

To: CRCOG Cost Review Sub-Committee
CRCOG Transportation Committee

From: Roger Krahn, Principal Transportation Engineer

Cc: Rob Aloise, Director of Planning
Cara Radzins, Transportation Deputy

Date: June 22, 2022

Subject: Safe Streets and Roads for All (SS4A) Grant Program / Capitol Region Safety Action Plan

Summary

The purpose of SS4A grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. Town governments and Metropolitan Planning Organizations are eligible applicants.

This memo summarizes some important information regarding SS4A grant opportunities. Key takeaways for municipalities include:

- **Application Deadline:** 5:00 PM, September 15, 2022
 - Applicants must submit through www.Grants.gov using a Unique Entity Identifier (UEI). New applicants should request a UEI as soon as possible.
- \$1 billion annually for FY 22-26.
- 80% Federal with a 20% local match
- Municipalities and Regions eligible applicants, DOTs are not eligible
- Two Grant Types:
 - Action Plan Grants are expected in \$200k to \$1M range
 - Implementation Grants are expected in \$3M to \$30M range
- Applicants can NOT apply for both Implementation and Action Grant
- Applicants MUST have an established Existing Action Plan, with most or all “required elements” completed, to receive an Implementation Grant.
- CRCOG is planning to establish a Regional Safety Action Plan by updating the Regional Transportation Safety Plan. Staff will seek approval of the updated Plan at the July Transportation Committee meeting.
- Applications can involve improvements to State owned facilities, however please inform CRCOG as soon as possible so we can assist with CTDOT coordination.
- Indications are that USDOT will favor applications that are multijurisdictional. CRCOG staff is available to assist with coordination of such applications.

USDOT Webinars

<https://www.transportation.gov/grants/SS4A/webinars>

1. How to Apply for SS4A Grants: General Overview

- This webinar offered a general overview of the SS4A program, the grant application process, and the available grant types.
- Monday, June 13 – recording and presentation are available on above link

2. How to Apply for SS4A: Action Plan Grants

- This webinar offered a general overview of the SS4A program and the grant application process and provided a particular focus on applying for Action Plan Grants.
- Wednesday, June 15 – recording and presentation are available on above link

3. How to Apply for SS4A: Implementation Grants

- This webinar will offer a general overview of the SS4A program and the grant application process and provide a particular focus on applying for Implementation Grants.
- **Thursday, June 23, 1:00-3:00 p.m. (EDT)**
- [Register to attend the June 23 webinar.](#)

NOFO

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>. This NOFO makes available up to \$1Billion for FY 2022 grants. All FY 2022 SS4A funds must be expended within 5 years.

Selected Highlights from NOFO:

- 1. Application Deadline:** September 15, 2022 5:00 PM EDT – Applicants must submit through www.Grants.gov using a Unique Entity Identifier (UEI). New applicants should request a UEI as soon as possible to allow adequate processing time, as receipt of a new UEI is currently taking approximately one month.
- 2. Deadline to Submit Technical Questions:** August 15, 2022
- 3. Action Plan Grants** are the foundation of the SS4A grant program. Action plans are used to develop, complete, or supplement a comprehensive safety action plan. USDOT expects to award hundreds of Action Plan Grants under this NOFO.

a. <u>No Minimum Amount</u>	N/A
b. Expected Minimum Grant	\$200,000
c. Expected Maximum for Towns	\$1,000,000
d. Expected Maximum for MPO:	\$5,000,000
- 4. Implementation Grants** fund projects and strategies identified in an Action Plan. USDOT expects to award up to 100 Implementation Grants under this NOFO.

a. <u>No Minimum Amount</u>	N/A
b. Expected Minimum – Urban Areas	\$5,000,000
c. Expected Minimum – Rural Areas	\$3,000,000
d. Expected Maximum	\$30,000,000
e. Expected Maximum (Joint/Multijurisdictional)	\$50,000,000

Eligible applicants for Implementation Grants must meet one of these conditions: 1) have ownership and/or maintenance responsibilities, 2) have safety responsibilities, or 3) have

a qualifying agreement with the agency that has ownership. If a roadway crosses into two towns, a joint application can be filed with one Town as the lead applicant.

