

Well, wait just a minute here as folks coming to the room and then, and then get started.

We'll just give it one more minute for attendees to come into the room.

All right, good morning and Good afternoon. Everyone, depending on where you are in the country and Thank you for joining us.

My name is Gam Wijetunge. I am director of the office of EMS at the National Highway Traffic Safety Administration and thank you for for joining us.

Next slide, please.

So I'll just be going over a few, logistics before we hand things over to our speakers.

First off, obviously for those of you who are who are signed in today, obviously you're aware of our EMS focus webinar series, but I just wanted to remind you that we produce one webinar each quarter to bring information about EMS system improvement from NHTSA and the Office of EMS as well as from.

Our federal partners on the Federal Interagency Committee on EMS or FICEMS. We address a variety of topics and encourage you to register for upcoming webinar topics and sign up for those announcements via email at EMS.gov. On our next slides just a heads up. We do have some QR codes. So if you want to stand ready to capture those QR codes.

So our, our upcoming webinars, our next 2 webinars will be later this year in March and June and you can use the QR code on your screen to register as well as watch recordings of our archived webinar And I'll just pause a sec in case you want to capture that QR code.

Next slide, please.

So, very quickly, before we dive into our grant funding topic today, I want to remind you about the focus on NHTSA's office of EMS.

The office of EMS, which, houses, the National 911 program, supports the improvement of patient care in the out of hospital setting on a national level and we do so in 3 ways.

One, we bring together available data and industry experts to identify the most critical issues facing the profession. 2, we tackle those issues through collaboration with partners, including other federal agencies and national EMS organizations.

And 3, we provide awareness and education about best practices and evidence-based guidelines and other resources. Next slide.

So again, another QR code for you to capture. One of the ways we support our goals is through sharing and storing many, many resources to help EMS leaders and clinicians.

Access the information that they need. EMS.gov's updated resources hub makes it easy to search for browse and download a wide variety of documents, reports and guidelines created by NHTSA and our partners and stakeholders.

From the EMS agenda for the future to clinical guidelines and reports, these resources helped advance the profession nationwide.

You can access those resources. On [ems.gov](https://www.ems.gov), or, using the QR code that is up on your screen.

Pause for a second just so in case you wouldn't capture that.

Next slide, please.

So little housekeeping before we begin with the main content of our webinar. I'd like to do, just go over some of the zoom functions.

You can use the Q&A button in your operation panel to submit questions throughout the webinar and will address those in the Q&A portion of the agenda in the last 15 min or so of the hour.

Feel free to submit questions as they occur and our facilitator will collate them at the end of our webinar at the end of our speaker panel presentations.

And you can use the show captions button to view closed captioning at any time.

Next slide, please.

So for today's webinar, we'll be highlighting how EMS agencies can use Department of Transportation grant funding opportunities to improve EMS system response.

To roadway crashes. We'll review the opportunities and requirements of the safe streets and roads for all grant program with Paul Teicher, a senior transportation policy analyst in the office of the Secretary of Transportation.

They'll share information at best practices to help EMS agencies apply for the SS4A or safe streets and roads for all grant program.

And then we'll hear directly from Fire Chief and Grant recipient Bruce Evans about how his agency completed the process secured a grant award and how they'll be putting those funds to use.

And after that, we'll have some time for some. Q&A.

So let's go ahead and dive in. So according to data from the National EMS information system or NEMSIS in 2022.

911 dispatched EMS clinicians to nearly 1.5 million crashes. We know that appropriately resourced and well designed EMS trauma and 911 systems.

Essential to treating serious crash injuries and preventing them from becoming fatal. We also know that 911 telecommunicators and EMS clinicians are critical.

Successful crash response and providing the right care at the right time to enhance survivability. And that is why NHTSA has supported the development of robust EMS systems since the 1960s.

Next slide.

With a once in a generation investment in infrastructure through the bipartisan infrastructure law, the Department of Transportation has the opportunity to turn the vision into reality.

And that vision, aims is the National Roadway Safety Strategy with an aim of eliminating roadway deaths and injuries.

In the United States. The 2021 bipartisan infrastructure law includes nearly 14 billion dollars in new funding to be invested directly into improving roadway safety.

Approximately 6 billion dollars authorized for the brand new SS4A grant program with 5 billion dollars in advanced appropriations.

It also the bipartisan infrastructure law also includes almost 4 billion dollars for highway safety the highway safety improvement program and almost 4 billion dollars dedicated to prove data collection, vehicle safety and truck safety.

And today we're talking about the safe streets and roads for all program, which supports local initiatives through grants to prevent death and serious injury on our roadways.

Next slide, please.

So the national roadway safety strategy or NRSS utilizes the safe system approach to guide its activities.

And you'll notice that post crash care is a key element of this pro of this approach. That includes safer people, safer roads, safer vehicles, safer speeds, and post-crash care.

If you want to learn more about the National Roadway Safety Strategy and the safe system approach, we've included a QR code.

Up on the slide and you can feel free to take a look at that.

Next slide.

So the DOT and NHTSA and all our agencies are data-driven. And we're focused on benchmarking and improving results.

That the course of last 2 years, we've worked with Highway Safety and EMS experts using available data to help EMS better engage with highway safety officials in their state.

And local communities. To show how much of an impact pre-hospital care has in reducing the number of deaths and serious injuries from vehicle crashes.

NHTSA has developed a graphic that demonstrates the national data that relates to how EMS and 911 can impact.

Crash outcomes and you can review it at the QR code. Up on the screen, on EMS.gov. Feel free to share this information with your local highway safety officials. Perhaps most impactful statistic here is that of the nearly 43,000 people who died as result of a crash.

Nearly 40% we're still alive when responders arrive but later died from their injuries.

When we talk about accessing available grant funds is with the intention of helping EMS systems improve their ability to provide the right treatment.

For the for the right patient at the right time. And it's also important to note that increased support to 9 11 PSAPs can help improving can help improve training and support the replacement of outdated technologies to improve the location accuracy of crash victims.

