



## VISION ZERO TECHNOLOGY FUND

Presented by Together for Safer Roads

**2021**

Are you a purpose-based organization or essential services provider that operates a fleet to serve your community? Do you believe that your organization can benefit from outfitting your vehicles with safety technology that will keep vehicle occupants safe and protect vulnerable road users with whom you share the road? Have you considered implementing new safety technology but could not afford to do so?

If you answered yes to all of the above, then Together For Safer Roads may be able to help you.

Through the Vision Zero Technology Fund, Together For Safer Roads (TSR) will assist purpose-based and essential services organizations that want to use lifesaving technology in their fleet operations. The fund is a grant program to support businesses, non-profit organizations, governments and others for up to two years.

TSR is a corporate social accelerator, leveraging private-sector technology, data and expertise to prevent traffic crashes, injuries and fatalities around the world. The members of our coalition are leading businesses that believe in giving back to their communities, including helping other organizations that may not have the necessary resources to create and sustain safety cultures. We believe in using proven vehicle safety technology and building operational acumen to create safety cultures of continuous learning and improvement.

The Vision Zero Technology Fund is a first-of-a-kind grantmaking program. It is supported by the generous contributions of TSR members and other sponsors. The fund will underwrite the adoption of lifesaving vehicle technologies. Like the seat belt and airbag before them, new technologies like vehicle telematics, backup cameras, blindspot and forward collision warning systems, side guards and others not only keep vehicle occupants safe but will also reduce catastrophic collisions with vulnerable road users.

We are here to help community-based businesses, not-for-profit organizations, governments and others. Vision Zero Technology Fund recipients will work with Together for Safer Roads to incorporate safety technology into their daily operations.

Together For Safer Roads' goal is to support the success of purpose-based and essential services organizations and to recognize the benefits you bring to communities. Your fleet's safety is one of those benefits, safeguarding your drivers, other workers, customers and everyone you drive by each day.

We look forward to reviewing your application!



*Vision Zero Technology Fund*  
2021 Request for Proposals

To apply: Sections I (Applicant Information), II (Fleet Specifics) and III (Budget Request) must be completed in full and emailed as an attachment to [info@togetherforsaferroads.org](mailto:info@togetherforsaferroads.org) with the subject line "Vision Zero Technology Fund application - ORGANIZATION NAME". Application deadline is December 1, 2021.

**I. Applicant Information**

Organizations that contribute to creating an equitable, accessible, healthy and safe community for all residents are eligible to apply. Organizations may apply on behalf of a local, regional or national network. TSR's Vision Zero Technology Fund is particularly interested in supporting:

- School bus operators and child transport services, food distribution networks and food banks, health services providers and non-emergency medical transport, paratransit operators and community-based infrastructure and construction companies
- Organizations that depend on their fleets to serve historically underserved communities
- Organizations with 2-100 vehicles
- 501(c)3, public sector and public-sector aligned organizations
- Organizations led by people of color, women, LGBTQ people, veterans and people with disabilities

Please fill out your funding proposal with the the following information: (required)

Organizational Background

1. Organization name

2. Mission or service provided

3. Date founded

4. Number of employees

5. Annual budget

6. Annual Vehicle Safety Budget

7. Annual Amount - Any other amount earmarked for fleet safety / tech

Size of population served

8. Fleet's role in the organization

## II. Fleet and Desired Technology Information

Funding proposals must include the following information:

### Fleet Specifics

1. Number of vehicles in your fleet now

2. Number of vehicles anticipated to be in your fleet in one year and in two years

3. Number of full-time or part-time drivers

4. Number of full-time or part-time drivers anticipated to be in your fleet in 1 year and in 2 years

5. Number of vehicles/drivers that will directly benefit from the technology

6. Class of vehicles in operation

7. Age of vehicles

8. Geographies served and routes frequently used

9. Fleet management staffing and acumen

### Technology Specifics

1. **Type of vehicle technology desired** -- e.g. telematics, camera system, collision detection, automatic braking, mirrors, side guards, distracted driving prevention, alcohol interlock, etc. - Please see attached [Safe Fleet Transition Start Guide](#) for some possibilities, but note that technology is not limited to what's in this document

2. **Intended use case and rationale for implementation**

3. **Technology manufacturers preferred or identified**

4. **Additional supports needed to effectively implement the technology**

### III. Budget Request

Applicants may apply for grants up to U.S.\$20,000 to pay for a portion of or the full cost to acquire, install and implement the new safety technology. TSR encourages organizations to apply for two years of funding and submit a two year budget, recognizing that that year one will likely include more funding to cover start-up costs like installation and training.