5. **Cost Sharing:** 80% Federal, 20% Local
6. **Self-Certification Required for Implementation Grants.** An applicant is eligible to apply for an Implementation Grant, if the conditions of Table 2: Self-Certification Eligibility Worksheet (NOFO p.13) are met. This certifies that the applicant has an existing plan which is substantially similar to an Action Plan. CRCOG staff anticipates completing minor revisions to CRCOG's Regional Transportation Safety Plan (RTSP) to meet the Self-Certification Eligibility Worksheet requirements. See attached Self Certification Worksheet for recommended revision details. CRCOG staff anticipates having the RTSP revised and ready for approval by the Transportation Committee, serving as the Policy Board, at their meeting on July 25.
7. **State Roads.** Towns can apply for Implementation Grants on State owned roads. Towns will need an agreement from CTDOT showing support the project. If Towns intend to apply for an Implementation Grant on a CTDOT roadway, it is important to **notify CRCOG as soon as possible so that CRCOG staff can assist in coordination with CTDOT.**
8. **Joint/Multijurisdictional Applications.** USDOT has indicated a preference for multijurisdictional applications, though one applicant would need to serve as the direct recipient of the funding. Please note that administrative costs associated with being a direct recipient are reimbursable as part of the grant funding. Additional information is available at <https://www.transportation.gov/grants/ss4a/how-to-apply#joint-applicant-scenarios>. CRCOG will coordinate with Towns over the next month and plans to schedule a workshop to help identify regional project opportunities. CRCOG will be available to assist with the completion and coordination of multijurisdictional applications.

Implementation Grants – Town Applicants

CRCOG will support and endorse grant applications prepared by municipalities for Implementation Grants that include 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 by Towns for potential Implementation Grant applications.

- 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://crcog.org/2021/02/regional-transportation-safety-plan/>

As noted in item 6 of the previous section, it is the assessment of CRCOG Staff that the existing RTSP can be amended to make it substantially similar to a Safety Action Plan, as defined by the NOFO. Details of necessary changes are shown in the attached Eligibility Worksheet. With the concurrence of the Transportation Committee, Staff will make these changes and bring the updated document to the Transportation Committee, acting as the Policy Board, for endorsement at their meeting on July 25, 2022.

Supplemental Action Grant – CRCOG Applicant

CRCOG staff is considering applying for a Supplemental Action Grant to update and develop a more robust Regional Transportation Safety Plan for the Capitol Region, addressing all nine criteria as identified in Table 1 (Action Plan Components) of the NOFO. CRCOG Towns would be in a stronger position to apply for Implementation Grants in future years of the anticipated five years of SS4A funding, with a more robust RTSP.

Potential supplemental tasks could include:

- SS4A Oversight Committee/Workgroup
- Equity Considerations
- Policy and Process Changes
- Update Project Prioritization List (including results of CRCOG Roundabout Screening)
- Evaluation methods to measure progress over time
- Goal Setting
- Updated Data and analysis
- Updated Town input on proposed safety countermeasure projects

Action Plans – Town Applicants

The grant opportunity allows for Towns to apply directly for an Action Grant. Note that applicants can apply for either an Action Plan or Implementation Grant, but not both.

