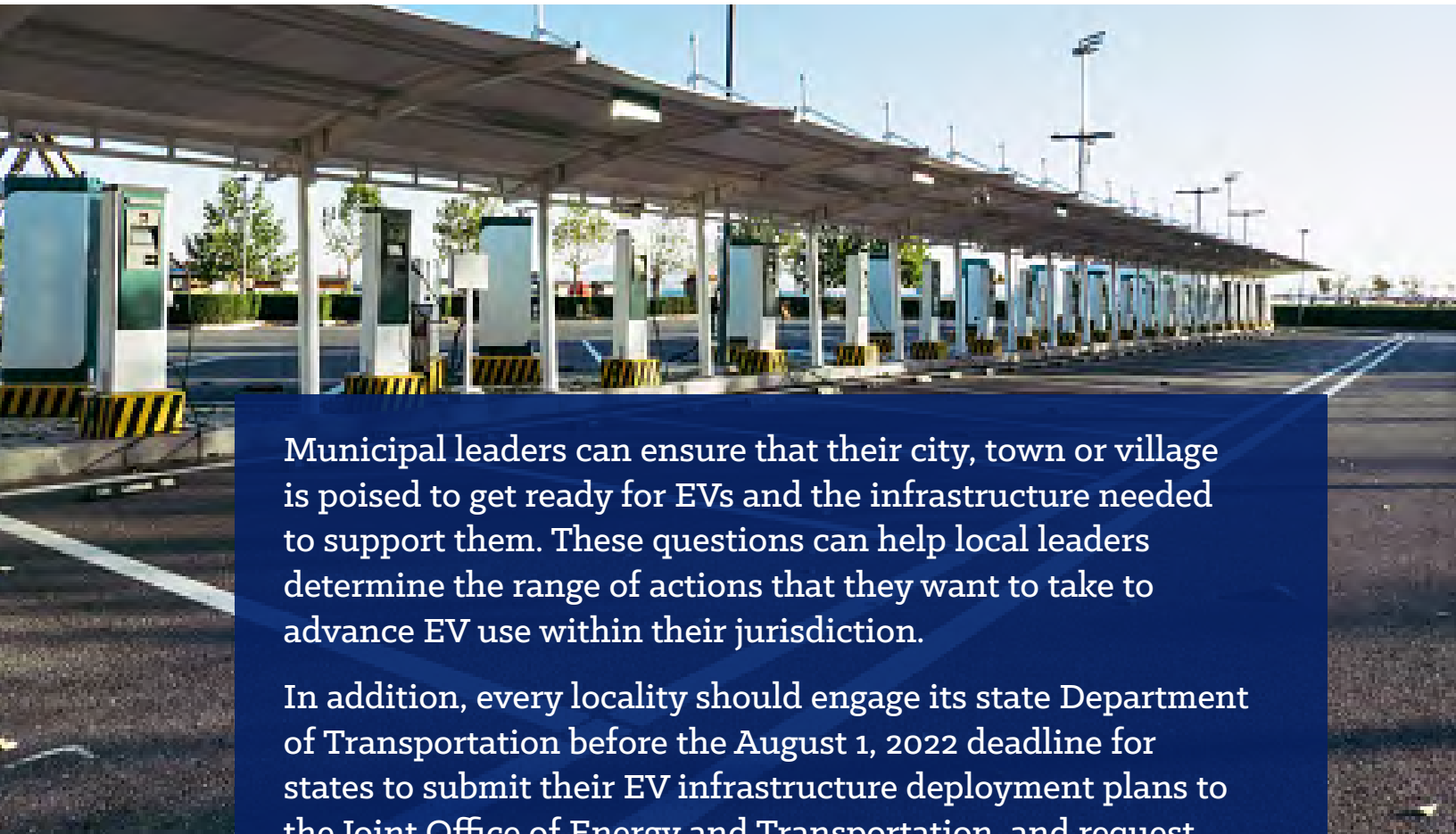
[Summary of Best Practices in Electric Vehicle Ordinances](#)

[Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)

[Electrification Coalition](#)

[Siting Electric Vehicle Supply Equipment \(EVSE\) With Equity In Mind](#)

[EV Infrastructure Building Codes: Adoption Toolkit](#)

A photograph showing a long, straight row of electric vehicle charging stations. Each station consists of a white and green charging unit on a concrete base, with a yellow and black striped safety barrier in front. The stations are covered by a large, dark, slanted canopy supported by metal poles. The background shows a clear blue sky and some distant trees and structures.