With the support of the Highway Safety Community, EMS and 911 systems can make improvements so that those 40% of crash victims ultimately do not become fatalities.

And we'll do this all by working together and collaborating.

Next slide, please.

So now I'll hand it all over to Paul, a senior transportation policy analyst in the office of the Secretary

of Transportation.

Paul.

Great. Thank you, Gam. And thank you all for taking some time today to learn about the safe streets and roads for all discretionary grant program.

I'm like ahead and steal the screen. So give me 1 second while I get that set up.

Alright, so I am the program manager for the Safe Streets and Roads for All discretionary grant program.

And I'm here today to, give an overview of what the, funding program is, some opportunities for you to get involved and potentially get access to some of that federal funding.

And then some of the lessons learned from previous application cycles so that. You all have a little bit of a head start and thinking about, you know, how you fit in and what you can do and how to be successful.

I'm not gonna be able to give within the time allotted the full rundown, but you'll have a good sense of like where you fit, hopefully, and we'll have more webinars and other things coming once the next round of funding is announced.

And so this is like a good teaser to figure out where you fit. And then it will have lots of resources on the materials for those who want to follow up.

Gam already gave a little bit of the U.S. DOT context. So I'll breeze through a little of these pretty fast.

But you know, just to set the stage and you mentioned, and, you know, we've had a pretty significant increase in roadway fatalities in 2020 and 2021, which were similar to a lot of other types of of.

Early desk like a gun violence as well as overdoses and other things. And so that traffic fatalities were kind of followed somewhat of a similar trend.

We just started to edge down a little bit, but it's still a significant problem, one that the secretary and I'm in the office, the secretary, the secretary is taking a keen interest in making sure we address.

He's called it a crisis. That secretary people do to judge. It's called a crisis, one that's preventable.

And that's part of the reason why we're here to reach out to folks like you all who can help influence and improve roadway safety.

I think one context that is important is we are particularly mindful of the disproportionate impacts that happen to certain types of people who use the roads, specifically those who are outside of a vehicle.

So while the number of fatalities kind of crept up from 2010, when you're looking at the bigger picture, when you're looking at people who are walking and biking, their, proportion and their numbers have gone up.

Pretty dramatically and it's something that is worrying to us and one of the solutions and one of the areas to help address that is the same streets and roads for all discretionary grant program.

Gam touched on a few of these. So maybe I'll be quick, but you know, part of what we did with this national road, safety strategies, we committed to 0 deaths on our roads.

We adopted the safe system approach. And I'm just gonna underscore it. Post crash care and that

first response is a part of that and is a really essential piece.

One of the interesting things about a safe system approach is that we're not trying to prevent all crashes.

We're just trying to prevent serious injuries and fatalities on a roadways and really the EMS in the first responder community can take what could have been a fatality and someone dying on a road, a life lost to a serious injury in from a serious injury just to maybe a minor injury.

And so we recognize your role and be able to meet some of our goals and. We, we want you to get involved.

Kind of in order to in addition to tthe Safe Streets and Roads for All funding a lot of other actions that departments taking. I won't go into detail.

There's a lot of. Information on our website and we also engage our stakeholders knowing that U.S. DOT is not the only one who can play a role, and that there are others.

And there are all over 100 now that are across the nation that have committed a specific tangible. Actions that they're doing in support of the national safety strategy and improving their communities in roadway safety.

Alright, now with the bigger picture, let's talk about one of the kind of what The folks have described as one of the main programs that the National Roadway Safety Strategy because of both the amount of money as well as, to the focus.

So, I mentioned there was, up to 6 billion available 5 billion in advance preparations so we have about a billion dollars every single year we just finished round 2 funding and we're on to round 3 so we have over 3 billion dollars left the main purpose of the program is to prevent deaths and serious injuries on our roadways.

And there's really 2 parts to it. You develop this comprehensive safety plan. Of identifying your biggest safety risks, engaging your community, other things.

Identifying what your problems are, figuring out what solutions you want to do, and then implementing those.

And so, say, Safe Streets and Roads for All really implements kind of, provides funding for both, both for the planning part and for the implementation.

I also say that one thing that's unique to this program is that it cuts across all different types of, interventions, across that safe system approach.

So it could be infrastructure, it could be behavioral, it could be operational. And that's why we're here today because this is a funding source that has a lot of that has a Vennian source that has a lot of that has a lot of, has a Venn diagram and an access to post-crash care and some of the work you all are doing.

Those who are eligible, is basically the sub-state level. So, a political subdivision of a state that is city, county.

Town, borough, and those type of things, special districts. Metropolitan planning organizations, those big regional ones, as well as, federally recognized Tribal governments

And the activities that I mentioned before, maybe a little bit more detail, I'm gonna break them down.

Are developing that comprehensive safety action plan. So the piece that, your colleague is gonna talk to you all about.

After my presentation is done is developing an action plan. You can also carry out supplemental planning and demonstration activities.

I'll describe those in a second. Once you get that good plan in place, you can also, do the type of design and development work in order to execute a project and strategy and then implement those.

That, middle one might not be as useful for you all. It's usually most like construction design, exclusively for, like, building or, you know, changing a, geometry, or added a new safety features.

So let me talk a little bit about the planning demonstration grants. There are 2 different types. I mentioned there's planning side and a, implementation piece.

I'll start with the planning and demonstration grants which are really that falls in that planning bucket. And you can develop a comprehensive safety action plan and that includes a components that we actually have like a whole song and dance really

Those and I won't go into too much of them really it's a you do some data analysis you get your community create a task force you have intergovernmental and then other organizations part of your task force to identify what your big safety problems are.

Figure out based on those problems.

Solutions you want to do, what projects and strategies. And then you can also take a look at your processes.

Think about equity, maybe vulnerable populations of people who are older or children or you know, sort of.

Demographic groups. And then, you know, create a plan with that list of projects and strategies and then, have that as the basis.

And really it's, it's grounded in, what a lot of cities call, vision 0 type plans.