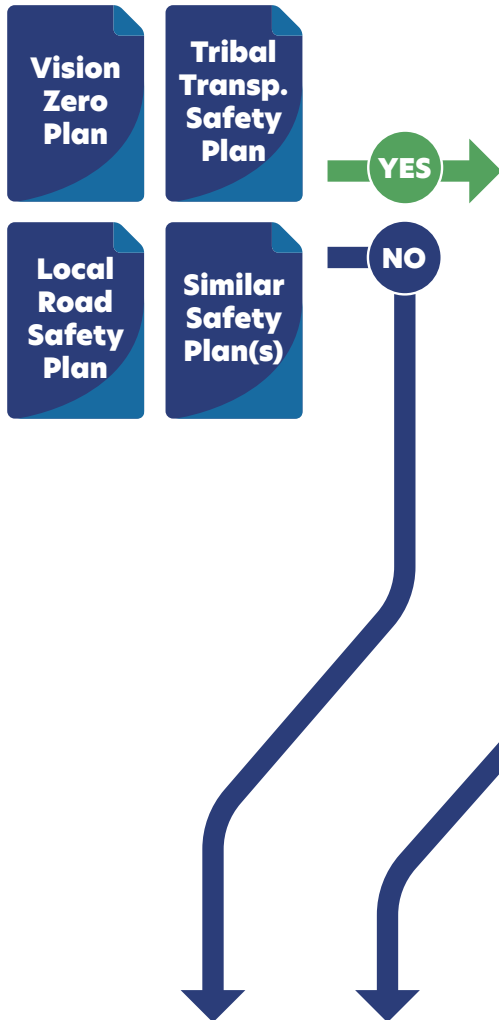
Attachments

1. SS4A Website Documents
 - a. Application Decision Flow Chart
 - b. Action Plan Components
 - c. Action Plan Grant
 - d. Implementation Grant
 - e. Self-Certification Eligibility Worksheet
 - f. Action Plan Application Template
 - g. Implementation Application Template
2. Frequently Asked Questions (SS4A website)
3. CRCOG's Approach to Completing Table 2 Self-Certification Eligibility Worksheet

Safe Streets and Roads for All Application Decision Flow Chart

This flowchart is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

1 Do we have an existing Action Plan?



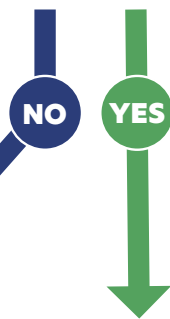
2 Does our existing Action Plan(s) include...?

Required

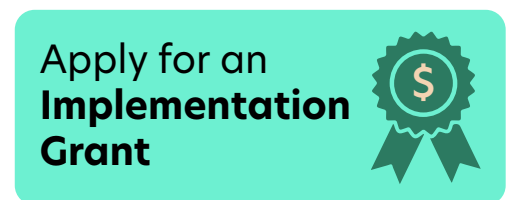
- Multimodal, systemic roadway safety analysis with mapping
- A list of projects & strategies identified in the plan
- Publication or updates on or after 2017

Plus At Least 4

- Commitment to eliminate roadway fatalities and serious injuries, and a safety goal
- Task force responsible for Action Plan development, implementation, and monitoring
- Meaningfully engaged public, stakeholders, partner agencies
- Equity-centered process, analysis, and impact assessment
- Assessment of and approach to update existing plans, policies, guides
- Metrics to assess progress over time



3 Are we ready to implement projects and strategies? (with potential for additional planning and analysis)



Safe Streets and Roads for All Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>



Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

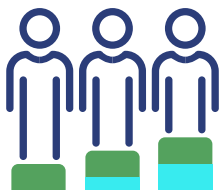


Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.



Safe Streets and Roads for All Action Plan Components



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

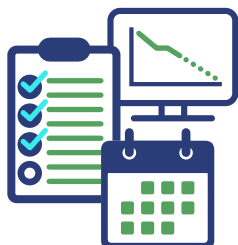
Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf> and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.



Safe Streets and Roads for All Action Plan Grant

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

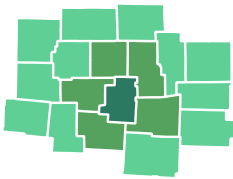
Step 1



Learn about the SS4A Grant Program

- Review the Notice of Funding Opportunity (NOFO).
- Check out [“How to Apply” webinars](#) and other [resources](#).
- Learn more about the Safe System Approach, and comprehensive safety action planning.

Step 2



Decide who will apply

- Confirm that you are [eligible to apply](#).
- Consider whether to apply individually or as part of a joint application with other eligible applicants.

Step 3



Start the process with SAM.gov

- New applicants must obtain a Unique Entity Identifier (UEI).
- Applicants that previously had a DUNS number must confirm UEI.
- Joint Applications chose a single lead applicant with a single UEI.