Municipal leaders can ensure that their city, town or village is poised to get ready for EVs and the infrastructure needed to support them. These questions can help local leaders determine the range of actions that they want to take to advance EV use within their jurisdiction.

In addition, every locality should engage its state Department of Transportation before the August 1, 2022 deadline for states to submit their EV infrastructure deployment plans to the Joint Office of Energy and Transportation, and request information on available NEVI funds for EV charging.

# ELECTRIC VEHICLE CHARGING FOR CITY LEADERS

## IMPORTANT TERMS

To better understand the basics of EVs when talking with residents, community leaders, private companies and other government officials, this fact sheet outlines some of the main things local leaders need to know.

## KEY CONCEPTS

**Battery Electric Vehicles (BEVs):** What most people consider to be “electric vehicles,” or EVs. They run solely on the electricity from their batteries. An example includes the Tesla Model 3.

**Plug-in Hybrid Electric Vehicles (PHEVs):** Can be driven and charged like an electric vehicle but have a traditional engine that runs on gasoline as well. These can be considered EVs as they require similar infrastructure to charge. An example includes the Toyota Prius Prime.

**Electric Vehicle Supply Equipment (EVSE):** The infrastructure that supplies electricity to an electric vehicle. Commonly, EVSE refers to charging stations or charging docks.

**Charging station:** Similar to a gas station but provides electricity for EVs instead of gasoline. These usually contain Level 2 or Level 3 chargers.

**At-home charger:** An EV charger that can be placed in a typical home, usually a Level 1 or Level 2 charger.

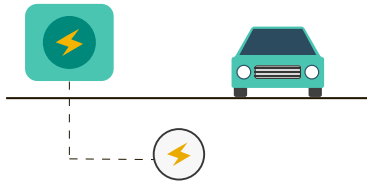
**Battery swap station:** A commercial station that will swap out a used EV battery for a fully charged one.

Check out **NLC’s Electric Vehicle Charging: A Primer for Municipal Leaders** brief to see how cities are stepping into the EV space and the questions local leaders need to ask themselves as they get started.



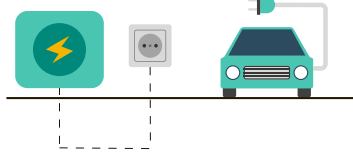
## THREE TIERS OF EV READINESS

Source: Image based on Orlando, FL EV Readiness Policy



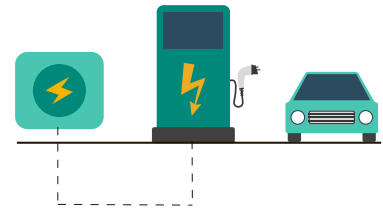
### EV Capable:

An installed electrical panel with the potential to be a future EV charger.



### EV Ready:

An installed electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet. It can charge a vehicle with additional equipment.



### EV Installed:

Contains the necessary electrical work and the physical EV charger to power a vehicle when plugged in.



### Level 1 charging:

The most cost-efficient charging station, typically found in homes with a 120-volt outlet. They charge an average of three to six miles of range per hour. A full charge can take 24 hours.



### Level 2 charging:

A charging station that requires the high power of a 240-volt outlet. They are frequently found in commercial settings but are becoming more common in homes. They charge around 18-28 miles of range per hour. A full charge can take up to eight hours.



### Level 3 charging:

Known as DC fast charge or fast charge, these are the highest power (480 volts) and fastest charges currently available. Currently, a faster charger can add a 200-mile range (close to a full charge) in about an hour.

Images source: [Charge Hub Charging Guide](#)

With some basic knowledge of EVs, local leaders can decide how they want their communities to get ready for electric vehicles.

Electrification, grid upgrades and demand from EV drivers is going to happen, and cities need to be aware of these impacts in their communities. Cities should begin by going through NLC's primer on EVs, and can then dive into some of the resources listed there.



## USDOT's Thriving Communities Program Fact Sheet For Communities Interested in Receiving Support

### What is the Thriving Communities Program and What Does it Provide?

The U.S. Department of Transportation's (DOT) Thriving Communities Program (TCP) will provide technical assistance, planning, and capacity building support to communities that may lack the staffing or technical expertise to scope, fund, and develop infrastructure projects that advance broader community goals. TCP is designed to ensure that communities have the tools needed to access the historic funding provided in the Bipartisan Infrastructure Law (BIL).

The TCP will provide two years of deep-dive assistance to help selected communities guide transportation projects from concept to completion. There is no cost to receive this support, but interested communities **must submit a Letter of Interest (LOI) by December 6, 2022, to be considered for selection**. More information about submitting an LOI can be found at <https://www.transportation.gov/grants/thriving-communities/information-for-technical-assistance-seekers>.