But there are a lot of different names and I think they're, many different stripes of planning that, compass portions of this and Safe Streets for All has a really

good grounding with those plus a few other bells and whistles.

Supplemental Planning is.

Developing adding some additional layers, additional things to an existing plan that's already going. So topical safety plans, for example, could be creating

And then EMS sub-plan within your comprehensive safety action plan. Maybe it's looking at, safety analysis and data collection, we're linking hospital records and crash information for more.

More granular, more specific trauma information to help inform what kind of interventions you're going to do. Those are 2 that come to mind for this community.

You know, they could also do target equity assessments. Maybe there's certain neighborhoods that you want to focus on, maybe particularly dangerous corridors.

You want to do a road safety audit and see what's going on. And then maybe you want to engage your community.

So that's kind of the second part within a plan and demonstration grant bucket.

Okay. And then the third part, this one's a little bit difficult to wrap your head around.

I'll give a few examples. A practical way to test out your action plan. So you develop a nice plan.

Or you're developing a nice plan and you want to be able to try things out before deciding what projects and strategies you know you spend millions of dollars on you really invest in.

That is something that you can do through demonstration activity. So feasibility studies using quick build strategies and one of those, it's usually infrastructure.

And that could be paint plastic ball and I'll just go back to my previous slide. If you look on the bottom left hand corner that Solomon Foundation picture.

You'll see they've reallocated the road space to make a separated bike lane, kind of change some of the geometry of the intersection.

That's an example of feasibility using a quick-build strategy.

So using you can also pilot program for behavioral operational activities. So you want to test out a, an EMS, preemption or prioritization signal, technology or, activity.

That's something you could do potentially through these demonstration grants. You can also do pilot programs for new type of technology.

So say you are, interested in upgrading to help with the best and latest. EMS type practices you can you can sort of technology you're interested in trying out in your community.

That's something that could also fit within a demonstration grant. And, those are things that are usually, you know, kind of smaller in scale, they temporary, you assessed what works.

And then they decide whether you want to include those into your. Your overall action plan and your projects and your strategies.

Implementation grants and these really are principally fund. Those things and those safety actions and your plan those projects and you've identified through that comprehensive safety action planning process.

And these again could be infrastructure, behavioral operational, all ties back to what's an action plan.

And I will, you know, underscore that, during the pilot process, you know, what comes up is your biggest safety problems and your solutions end up being what we fund through that implementation grant.

So if you know post crash care, EMS and first responders are not at the table. Bringing good ideas and effective interventions into that plan.

It's kind of hard to apply for these implementation grants. I like it to, and a way to do that.

The the presentation. Generally, this is a kind of a general requirement is you have to have a plan in place, apply for implementation grants.

You create that high quality plan or you have one in place already and then you apply. And I will note that you can also have some additional planning so that supplemental planning and demonstration activities I mentioned before.

That's something that you can also be kind of bundled together with an implementation grant. So

maybe they're redoing a road, but they also want to try out, single prioritization, and preemption and maybe I can do like a EMS action, sub action plan to spruce up their plan.

All that could be bundled within a. All that could be bundled within a implementation grant as long as that project and strategy is the main core.

Alright. Just to give you a sense on who, who's been applying and kind of what's been out there.

I mentioned there's been 2 rounds done to date. And this pass round, this is the fiscal year, 2023, FY 23.

And we ordered almost 900 million for funding to 620 regional local and tribal communities you can see.

In the map. We have, kind of locations just, and that's just for, FY, 23, over calendar, year 2023, we're actually, since this is a new program, we actually had 2 awards one in February and well 3 one February one in October and one in December.

And today we've given out over 1.7 billion dollars in awards to a thousand communities and about 70% of the nation's currently, nation population is currently covered by one of our planning type activities.

And so the likelihood is that a lot of you are already in places that are doing safe streets and roads for all, grant awards or, or have some sort of activity that, is analogous to it.

And I think that's a good thing to underscore where, for many of you, you might not need to be the one who starts from scratch.

You can join that, what's an existing effort. And we have a good, Map and list of awardees are our website.

That's a good way to see if you're, you know, your community, whether that's city or county or regional level, sometimes it might be a little bit different, but that doesn't mean you can't get involved.

And I'll tell you a little bit more how to do that in just a second.

I'll drop a few names of those who are, have been doing EMS type activities.

One of whom you will hear from in just a few minutes. That's the Upper Pine River Fire Protection District.

I won't steal any thunder. The city of Richardson is developing action plan and they also included a demonstration activity for GPS based preemption system to.

Reduce response times for EMS. Great example of a demonstration activity. City of Burlington, is also did a planning demonstration grant award and they're doing a number of different things.

But they're also establishing a framework for future deployment of how they're going to do their signal priority and signal preemption and so I think that's a nice great bundling of different types of activities that cut across multiple different sectors and types of interventions.

That's another demonstration activity and kind of planning piece too. The Town of Colonie EMS, and they, banded together kind of for a more regional effort.

They're received, over 2 million dollars, to try out a emergency transpose system as well as a platform to better interface with special care registries, so they can give time information for, incoming patients into our trauma centers.

Last but not least, Nashville, Davidson, County, received an implementation grant.

They're doing a, it's a corridor, redesign, and they are also doing some work in order to advanced EMS.

Oh I clicked too fast. Right. And they're they're seeing what they could do along the key emergency response route.

So there these are some examples that we have a, we have a number of them that have been awarded from the EMS community.

So you might be the first one and you know we're hoping to see more with similar types of activities in this coming funding route.

I think, you know, and I'll drive it home. These comprehensive safety action plan should be encompassing.

Operational and post crash activities. And so, having this task force and thinking about it, having you all at those tables will be really instrumental so that you all get that get included.

I think there's a natural tendency to have the infrastructure people lead and then maybe they'll get the law enforcement or behavioral folks involved and I don't want you to get missed in a lot of those planning.

So, 70% of the nation's population doing planning already, you should get involved. If you've not been already.