Step 4



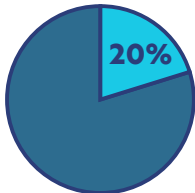
Choose your planning approach

- Will you develop a new plan or complete an existing plan(s)?
- Do you have a plan, but want to pursue supplemental planning activities, including advanced research and analysis?
- See the [SS4A Decision Flow Chart](#) for more guidance.



Safe Streets and Roads for All Action Plan Grant

Step 5



Identify funding match source

- Required local share of at least 20 percent.
- All matching funds must be from non-Federal sources and may include cash or in-kind, e.g., staff labor on project.
- Details on cost-sharing and match can be found in [2 CFR §200.306](#)

Step 6



Prepare application

- Complete [SF forms](#) (424, 424A, 424B, LLL).
- Prepare responses to selection criteria and develop a map.
- Use the [Action Plan Application Template](#) (optional).
- Complete [Self-Certification Eligibility Worksheet](#).

Step 7



Submit application in Grants.gov

- Review application submittal guidance in [Grants.gov](#).
- Apply to the correct package ID [PKG00274330](#).
- Allot time to troubleshoot technical issues and submit by deadline.
- Contact support@grants.gov or 800-518-4726 for assistance.

Step 8



Receive award notification

- Successful applicants will receive notification through Grants.gov via the lead applicants' contact email.
- Officially accept the award and grant agreement terms.

Grant
Awardees
Only



Safe Streets and Roads for All Implementation Grant

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

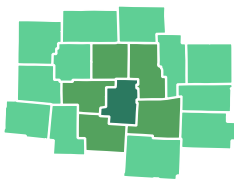
Step 1



Learn about the SS4A Grant Program

- Review the Notice of Funding Opportunity (NOFO).
- Check out [“How to Apply” webinars](#) and other [resources](#).
- Learn more about integrating the Safe System Approach into your eligible Implementation Grant projects and strategies.

Step 2



Decide who will apply

- Confirm that you are [eligible to apply](#).
- Consider whether to apply individually or as part of a joint application with other eligible applicants.

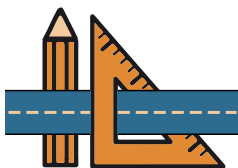
Step 3



Start the process with SAM.gov

- New applicants must obtain a Unique Entity Identifier (UEI).
- Applicants that previously had a DUNS number must confirm UEI.
- Joint Applications chose a single lead applicant with a single UEI.

Step 4



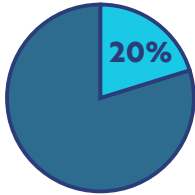
Decide how to implement your plan

- Use your Action Plan to inform your implementation.
- Determine which projects and strategies from your Action Plan to implement as part of this grant.
- Consider also pursuing supplemental action plan activities.



Safe Streets and Roads for All Implementation Grant

Step 5



Identify funding match source

- Required local share of at least 20 percent.
- All matching funds must be from non-Federal sources and may include cash or in-kind, e.g., staff labor on project.
- Details on cost-sharing and match can be found in [2 CFR §200.306](#)

Step 6



Prepare application

- Complete [SF forms](#) (424, 424C, 424D, LLL).
- Prepare response to selection criteria and specify project location(s).
- Use the [Implementation Grant Application Template](#) (optional).
- Complete [Self-Certification Eligibility Worksheet](#).

Step 7



Submit application in Grants.gov

- Review application submittal guidance in [Grants.gov](#).
- Apply to the correct package ID [PKG00274329](#).
- Allot time to troubleshoot technical issues and submit by deadline.
- Contact support@grants.gov or 800-518-4726 for assistance.

Step 8



Receive award notification

- Successful applicants will receive notification through Grants.gov via the lead applicants' contact email.
- Officially accept the award and grant agreement terms.

Grant
Awardees
Only



Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant:

UEI:

1 Are both of the following true?

☐ YES

☐ NO

If yes, provide documentation:

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☐ YES

☐ NO

If yes, provide documentation:

3 Does the Action Plan include all of the following?

☐ YES

☐ NO

If yes, provide documentation:

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.



Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

4 Did the Action Plan development include all of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☐ YES

☐ NO

If yes, provide documentation:

5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

☐ YES

☐ NO

If yes, provide documentation:

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☐ YES

☐ NO

If yes, provide documentation:

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

☐ YES

☐ NO

If yes, provide documentation:

8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☐ YES

☐ NO

If yes, provide documentation:

9 Was the plan finalized and/or last updated between 2017 and 2022?

☐ YES

☐ NO

If yes, provide documentation:





Safe Streets and Roads for All Action Plan Application Template

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. While using this template is not required, DOT encourages its use to provide elements of the required application information. Additional information is required, to be submitted separately. See page 2 of this template and the SS4A website for more information about required materials: <https://www.transportation.gov/SS4A>

Lead Applicant: _____ UEI: _____

Funding request:
(choose one)

☐ **New Action Plan**
Create a new conforming Action Plan

☐ **Complete Action Plan**
Complete or update components of an existing plan(s) to create a conforming Action Plan

☐ **Supplemental Planning Activities**
Additional planning activities must have a conforming Action Plan documented by a Self-Certification Eligibility Worksheet

Applicant(s)	Jurisdiction Population (#)	Average Annual Motor-Vehicle-Involved Roadway Fatalities 2016 - 2020 (#)	Alternative Fatality Data Optional (indicate source below)	Fatality Rate (per 100,000 population)	Percent of Population in Underserved Communities Census Tracts (%)
	<div>U.S. Census Data</div>	<div>FARS Data</div>			<div>U.S. Census Data</div>

Total Value for Application: _____ %

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

Lead Applicant:						%
Joint Applicant(s):						%
1						%
2						%
3						%
4						%

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant





Safe Streets and Roads for All Action Plan Application Template

Lead Applicant's State:

Mark "NA" if a Federally
recognized Tribal government

Additional State **#1** that this
Action Plan grant will serve:

Additional State **#2** that this
Action Plan grant will serve:

Funding Request for Lead Applicant's State (\$):

Provide total cost if a Federally
recognized Tribal government

\$ _____

Funding request for
Additional State **#1** (\$):

\$ _____

Funding request for
Additional State **#2** (\$):

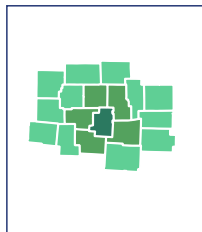
\$ _____

NOFO Criterion #3

Narrative:
(300-word limit)

Remember
to provide
separately:

Map



Required Forms



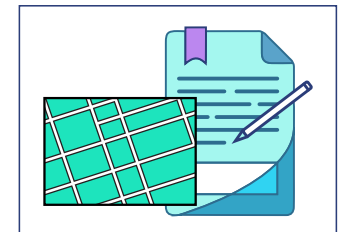
SF-424 Application for Federal Assistance
SF-424A Budget Information for Non-Construction Programs
SF-424B Assurances for Non-Construction Programs
SF-LLL Disclosure of Lobbying Activities
Apply to Grants.gov package: PKG00274330

Self-Certification Eligibility Worksheet

Only Required for Supplemental
Planning Activities



Other Documentation Optional





Safe Streets and Roads for All Implementation Application Template

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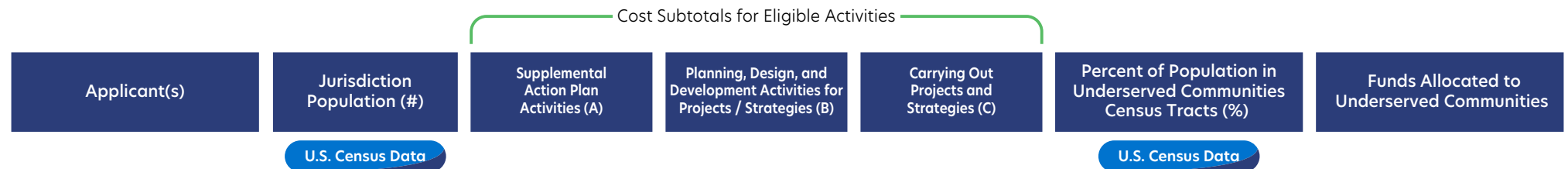
Application Name: _____ Lead Applicant: _____ UEI: _____