### Who Should Consider Applying to Receive Support?

DOT will prioritize communities and organizations that have had limited past success in applying for and/or receiving Federal transportation funding, or in successfully delivering integrated infrastructure and community development projects. TCP is targeting support to assist disadvantaged communities. See the LOI for more details.

### Join a TCP Community of Practice

The TCP recognizes that not all communities have the same needs and that communities of practice work best when there are shared challenges and goals that members are trying to advance. TCP is organized into three Communities of Practice to support learning within and across communities:

1. **Main Streets** – Focused on Tribal and rural communities and the interconnected transportation, housing, community, and economic development issues they face.
2. **Complete Neighborhoods** – Focused on urban and suburban communities located within metropolitan areas working to better coordinate transportation with land use, housing, and economic development.
3. **Networked Communities** – Focused on those communities located near ports, airports, freight, and rail facilities to address mobility, access, environmental justice, and economic issues, including leveraging their proximity to these facilities for wealth-building and economic development opportunities.

### What Might TCP Technical Assistance Look Like?

Each selected community will be assigned a Capacity Builder funded by DOT to co-design their TCP support. While this will vary based on each community's key challenges and goals, support may include the following activities:

- Identifying and responding to Federal funding opportunities
- Conducting project scoping, planning, and pre-engineering studies and market and other technical analysis
- Supplementing local staffing and workforce development capacity including to establish leadership, pre-apprenticeship, and apprenticeship programs
- Developing systems or structures that improve compliance with Federal regulations and grant management or procurement requirements

- Supporting comprehensive community planning to better coordinates transportation with land use, housing, and infrastructure development
- Implementing innovative public engagement strategies, particularly to involve traditionally underrepresented voices including persons with disabilities and Limited English Proficiency
- Sub-granting to local technical assistance and capacity building partners who bring local expertise and capacity
- Evaluating and deploying emerging transportation data and climate technology systems and software

## How Do I Prepare a Letter of Interest?

Interested applicants can prepare for online submission by following the steps described below.

1. **Form a Thriving Communities Team**, including a lead applicant and at least two community partners
2. **Identify your community**, including its geographic area and disadvantaged status
3. **Identify your Community of Practice** (Main Streets, Complete Neighborhoods, or Networked Communities)
4. **Prepare a Needs and Vision Statement** to make a case for seeking TCP technical assistance
5. **Complete the LOI worksheet** to ensure you have all the information you need to submit an LOI
6. **Submit your LOI by December 6, 2022** using the online webform on DOT's Thriving Communities website:  
<https://www.transportation.gov/thriving-communities-program-letter-of-interest>

## Who Can Be a Lead Applicant? Who Can Be a Community Partner?

LOIs must include an eligible lead applicant and at least two community partners committed to advancing a community-driven vision for comprehensive and transformative transportation projects. Community Partners are **not required** to make any financial commitments to participate in the TCP.

Lead Applicant Role and Responsibility	Who Can be a Community Partner Organization?
<ul style="list-style-type: none"> <li>• A lead applicant <b>must</b> be a state, local, or Tribal government; a United States territory; a metropolitan or rural transportation planning organization; a transit agency; or other political subdivision of a state or local government.</li> <li>• The lead applicant must have an implementation role for current or future transportation projects in the identified area that will be supported through the TCP.</li> <li>• The lead applicant must identify a staff person to serve as the primary point of contact to coordinate with community partners, the assigned TCP Capacity Builder, and DOT throughout the entire two-year period of support.</li> </ul>	<ul style="list-style-type: none"> <li>• Any organization eligible to be a lead applicant.</li> <li>• Eligible non-governmental partners include community-based organizations, business employers or labor organizations, private sector firms or developers, educational or anchor institutions, workforce development boards, faith-based organizations, community development financial institutions, philanthropic and civic organizations, nonprofits, and community advocacy groups with ties to the focus area.</li> <li>• Any of the above entities who will specifically provide local or regional technical assistance, planning and capacity building support.</li> </ul>

If you have questions about applying or would like to request a paper copy of the LOI, email [ThrivingCommunities@dot.gov](mailto:ThrivingCommunities@dot.gov) or call (202) 366-2414.