Demonstration activities are there to try things out and to do some pieces that you might not have been able to get funding for in the past, to do some pieces that you might not have been able to get funding for in the past, help improve your service, your support and how you do business.

And some just good examples. I give the specifics but I'll just drive it home again. You know, projects that reduce, or demonstration activities that, attempt to figure out how to reduce response times, or when you dispatch improvements, traffic signal preemption, other improvements to, the, on-scene EMS care and then of our other EMS, evidence

base. Counter measures, you know, all those could fit within a. Potential both a planning and demonstration grant from the demonstration activity side or an implementation grant of funding for a project

Alright, I'm gonna have 3 different buckets to walk through. And cut 3 different scenarios, of what to think about, And kind of basic one and I've already mentioned a few times.

Worth it's worth bearing a, a quick repetition. Is, is there already a plan going on in your community

If yes, you should get involved in that planning process. And our folks can be more than happy to help, support.

Identify who those are and working with with our agency partners. If no. Maybe you're the ones that have the capacity, the capacity, the means, the interest to be able to start.

And that action plan, Grant, that, the action plan through a plan demonstration grant.

It's a great way to start getting involved in the process. So say the answer is yes, maybe your region is doing a action plan.

You can do demonstration activities and supplement the planning. If there's one, that's currently underway or completed, you could, you don't have to be the you know, jurisdiction with the plan.

You can use that plan or to be able to apply for demonstration activities and supplemental planning. In coordination with the person with the grant.

That's key. But, you know, you could, expect a lot of, they used to be multi-jurisdictional in nature and working with your partners at the city, county, regional, whatever level ends up being is the great way to get access to some of the funding and get involved.

And then, you know, maybe have a plan in place. You can apply for implementation as long as the.

You know, that project and strategies in your that qualified action plan. So let me let me walk through a few of these.

So developing action plan. I mean, I think this is my, This is my why, why I think it's a good idea.

Slide, just to answer some of the common questions we've received. So, will Safe Streets meet the safety needs of my community?

We have that core bedrock. Of the 8 components that need to be done. But, there's a lot of flexibility.

I mean, we've tailored this for different geographies, different roadway safety needs, different types of approaches.

And so there's a lot of flexibility to meet the needs of your community in order to in order to address.

The most biggest roadway safety problems within, that you all are facing. What does the application look like?

Is it, is it burdensome? Action planning is actually pretty easy. I'll tell you when it is a second, but the level of effort compared to your average, discretion grant is relatively low.

And we've purposely done that knowing that some of our folks who are applying have lower capacity, they don't have, you know, dozens of grant writers and administrators and you know, the bootstraps type folks who want to make a difference.

We've made the entry for the application process. As accessible as possible for those folks. So for an action plan, you apply, what's your, getting funded?

We fund most of our action plan. So, and a lot of the plan demonstration, I think last time around was maybe over 90%.

So. If you're gonna spend a few hours put in an application, the likelihood is as long as you read the, read the application follow, it's pretty likely you'll get funded.

There is one thing that is also a common question is What about non-Federal matching? How much funds do I have to put in?

There is an 80 20, match. So at least 20% of the funds, for a total project has to be from a non federal source.

That doesn't necessarily need to be from your local coffers. It could be, From philanthropy, it could be, maybe through, a different type of entity.

Maybe it's a state DOT that happened a lot for planning and like Iowa and Kansas. Massachusetts.

And so, you can also in kind contributions and that's, you know, basically, counting the time spent. In order to do certain activities to be able to include towards that match. So there's different ways to

do it.

We have a lot of we have some resources on our website so you can think through how to do that.

So yes, there's a match. There's no waivers for it. But there are different ways to be able to access this funds and I wouldn't, I would hopefully, that's not a major barrier.

So I mentioned the, planning demonstration grant. I'm not gonna walk through.

I'm not gonna walk through all this. I mean, I think the big takeaway is we need 3 data points and then 2 pages of application narrative.

Plus those like general forms that a standard forms that you have to apply for, for federal grants.

But really, it's 2 pages and 3 data points from federally available data sources. Again, there it is only 2 pages.

And then, you know, I think the thing is you want as these narratives, they should be they're pretty basic and, you know, really the goal is we know that there might be people from different information.

They don't know exactly what they're doing for some of the pieces, but they know what some things that are on their mind.

And so they can talk a little bit about, you know, the scope of work to be performed. What the safe roadway safety issues that necessitate that planning.

And then how, how your funded activities will inform an action plan. So I think, you know, just gonna be really clear, like, you know, we're really concerned about roadway safety because of XY, and Z.

We're proposing to do this. Develop a comprehensive and safety action plan. We also plan on doing supplemental planning for ABC and all that funding will develop the core components of a conference of safety plan and that supplemental plan.

And that's really it in the 2 pages. If you're applying for demonstration activities, we do ask that you, so they're supposed to be temporary short term, trying to decide whether it works for your community or not.

You have to figure out, you have to describe how you're going to measure whether it works or not and what the benefit is.

You know, maybe it's reduced, response time or measuring. And what the benefit is, you know, maybe it's reduced, you know, maybe it's reduced, response time or measuring, our, certain communications work or whether, the signal prioritization works for, being able to get from point A to point B within a, target goal.

I think it's a lot of different ways to do it. We have a lot of flexibility. You also need to kind of provide a schedule to show, you know, what, what do you plan doing and when that's going to be done?

Alright. So for those who are interested in supplemental planning and demonstration, Say there's a plan going on, you want to do some, EMS type activity, try out a technology through a demonstration activity.

Again, you don't have to be the one with the action plan. So say the regional NPO is develop an action plan.

You can go to them, but hey, we want to do a demonstration activity focused on signal prioritization.

We want that in forward, action plan for the regional effort. You talk to them, say, yeah, that's a good idea.

You can apply separately, noting that this regional plan is in fact. That's one good way.

If it's already if it's already planned completed, that's easy. If there, if you are doing a plan, you can apply, multiple for over multiple years.