Roadway safety responsibility:
(select all that apply)

☐ Ownership and/or maintenance responsibilities over a roadway network

☐ Safety responsibilities that affect roadways

☐ Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction



Total Value for Application: _____ \$ _____ \$ _____ \$ _____ % \$ _____

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

Lead Applicant:

_____ \$ _____ \$ _____ \$ _____ % \$ _____

Joint Applicant(s):

1	_____	\$ _____	\$ _____	\$ _____	_____ %	\$ _____
2	_____	\$ _____	\$ _____	\$ _____	_____ %	\$ _____
3	_____	\$ _____	\$ _____	\$ _____	_____ %	\$ _____
4	_____	\$ _____	\$ _____	\$ _____	_____ %	\$ _____

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant



Safe Streets and Roads for All Implementation Application Template

Lead Applicant's State:

Mark "NA" if a Federally
recognized Tribal government

Additional State **#1** that this
Implementation grant will serve: _____

Additional State **#2** that this
Implementation grant will serve: _____

Funding request for Lead Applicant's State (\$):

Provide total cost if a Federally
recognized Tribal government

\$ _____

Funding request for
Additional State **#1** (\$):

\$ _____

Funding request for
Additional State **#2** (\$):

\$ _____

Link to Action Plan or Equivalent Plan(s):

(Note here if submitting a PDF copy with application)

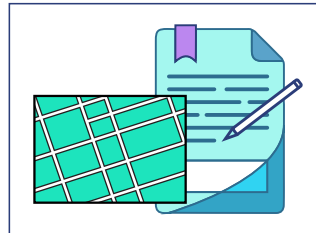
Provide Required Narrative Separately:

(10 page limit)

I. Overview



II. Location



III. Response to Selection Criteria

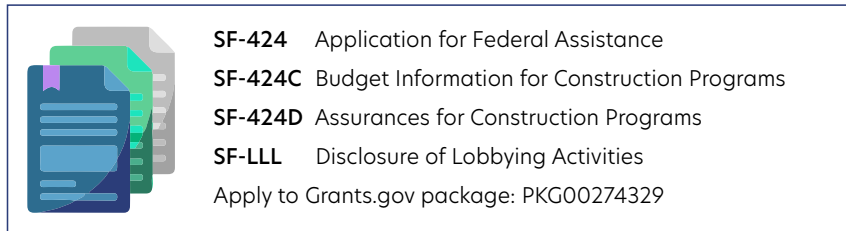


IV. Project Readiness



Provide Additional Documents Separately:

Required Forms



Self-Certification Eligibility Worksheet



Supplemental Estimated Budget ("Table 3")



Safe Streets For All (SS4A)
Frequently Asked Questions & Answers
<https://www.transportation.gov/grants/ss4a/faqs>

Selected FAQ's prepared by CRCOG June 16, 2022

Though State governments are not eligible for Safe Streets and Roads for All grants, can local governments apply for a project or strategy along a State-maintained facility if the State agreed and signed support for the project? ^

Yes. An eligible applicant must have an agreement with the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction to implement the project or strategy as part of an Implementation Grant.

Is there a minimum or maximum award size? ^

There is no funding minimum or maximum. However, the [NOFO](#) provides expected minimum and maximum ranges for applicant consideration.

For Action Plan Grants, award amounts will be based on estimated costs, with an expected minimum of \$200,000 for all applicants, an expected maximum of \$1,000,000 for a political subdivision of a State or a federally recognized Tribal government, and an expected maximum of \$5,000,000 for an MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope (e.g., a multijurisdictional group of counties, a council of governments and cities within the same region, etc.).