*Building Community Capacity to Take Transformative Projects from Concept to Completion*

# Thriving Communities Program Letter of Interest (LOI) Worksheet

This worksheet is designed to help lead applicants and their partners prepare for LOI submission to apply to receive support through the Thriving Communities Program (TCP). The fields in this worksheet reflect the fields that will be required for a complete LOI. The worksheet can be used to collect, draft, and workshop responses to the questions. When you're ready, submit your LOI through the webform available at <https://www.transportation.gov/thriving-communities-program-letter-of-interest>. You do not need to submit this worksheet.

**You must submit your Letter of Interest no later than 11:59 p.m. (EST) on December 6, 2022.**

## Lead Applicant Organization

Required Information	Applicant Response
<b>Organization name</b>	
<b>Organization type</b>  Reminder - the lead applicant <b>must</b> be one of the following: <ul style="list-style-type: none"><li>• State, local, or Tribal government</li><li>• United States territory</li><li>• Metropolitan planning organization (or rural transportation planning organization)</li><li>• Transit agency</li><li>• Other political subdivision of state or local government</li></ul>	
Primary staff contact name  Reminder: the primary staff contact will act as the point of contact to coordinate with the assigned Capacity Builder, community partners, and the Build America Bureau	
Business email	
Business phone number	

## TCP Community of Practice

You must select **one** Community of Practice in your LOI based on your community's size, location, needs, and priorities. The three Communities of Practice are described in detail in section E.3 of the [Call for Letters of Interest](#) and include:

- **Main Streets** – Focused on Tribal and rural communities and the interconnected transportation, housing, community, and economic development issues they face.

- **Complete Neighborhoods** – Focused on urban and suburban communities located within metropolitan areas working to better coordinate transportation with land use, housing, and economic development.
- **Networked Communities** – Focused on those communities located near ports, airports, freight, and rail facilities to address mobility, access, environmental justice, and economic issues including leveraging their proximity to these facilities for wealth-building and economic development opportunities.

Required Information	Applicant Response
To which Community of Practice are you seeking to apply?	

## Community Partners

Those submitting an LOI for Thriving Communities Program assistance must identify a lead applicant and **two** key community partners. A key partner is one who can help with implementation activities and community engagement during the two-year period. You can find more details about Community Partnerships in section E.1 of the [Call for Letters of Interest](#). You will not be able to submit the form without completing the required information for both community partners.

### Community Partner #1

Required Information	Applicant Response
<b>Community Partner name</b>	
<b>Type of organization</b>  In your LOI submission, you can choose between the following types of organizations: government, non-profit organization, private sector, philanthropy, community-based organization, Tribe, or other. If you select "other," you must specify the type of organization.	
<b>If applicable, indicate if the organization is any one of the following:</b> <ul style="list-style-type: none"> <li>• Minority-owned, woman-owned, or other disadvantaged business enterprise (DBE)</li> <li>• Minority-Serving Institution (for example, a historically Black college or university, a Hispanic-serving institution, a Tribal college or university, an Asian American and Native American Pacific Islander-serving institution, and others)</li> <li>• Non-profit organization located within the community that is identified as playing a capacity building role</li> </ul> This question is <b>optional</b> .	

Required Information	Applicant Response
<p>If applicable, note any additional organization attributes that may affect priority consideration.</p> <p>This question is <b>optional</b>.</p>	

### Community Partner #2

Required Information	Applicant Response
<b>Community Partner name</b>	
<p><b>Type of organization</b></p> <p>In your LOI submission, you can choose between the following types of organizations: government, non-profit organization, private sector, philanthropy, community-based organization, Tribe, or other. If you select "other," you must specify the type of organization.</p>	
<p><b>If applicable, indicate if the organization is any one of the following:</b></p> <ul style="list-style-type: none"> <li>• Minority-owned, woman-owned, or other disadvantaged business enterprise (DBE)</li> <li>• Minority-Serving Institution (for example, a historically black college or university, a Hispanic-serving institution, a Tribal college or university, an Asian American and Native American Pacific Islander-serving institution, and others)</li> <li>• Non-profit organization located within the community that is identified as playing a capacity building role</li> </ul> <p>This question is <b>optional</b>.</p>	
<p>If applicable, note any additional organization attributes that may affect priority consideration.</p> <p>This question is <b>optional</b>.</p>	

### Additional Community Partners (optional)

Required Information	Applicant Response
<p>If your team includes more than two community partners, please list the names and type of the additional community partners (e.g., Acme Industries, Private Sector). If applicable, please indicate if the organization is a minority-owned, woman-owned, or other DBE; a Minority Serving Institution; or a non-profit organization located within the community that is identified as playing a capacity building role.</p> <p>This question is <b>optional</b>.</p>	