So maybe develop. And the first year you applied for developing an action plan, second year are going for demonstration activities.

Also eligible. And we allow that. And, also I mentioned, you know, if you're within the jurisdiction, you have that, Nexus to another entity that's working on action plan.

That's great. Again, if you're gonna use someone else's plan to do an activity, make sure you coordinate with them.

You know, all these are supposed to and intended to inform what the projects and strategies are within.

A given action plan. If you're accorded with them, how, how they know whether it works around, whether they should incorporate into their plan.

I think there was one thing that was a little bit difficult and it's a little bit hard is like, what is the difference between implementing a project?

Demonstration activity. So again, a lot of these demonstration activities, you're tried out.

Smaller scale testing, pilot, finite period. It's supposed to inform that, projects and strategies. And you're supposed to look at it.

You're supposed to measure how it's working and then, assess whether the benefits make sense and whether it works for your community. On the flip side, usually the projects and strategies those are like major construction. Those are like System wide.

You know it works. You've already piloted it. You just wanna do it permanent.

There. The, demonstration activities.

Okay.

Okay.

Take it down and stop it after you're done with it. But you have to assess whether it works or not.

If it's not working, you should stop it. Implementation, you already know it works. It work for you.

It's effective strategy that fits well within your plan. You're applying to do it and you're just rolling it out.

I think we had a few folks who applied for demonstration. Activities that said we have done a pilot.

And now we would like to implement the pilot pilot. Which is kinda, which is a project and strategy, not a demonstration activity.

You're testing something, you're trying out something new. You're not implementing it across, a wide space.

And so this is a little bit of nuance.

Planning.

It's not quite implementation.

Alright.

Again, the final deliverables, you know, you have to connect back to the action plan, see how it works and then updating your processing strategies.

And then for implementation of projects and strategies. If you're at the stage, you kind of know, already know, I'll give you a sense of what it's more intensive than, the planning and demonstration grant.

It's about 10 pages a narrative. There's more selection criteria. It's more competitive.

I think about 20% of those who apply received it.

And implementation.

Last time around. So it's, it's not, you know, one in a million winning the lottery, but also it's competitive and we have a lot of high quality projects that we expect in the future.

And this is something that, you can look towards and then when they're thinking about development plan, how it all forms, how you build that level of evidence.

And. Here's kind of what it looks like. I would say if you are familiar with like raise or INFRA, or, those type of those type of programs, those have like a benefit cost analysis, some other components said that we don't require here. Just recognizing the scope.

It's limit to roadway safety and the

The capacity of those who apply. Alright. So hopefully that give you a sense of where you're at, whether, you've started to plan, whether or not.

Pop onto an existing plan either to get involved in the task force to apply for that self-motion or demonstration maybe.

You're ready to implement and you have this really great strategies and

You're ready to apply for that.

Implementation grant. Those are the kind of the 3 options I talked through. Now the question is, when will that be?

So that's, notice the funny opportunities coming in a few weeks. We expect in February, I'm gonna have over 1.2 billion made available.

Over half of that is, could be dedicated for planning demonstration activities.

Is

You know, partially why we don't encourage everyone to the folks who are on this webinar to, think

about that because we have a lot of available funding and we, wanna make sure it goes to the right places, including those post crash care activities all.

Reduce harm and then save lives. We'll have some more webinar.

Okay.

We have a lot of resources on our website. They're going to be expect in February. So, you know, if maybe you couldn't quite wrap your head around everything I just mentioned, you know, we'll have a lot more information. So that is the overview.

I'm going to. So that is the overview. I'm gonna save the question.

So later and I'm gonna go ahead and stop sharing, and pass it on over so you can hear the real life example from one of our

Our award recipients.

Thank you so much, Paul. And with that, we'll go ahead and hand it over to Bruce Evans, the Fire Chief at the Upper Pine River Fire Protection District in Colorado.

Bruce is one of the first EMS agencies to successfully secure funding through SS4A.

Alright, thanks, Gam. Can everybody here? Sounds good.

So I'll go ahead and hand it over to Bruce. Chief. You're loud and clear.

Alright, great. So, again, I was asked to speak and again, thanks for everybody for taking some interest in this and making our roads a little bit safer.

So the Safe Streets grant, you have to ask yourself why fire and EMS should be involved with this.

And, just give you a little bit of demographics about our, our fire district here.

So. We're about, 282 square miles in, Southwest Colorado, La Plata and Archuleta County down the 4 Corners area about 12,000 people in those 282 square miles.

We have about 30 miles of US 160, which is a a pretty dangerous stretch of road.

It's got long sweeping curves, 2 lanes.

You know, it's subject to weather. It's got a couple of mountain passes on it.

And it has, it usually varies between in the top 3 and Colorado for animal strides. But there's a lot of just, really horrendous crashes that are on this road.

We, we staffed about 8 people a day. That's our minimum staff.

And then there's about 5 admin people here. So we're essentially a super rural fire and EMS agency.

Next slide please.

So the reason we went after this grant is We wanted to control the narrative. So kind of looking at the NOFO on the grant, the notice of funding opportunity.

And having a presentation from Gam when we were in DC with the NAEMT board of directors.

This looked like it would had opportunity to fund a lot of post crash care activities, which definitely revolve around EMS.

So, like I said, we wanted to control the narrative, obviously writing the safety plan, opens up to the implementation grant as we heard from previous speaker.

And if you're gonna have the implementation, grant. Then you have to kind of follow a template and follow a safety plan.

And if you're not the one writing it and putting EMS into it, I think we've all kind of been around the block where a law enforcement grant or a highway traffic safety grant winds up kind of excluding EMS because you know, frankly, a lot of times local government, state government, county governments don't really know what EMS does.

So again, if we're going to be in the game, we gotta show up and again, this was a way for us to control the narrative and open things up in post-crash care.

So, as you heard, there was 5 billion dollars available for this. So there's lots of money in here.

To make improvements. So just for example, looking at the action plan and where we could focus on going in post crash care by controlling the narrative things like the traffic incident management course or TIM.

