

To: CRCOG Transportation Committee
From: Roger Krahn, Principal Transportation Engineer
Cc: Rob Aloise, Director of Planning
Cara Radzins, Transportation Deputy
Date: May 17, 2022
Subject: Safe Streets and Roads for All (SS4A) Grant Program

Both **local governments and Metropolitan Planning Organizations will be eligible applicants** for the Safe Streets and Roads for All (SS4A) Grant Program. The Notice of Funding Opportunity (NOFO) for the SS4A grants was posted on May 16, 2022 and can be found at <https://www.transportation.gov/SS4A>. CRCOG staff will review the NOFO ahead of the Transportation Committee meeting on May 23, 2022.

The Federal Highway Administration (FHWA) conducted the webinar “Getting Ready for the Safe Streets and Roads for All (SS4A) Program” on May 2, 2022. The webinar recording and presentation slides can be found at: <https://www.transportation.gov/grants/SS4A/webinars>

Some highlights from the webinar:

1. Notice of Funding Opportunity to be released in May
2. \$1 billion annually for FY 22-26. Grant applications are expected each year for five years.
3. 80% Federal with a 20% local match
4. DOTs are not eligible applicants
5. Two Grant Types: Action Plan Grant and Implementation Grant
 - a. Action Plan Grants are expected in \$100k to \$1M range
 - b. Implementation Grants are expected in \$1M to \$10M range
6. Applicants **MUST** have an established Existing Action Plan, with most or all “required elements” completed, to receive an Implementation Grant. Applicants should apply for an Action Plan if “supplemental planning” is needed.
7. Applicants can **NOT** apply for both Implementation and Action Grant
8. Action Plans should have targets related to reductions in fatalities and serious injuries
9. It has not been determined if detailed benefit cost analyses will be required for Implementation Grants. They likely will not be required for Action Plan Grants.
10. Grant Application tentative due date is August or September timeframe

Based on the preliminary information presented at the webinar, CRCOG staff is currently considering a dual approach for grant applications our region. This initial suggestion is offered prior to the release of the NOFO, to allow CRCOG staff and Towns adequate time to prepare grant applications. It is anticipated that the NOFO will include significant additional grant application information, requirements, and selection criteria. Therefore, note that changes to this approach will be made as needed, based on NOFO and input from the Transportation Committee.

The initial **DRAFT approach** suggested by CRCOG staff is:

1. **CRCOG** prepares a grant application for a **Supplemental Action Grant**
2. **Municipalities** prepare applications for separate **Implementation Grants**

Note that all grant applications will require a 20% local match

CRCOG Supplemental Action Grant

There are many “required elements” that must be included in the Comprehensive Safety Action Plan Process (per webinar slide 24) including:

- SS4A Oversight Committee/Workgroup
- Equity Considerations
- Policy and Process Changes
- Project Prioritization List
- Evaluation and Transparency
- Goal Setting

It is not certain if the Capitol Region’s 2020 Regional Transportation Safety Plan (RTSP) satisfies all these criteria. Therefore, CRCOG staff is considering applying for a Supplemental Action Grant to develop potentially missing elements and possibly incorporate the results of the Roundabout Screening Study into the grant application. The intention would be to secure Supplemental Action Plan funding in the first year and prepare a comprehensive and robust action plan that meets all required elements. Then in subsequent years, CRCOG and Towns would be in a stronger position to apply for Implementation Grants.

CRCOG staff will consider using the supplemental action grant to investigate regionwide proven safety countermeasures such as bicycle lanes and roundabouts.

Municipal Implementation Grants

CRCOG staff also intends to support and endorse grant applications prepared by municipalities for Implementation Grants, based on proposed projects and safety countermeasures that have been identified in the RTSP. The following sections of the RTSP include potential projects that are supported by crash data and analysis and have strategy countermeasures offered in the Report. These sections are suggested to be reviewed for potential implementation grant applications by municipalities.

- Table 5.2.1: Top Crash Intersections and Countermeasures
 - a. 36 ranked locations
 - b. Pages 14-18
- Table 5.2.2: Top Crash Corridors and Countermeasures
 - a. 39 ranked locations
 - b. Pages 19-25
- Appendix D: Top Non-Motorized Crash Corridors and Countermeasures
 - a. 85 ranked locations
 - b. Pages D205 - D216)
- Appendix D: Top Non-Motorized Crash Intersections and Countermeasures
 - a. 12 ranked locations
 - b. Pages D217-D218)
- Appendix A Municipal Reports
 - a. Pages A1- A186

Given that many of the countermeasures within the RTSP include low-cost improvements such as retroreflective backplates, high-visibility crosswalks, illumination, etc., consideration could also be given to each Town including all of the ranked locations in their town as part of a system-wide (Townwide) improvement.

The RTSP is available here: <https://crocog.org/2021/02/regional-transportation-safety-plan/>