### Additional Information

Required Information	Applicant Response
<b>Provide the lead applicant organization's prior year fiscal budget (in dollars).</b>	
<p><b>Provide any clarification on the budget</b> (any additional notes that will help provide context for the budget provided in the question above, if needed).</p> <p>This question is <b>optional</b>.</p>	
<p>Indicate the number of staff at the lead organization who work primarily on transportation planning, public engagement, and/or grant application and administration. The form provides the following options:</p> <ul style="list-style-type: none"> <li>• 0 staff</li> <li>• 1-5 staff</li> <li>• 6-30 staff</li> <li>• 31-50 staff</li> <li>• 51+ staff</li> </ul>	
<p><b>Describe the geographic area that will receive the TCP support.</b></p> <p>Reminder: this should be the community within which the program's activities for comprehensive community- and data-driven transformative infrastructure and community development activities will take place. The community definition can be based upon locally understood boundaries and transportation patterns and needs. See section E.2 of the Call for LOIs for more information.</p>	

Required Information	Applicant Response
<p>Indicate if the defined geographic area includes disadvantaged populations or census tracts. If it does, estimate whether a majority or less than a majority of the geographic area is disadvantaged.</p> <p>Reminder: Section E.2 of the Call for LOIs contains information on which tools can be used to verify. All Tribes and United States territories qualify as Justice40 disadvantaged communities and should check “Yes, with a majority.”</p>	
<p>If the geographic area that will receive the TCP support includes disadvantaged populations or census tracts, please indicate which tool(s) were used to verify. You can use any of the following tools:</p> <ul style="list-style-type: none"> <li>• <a href="#">DOT mapping tool for Historically Disadvantaged Communities</a></li> <li>• <a href="#">Areas of Persistent Poverty Table</a></li> <li>• Other Federally designated community development zones (for example: <a href="#">Empowerment Zones</a>, <a href="#">Promise Zones</a>, or <a href="#">Choice Neighborhoods</a>)</li> </ul> <p>You also have the option to indicate:</p> <ul style="list-style-type: none"> <li>• I am a Tribe or United States territory and do not need to verify status</li> <li>• N/A: The geographic area does not include a disadvantaged community</li> </ul>	
<p><b>Is the lead applicant or focus area of TCP support located in a rural area?</b></p> <p>Reminder: Appendix A of the Call for LOIs includes a definition for “rural”</p>	



Required Information	Applicant Response
<p><b>Describe the lead applicant's experience with DOT discretionary grant funding by indicating one of the following:</b></p> <ul style="list-style-type: none"> <li>• My organization has never applied for a DOT grant</li> <li>• My organization has applied but has been unsuccessful in obtaining a DOT grant (i.e., has never received a DOT grant)</li> <li>• My organization has been awarded one or more DOT grants at some point in the past</li> </ul> <p>If you choose the last option, you must list the most recent grant(s) and award year.</p>	
<p>Has the lead applicant received Federally funded technical assistance in the past, or is the lead applicant currently receiving Federally funded technical assistance?</p> <p>If yes, you must indicate granting Federal agency and type of technical assistance.</p>	

## Needs and Vision Statement

The lead applicant and its community partners should collectively develop a needs statement and a vision statement which will be submitted by the lead applicant through the webform that makes the case for seeking TCP technical assistance.

### Needs Statement

The needs statement must be **500 words or less** and describe the following:

- Key challenges or needs (transportation, equity, environmental, health and safety, housing, and/or economic) that the identified community faces, including those caused by harmful historic or current policies (e.g., displacement, discrimination, segregation, exclusionary zoning) that could be addressed through the TCP.
- Technical or capacity challenges the applicant or community has faced when seeking Federal funding or delivering transportation projects, or in trying to coordinate infrastructure projects with broader community and economic development efforts.
- Any infrastructure projects that may be planned or underway, and specific or anticipated challenges your team may face in funding or implementing these projects (if applicable).

*Use this space to draft your needs statement. To keep track of your word limit (500 words), You can use the “word count” tool under the “review” tab in Microsoft Word.*

### Vision Statement

The vision statement must be **500 words or less** and describe the following:

- Community and/or organizational goals to be advanced through participation in the TCP.
- Why the key community partners were chosen and how the assembled team will be able to successfully work together to meet identified goals.
- Ways in which traditionally underrepresented voices and community stakeholders, including but not limited to those with Limited English Proficiency and those with disabilities, will be engaged in the technical assistance, planning, and capacity building process throughout the two-year period.

*Use this space to draft your vision statement. To keep track of your word limit (500 words), You can use the “word count” tool under the “review” tab in Microsoft Word.*