Every year we know that there are EMS providers that are struck and killed. Firefighters struck and killed on the highway.

While they're, working crash site. A matter of fact, we just had a female EMS provider killed down in Mississippi or Alabama or she stopped for a crash and got out and was hit in the roadway.

So traffic and some management courses are a great program. I think it's a highly successful, you know, well established curriculum.

There's some other, anything that involves safety with responders, you know, vests. Signs blocking vehicles.

All those could be potentials for post crash care. And then of course, One of the things that we're after is extrication tools.

So our extrication, power plants are a little bit old. 20 years plus, you know, everybody's moving to battery powered operations with their RAM spreaders and cutters.

And obviously that stuff's pretty expensive, but if it can reduce. The same time by rapidly being able to extricate somebody from a vehicle.

You know those are all things that are a fair game in a post crash care world And then one of the big things that I think people are looking at is You know, what scientifically do we know increases the chance of somebody not being a 40% or?

And if you've been following the information that's going on lately, certainly whole blood. And what's gone on in San Antonio and many other communities, the Dallas Metroplex now, whole blood.

These are things that definitely increase the potential for survival, of a crash victim. And then other curriculum like PHTLS, pre hospital trauma life support, you know, where you're trying to focus getting people out quickly and assessing them.

And then making notifications to the trauma center. So, next slide, please.

So, this, crash here that, it's the same picture, person on the left here.

So this is a person pinned in the vehicle that we were working to extricate out of here.

I'm proud to say this guy survived with attention. Pneumothorax, why it was pinned in the vehicle.

It was decompressed in the vehicle. And about 3 years later, he came walking into the fire station to thank us for our activities that, essentially saved his life.

This is an 11 person MCI on that section of US 160 that I'm talking about.

So injury prevention should be part of our repertoire as EMS fire based providers. This is something that's kind of glossed over in the curriculums, but it'd be nice not to have to respond to this call at all.

Because somebody was not a drowsy driver, somebody was not an intoxicated driver or, you know, there were a lot of other things that were done.

To improve the road safety here. So, So while, this is an exciting topic for post crash care and for EMS people that jump into post crash care.

Don't forget about those other things that are in the pillars of SS4. So for example, you know, what do we gotta do to make people safer?

You know, not driving, you know, buzzed or not driving fatigued. You know, is there some things that we can do to recommend for the road to be safer and that that can be certainly, you know, broached with your local highway state department.

Highway, highway division. And, you know, things like, do we need guardrails here?

Do we need, do we need a barrier between the road? You know, in our SS4 grant as we're writing the safety plan, we have a section of road where there's been a ton of head on collisions.

And it's a downhill section. It's got 4 lanes. And it does not have a barrier in between the lanes and there's a turn lane at the very bottom.

So sometimes people drift over across the center line into the oncoming traffic as they approach the turn lane.

So one of the things we're going to recommend is to improve the safer road there by putting guardrail in between those 2 the downhill section the east bound a west end bound section of that road and then safer vehicles.

I would tell you that I'm I was quite surprised to learn. The GM is collecting a lot of data on late model GM vehicles.

And not only were we looking at crash data, but we were also looking at near-miss data.

For example, hard breaking or when people aren't wearing seat belts or I think some of you may own vehicles where if you start to drift across the bog line, that white line on the side of the road, or you start to cross over a yellow or a striped yellow.

The vehicle will shake the steering wheel or rattle the seat. And try to bring you back into the lane.

Now that doesn't result in a crash a lot of times, but it may talk, it may indicate a drowsy driver or an unattentive driver or driver that's texting.

So some of this technology where, you know, we're starting to grab vehicle data on near misses is

probably even more impressive than, than the crash data.

And then of course safer speeds. Do we know that there are sections of highway that are blinded?

Do we know there's sections of highway where you know EMS providers routinely respond to T-bone or other crashes there.

And these are situations where, you know, maybe a slower speed would give a better braking distance to, you know, so there wouldn't be a rear in collision or T-bone collision as somebody that's pulling out on a highway.

And then of course, much like we've talked about the post crash care aspect of it. A lot of different opportunities for EMS and Firebase EMS.

To jump into this. So next slide please.

So, just kind of give you a little bit about what we did with our work, you know, kind of 3 aspects that we're currently in.

And, you know, into, into it now. The first thing was writing the grant. It took about 2 full days.

You know a lot of it was research activity that you had to go out and find demographic data you had to find the under serve populations, you had to find your crash data for the last 5 years.

You know, and measuring things like linear roadway fee and those things that are all required to go into that or into the grant.

Now I would tell you that there are a lot of links. On the grant application that you can follow to get this information.

It's not hard to find it. And I would, you know, on a scale one to 10 with the difficulty of this grant, I would say it's probably a 7 or 6.

But nonetheless all the hyperlinks are there for you to go find the data. Even census data or you know income data when you're looking at underserved populations or disadvantage populations.

There's actually links in the grant program to take you to some of the socio and economic data that you need for the grant.

Take some responsibility for something other than post crash care. You know, this is a comprehensive initiative by the Secretary of Transportation.

And there's a lot of folks that are putting a lot of effort into this. So don't be near focused or, you know, don't have near sightedness on just post crash care.

You know, there are a lot of other things, you know, safer driving, seat belt usage.

Those are all within the wheelhouse of EMS. And you know, we do that stuff.

And lately after you know COVID and after 911 you know fire and EMS kind of withdrew into their.

Fire Stations or into their EMS quarters. And didn't really engage the public as much as we should have.

And law enforcement wound up stealing a lot of the thunder of those opportunities to engage the public. Review the pillars. Remember that there are a lot of other options that you can get into for the grant writing.

So use a little bit of creativity there about there's a lot of data out there. The FARS data, many of you may not be familiar.

That.

Database, which is the fatal accident reporting system. And then of course data from the cube or the NEMSIS program.

You usually have a state EMS person who's in charge of the data for here in Colorado, we have a great team.

That deals with the data from the cube or that's sent up through the NEMSIS Database.