#### Allowable budget expenses include:

1. Hardware purchase or annual lease - year 1 only
2. Installation - year 1 only
3. Annual technology subscription, service, SaaS or similar fees - year 1 only
4. Training for senior staff, managers and drivers - years 1 and 2

Budget estimates must be based on pre-negotiated, binding cost estimates from a vendor (or vendors) included with the grant application.

The budget should also include a narrative describing how the organization will sustain the new safety technology beyond this grant.

### IV. Deliverables

Grant recipients must sign a grant agreement. They will be required to submit the following within 90 days of receiving the grant funding:

1. Evidence of funds being used
2. Evidence of timely and proper installation of technology included in RFP response
3. Evidence of training of drivers, managers, senior staff and others using the technology

Twelve months after implementing the new technology, grant recipients will be required to submit an interim report, including:

1. **Organizational metrics**

- a. Number of vehicles outfitted with safety technology at the start of the program, and number of vehicles still using safety technology after 12-months
- b. Number of people who drove vehicles equipped with new safety technology
- c. Number of drivers, managers, senior staff and others trained in the use of the technology
- d. Number of one-on-one or other coaching sessions with drivers, including, but not limited to, incident investigations, safety reinforcement, recognition for outstanding safety

2. **Budget update** - Please track actual expenditures against the proposed budget. Unspent funds will be rolled over into the year two budget.

3. **Safety culture metrics**

- a. Number of workers and percent of fleet-related workers involved in developing safety procedures
- b. Number of workers participating in monthly safety campaigns

4. **Safety metrics using data-driven fleet management**

- a. Change in number of crashes and crashes per driver per hour
- b. Change in property damage crashes and property damage crashes per driver per hour
- c. Change in near-misses and near-misses per driver per hour
- d. Change in risky driver behaviors -- e.g. speeding, aggressive acceleration, hard braking, aggressive turning, phone use -- and risky behaviors per driver per hour
- e. Change in fatalities and serious injuries (KSIs) and KSIs per driver per hour

5. **Operational resilience metrics**

- a. Change in maintenance costs related to technology implementation
- b. Change in costs due to fleet crashes
- c. Change in number of fleet vehicles taken out of service due to collisions
- d. Change in worker-reported road safety hazards or concerns

- e. Change in workers comp claims due to fleet crashes
  - f. Change in number of work days missed due to fleet crashes
  - g. Change in driver retention rate
6. Operational narrative describing how the new safety technology is being used in regular operations; please note human resources management, vehicle maintenance, routing and logistics among other operational information
  7. Optional: Media coverage, newsletters, social media or other communications or events highlighting the use of new safety technology
  8. Optional: Feedback from drivers, managers, senior staff and others within the organization
  9. Optional: Feedback from customers, partners, community stakeholders and others

TSR staff may meet with the grant recipient to review the interim report.

Twenty-four months after implementing the new technology, grant recipients will be required to submit a final report, including:

1. Fleet metrics
  - a. Number of vehicles outfitted with safety technology at the start of the program, and number of vehicles still using safety technology after 12-months
  - b. Number of people who drove vehicles equipped with new safety technology
  - c. Number of drivers, managers, senior staff and others trained in the use of the technology
2. Budget update - Please track actual expenditures against the proposed budget
3. Safety metrics using data-driven fleet management
  - a. Change in number of crashes and crashes per driver per hour
  - b. Change in property damage crashes and property damage crashes per driver per hour
  - c. Change in near-misses and near-misses per driver per hour
  - d. Change in risky driver behaviors -- e.g. speeding, aggressive acceleration, hard braking, aggressive turning, phone use -- and risky behaviors per driver per hour
  - e. Change in fatalities and serious injuries (KSIs) and KSIs per driver per hour
4. Operational resilience metrics
  - a. Change in maintenance costs
  - b. Vehicles taken out of service due to collisions

- c. Change in driver retention rate
- 5. Operational narrative describing how the new safety technology is being used in regular operations; please note human resources management, vehicle maintenance, routing and logistics among other operational information
- 6. Optional: Media coverage, newsletters, social media or other communications or events highlighting the use of new safety technology
- 7. Optional: Feedback from drivers, managers, senior staff and others within the organization
- 8. Optional: Feedback from customers, partners, community stakeholders and others

TSR staff may meet with the grant recipient to review the final report.