And you can get an idea about fatal injuries. You can get an idea about those people that you may have transported.

Had near fatal injuries or that maybe died from something a little bit later, those 40 percentage. So, talk to your EMS data people and talk to your law enforcement data people.

They have a ton of information available Then if there's a way that you can stretch your grant into an underserved area, that's beneficial. I would tell you that we

Incorporated a section of US 160 from a place called Wolf Creek.

Way to the Arizona state line and the reason we went all the way over to the Arizona State Line is we got that was it allowed us to incorporate one of the indigenous tribes.

Into our grant writing. And then, once you get awarded the grant, you're not done yet with paperwork because they're gonna send you.

Contract. And one of the things that's important about the contract is to understand that there's some appendixes.

That the secretary specifically wants built out. For example, you know, what are you doing to deal with your carbon footprint?

And you know, that's a pretty easy answer for us. As we're looking to transition to battery powered extrication equipment, get rid of our

Also fuel power plants that are on our extrication equipment and while that's not a huge carbon footprint, it does kind of meet the letter of the intention and leadership vision of the secretary.

And then underrepresented and underserved people again, if we can stretch these grants to get into, indigenous peoples or into tribal property or tribal lands.

And incorporate them in the feedback. We, certainly know that a lot of those places are really you know, they suffer from a lot of rural trauma, a lot of car crashes on those, you know, desolate roads that are out in the, say, for example, the Navajo.

Or in our situation, the Ute Mountain Tribe. And then again, what are you doing about diversity?

There is an appendix that asks about you know, are you getting out to everybody? Are you talking to everybody in your region? And.

Not just.

Diversity of you know skin color but diversity of thought. You know, what are those books thinking along the side of the road, why they're waiting for an ambulance or, you know, do they know a deadly section of road that they want to give you some feedback on?

So again, diversity of thought. And diversity of peoples. That you want to put in there.

And then, once we got past the contracting phase, we're now in the work phase. So I would tell you, make sure you parse out that work, get writing right away.

As soon as you get your statement of work, you know, get on this and start making some outlines because there is.

Fair amount of writing that has to be done with it. Make time set down, you know, a couple of hours a week.

To make sure that you're addressing, doing the narratives. And then set up some multimedia streams this day and age.

There's a little bit of a it's difficult because there's a lot of people on Twitter

You know, a variety of different.

Media. So collect data from all that. And then lastly, you know, you know, meet, solicit some public opinion, meet with your state reps from the DOT and, from Highway Patrol to make sure that you're getting, you know, full picture what's going on and talk to your providers.

A lot of your EMS providers and firebase providers and law enforcement know where the dangerous sections of the road are.

Next slide please. So this is a picture of a crash that was a 40%. We arrived to find this guy trapped inside his vehicle. He was still alive and during the process of extrication, he expired. So again, what we are looking to do is to prevent this from happening. Like I said, we did incorporate a section of the Ute Mountain Tribe. Our project area goes from Wolf Creek Pass, which is on the continental divide, all the way over to all the way over to the Arizona State border.

It encompasses multiple fire departments that encompasses multiple fire departments that encompasses multiple fire departments that encompasses multiple fire departments that were we consider our partners with this.

US. 160 of the deadliest sections of highway in the state of Colorado and it was also, we kind of broke this into sectors.

So out of this, you know, lengthy section of roadway, we know that each one of them has a unique danger.

And has different near-miss data so there's a lot of different techniques in the pillars that can be applied to this.

Next slide, please.

So last, slide, I just wanted to kind of talk about again what the benefits are to fire an EMS.

Well, this is a mentoring opportunity for technical writing. And there's going to be a lot of other opportunities for technical writing for fire and EMS.

So this is a good place for somebody to get their feet wet. It may be a break from the street.

You put somebody on this. Gives them a chance to recharge their batteries.

It's a chance to engage the community. And it's about keeping people safe.

It also requires that you're gonna have to put somebody on this that has some problem solving. Thinking and some some critical thinking.

And then lastly, I would just say that each crash has a story behind it. So the crash up on the upper right corner with the red card.

That's actually a car that hit one of our fire trucks on US 1 60. And it was a fatigue driver.

The crash that's down there on the lower left, was a, sent a 12 year old female to the, to the trauma center and had to be evacuated up to the front range with some severe head injury.

She was in the passenger seat. That car struck a tow truck. That was on the side of the road trying to pick up another disabled vehicle.

So back to the traffic incident management piece that is really important there. And again, all these involve somebody's family and and that's really what we're out here to do is solve some problems and keep people safe and you know hopefully everybody goes home to their family on the roadway.

So that's it for me. I'm happy to answer any questions.

Thank you so much to our panelists. My name is Max. I'm also an EMS specialist.

Within NHTSA's Office of Emergency Medical Services and we have been addressing a number of questions posted throughout the course of the seminar wanted to answer a few of those questions additionally for all recipients.

One question has to do with the timing of the notice of funding opportunity. And if Paul, would you be able to comment about when you expect and where you expected to be posted?

Sure. Happy to do so. We're expecting February. I'll have a a given week probably in the middle mid February is what I'm guessing at the moment and there's a few different places it's up posted on grants.gov

Go as an opportunity. We'll be posted on U.S. DOT's website, we've come down a press release.

I'll make sure we have a list serve as well and we can work with our folks at NHTSA's EMS office so that when the notice is up you all are able to distribute to your community as well.

So there's a few different places.

Great, thank you. Some additional questions came in about the types of organizations to apply. For example, individual EMS agencies as opposed to what may be listed as eligible applicants.

So for example, private or non-profit ambulance agencies, government or tribal EMS agencies.

And maybe Paul, you could first answer that question about how EMS and I. One might work with eligible partners to put applications together.

Like Bruce, for example.

Yeah, no, that's a great question. And, one of the eligibility pieces, so we had, some sneaky cities for like, well, My Department of Public Works and my department of law enforcement both wanna apply.

Can we both apply? I was like, no, the entity is the city. So, you know, maybe you're the office, you're the EMS group you'd be working with here, you know, whatever group that is the mayor, the account executive, the whatever ends up being.

If you're in a nonprofit situation, we actually have, folks who have worked together to find someone who is like the lead applicant and then they can support.

So Alaska, number of municipalities got together, only one applied, but they're working with the Alaska Municipal League and they're going to be doing a lot of the planning.

So there's ways to be creative about it. You just need to make sure you have it all, for the folks who are applying.

Great, thank you. You know, I know we've gone over time, but we decided we might go a little bit time over because we do have some good questions and questions from folks.

In the audience. Additional questions that we've received and just as a reminder we will be posting this information as well as slides on our EMS.

Dot gov website. You'll see links to those locations in Q&A posted currently. Additional questions that we've received are specific to types of different eligible.

Expenditures under the course of the program. For example, personal protective equipment or exercises or different types of activities and I as a person who's watched the SS4A program from the outside a little bit I'm not familiar with exclusions about types of activities but maybe Paul you could talk a little bit about the generalities of what may or may not be included in specific applications.

Yeah, and It all goes back to, well, particularly the implementation of their projects and strategies.

What is your project that you're trying to address. What is the safety problem you're trying to address and how are that what you're looking for, you know, in for a part of that project.

So we don't necessarily just fund the grant to give like PPE per say. However, if there is a post crash care piece in order to, knowing that there is a lot of secondary incidents and traffic and said management issues and order to make people safe both that you're going to be doing.

She's like, to me, which includes, you know, retro reflective gear, other equipment that will help, that could be potentially eligible.

So it's contextual really of like, what is the problem we're trying to solve? What is the project associated with it?

And it has to fit within that project. Not the, I want some equipment, could you give me some equipment?

And that that you can have to think about a little bit and that's where the planning process that first mentioned and the important of getting it in that ground floor is really important.

Great. One very specific question about implementation grants. One, if there's a grant for demonstration activities to fund a pilot, the pilot works and you want to continue, can you apply for implementation to fully implement the pilot.

Maybe Paul, you could take a stab at that one.

Yes. I mean, assuming that the demonstration activity, it would be beneficial. You included in your action plan, then you apply through an implementation, to roll it out system wide, more permanent.

And that's fair game.

Got it. Another question came in about previous grant proposals and whether folks can look at those grant proposals online.

I don't know if there are proposals that are posted, but definitely listings of the applicants who have received grant application awards in both FY.

22 and 23. Those are posted under answer under Buckingham's questions with a list of the 2023 awards or 2022 awards.

Any ideas Paul or Bruce about maybe contacting organizations to get some more details. Certainly nothing would prevent a person from identifying a grants application that sounds interesting and contact them directly in that municipality.

But Paul, any suggestions?

Maybe I'll start and then I'll hand it over to Bruce. In case there's anything else to add.

We don't post example applications. Ask a friend. And, usually the share, particularly for those plan and demonstration grants.

Those I think, I, are pretty straightforward. The, one thing I will notice that the program does evolve a little bit.

And so what was Great last time around might just be good this time around. And some of our criteria we, change a little bit for most of it's not going to matter but, you know, 2 years ago, Wardy might have an application that, that's not quite as perfect as it was the first year.

So just be kind of what we're seeing in the webinars and the resources and you can use your counterparts application as a good start in place.

Anything else that first?

Great. And Bruce, any suggestions, Bruce, on that in regards to figuring out information about other applicants proposals or your proposal, for example.

Yeah, I'm happy. If people wanna email me and, you know, met, I don't know if we put our email addresses on this presentation, but people wanna email me.

I'll be happy to drop our application in. And then, also our contract with DOT and I think there it's really kind of 2 documents, I think there it's really kind of 2 documents, grant application and the contract piece and you get a contract piece and you get a chance to look at, you know, do documents, grant application and the contract piece and you get a chance to look at, you know, what some other people

use And number 2, having some creativity. And I think that, you know, this grant does afford you a lot of opportunity for justifying some creative ideas to improve traffic safety.

Great. Maybe I'll turn it to, Gam?

Do you have any other comments or questions that you'd like to also have us address before we get close to the end of this webinar.

Now that we've gone over a little bit.

Yeah, thanks Max. And you know, appreciate everyone, tuning in and staying a little bit, late.

We're gonna be following up with answers to questions that we, didn't get to.

And of course, the recording of this webinar will be made available. Do you want to touch on one, we got a question in the chat.

About the vehicles and this is probably a question for Paul. Can ambulances be used in this grant if you do not have any and cover.

Looks like a 1,600 square mile response.

Yeah, I think that goes back to the equipment. And this is a great, so you're developing an action plan or there's one that identifies the lack of timely emergency response as a major reason why people have lost their lives.

And the solution that you described as a project is purchasing ambulances that could that could work but it has said that cascade you have a plan that describes the issue and the project correlates back to the issue.

So, as a little, it's a little contextual, but the answer is potentially yes, you know, if there are significant benefits and effective, actions that can be had that are identified in action plan.

That includes purchasing of an ambulance. It's, potentially eligible.

Yeah, thanks, Paul. And yeah, I think it goes back to that, you know, creative approach that, Chief Evans was talking about.

That's great. And just another reminder to folks, one of the questions was asked is how to get involved in the the planning process.

You know, Paul mentioned that that many planning and demonstration grants have already been awarded and you can see who those awardees are online at the SS4A website.

So again, encourage folks to reach out to your localities and might have already get got awards and get involved in the planning process now.

It's a it's a great opportunity. We are, we are at time, wanna thank everyone again for.

For tuning in today. We, as we mentioned when the next NOFO for SS4A comes out will be forwarding that through our EMS update list serve so please sign up for EMS updates on EMS.

Gov and be short up for that as it comes through. And wanna thank our, our panelists, Paul and Bruce for, participating today.

I think this has been a really enlightening webinar and we appreciate you putting time aside in your days and and thanks to all our attendees as well.

Thank you all.