For Implementation Grants, DOT expects the minimum award will be \$5,000,000 and the maximum award will be \$30,000,000 for political subdivisions of a State. For applicants who are federally recognized Tribal governments or applicants in rural areas, DOT expects the minimum award will be \$3,000,000 and the maximum award will be \$30,000,000. For an MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope, the expected maximum award will be \$50,000,000.

Safe Streets For All (SS4A)
Frequently Asked Questions & Answers
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Selected FAQ's prepared by CRCOG June 16, 2022

What kind of funds can make up the local match?

A local match of no less than 20 percent is required for all SS4A grant funds. Local match may include both cash as well as in-kind contributions. Details on cost-sharing and match can be found in [2 CFR § 200.306](#).

In-kind contributions are typically in the form of the value of personnel, goods, services, space, and utilities contributed by a non-federal third party, such as a private business or nonprofit, specifically for the project. Routine operations and passive attendance at events do not count as in-kind match.

Additionally, the value of personnel, goods, services, space, and utilities provided by the recipient toward work on the grant may count toward local match, and may be billed as direct or indirect costs, as appropriate, toward the grant and reimbursed with SS4A funding.

Local match may be used only once and may not be used as match for multiple Federal awards. Other Federal funds cannot be used toward a recipient's local match requirement including, but not limited to, the Surface Transportation Block Grant Program and Transportation Alternatives set aside funding, Federal funds from

CRCOG's Approach to Completing Table 2 Self-Certification Eligibility Worksheet
(Safe Streets and Roads for All NOFO page 13)

In order for a municipality to apply for an Implementation Grant, they must submit Table 2 from the SS4A NOFO (page 13), demonstrating that they have a document that is substantially similar to a Safety Action Plan. CRCOG plans to develop such a document by updating its Regional Transportation Safety Plan (RTSP) and referencing safety-related portions of its Metropolitan Transportation Plan (MTP). Included on the following pages is a draft of Table 2 as it would be completed for this updated document.

To develop a document that is substantially similar to a Safety Action Plan, CRCOG staff proposes the following revisions to the RTSP to comply with Question 7 of Table 2:

- Tables 5.2.1 and 5.2.2, and Countermeasure Consideration tables Town Appendices, will be revised using the approach below. **If Towns intend to apply for an Implementation Grant, they should contact CRCOG staff to coordinate and confirm the specific time range revision for the project in their grant application.**
 - Low Cost = 1 year
 - Low-Medium Cost = 1-2 years
 - Medium Cost = 2-3 years
 - Medium-High Cost = 3-4
 - High Cost = 5 years

CRCOG staff will work to revise the RTSP for approval by the Transportation Committee acting as the Policy Board at their meeting on July 25, 2022, so that the red text in Question 7 can be included in the Self-Certification Eligibility Worksheet that is submitted with grant applications.

DRAFT Table 2: Self-Certification Eligibility Worksheet

<p>An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the two conditions are met:</p> <ul style="list-style-type: none"> • Answer “yes” to Questions 3, 7, 9 • Answer “yes” to at least four of the six remaining Questions 1, 2, 4, 5, 6, 8 <p>If both conditions are <i>not met</i>, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.</p>	
Question	Response, Document and Page Number Document page numbers refer to the RTSP unless otherwise noted.*
<p>3. Does the Action Plan include all of the following?</p> <ul style="list-style-type: none"> • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location(s) where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and • A geospatial identification (geographic or locational data using maps) of higher risk locations. 	<p>YES</p> <ul style="list-style-type: none"> • Table of Fatal and Injury Crashes by Municipality, p.11 • Table 5.2.1 Top Crash Intersections and Countermeasures (p.10-18) and Table 5.2.2 Top Crash Corridors and Countermeasures (p. 19-25) , and contributing factors in Appendix B • Road features identified in RTSP Appendix A for each town; and Specific safety needs and road users in Chapter 7 Emphasis Areas • Crash Maps for Region on p. 8,9 and Crash Maps for each Town, in RTSP Appendix A
<p>7. Does the plan identify a comprehensive set of projects and strategies to address the safety problems identified in the Action Plan, time ranges when the strategies and projects will be deployed, and explain project prioritization criteria?</p>	<p>YES</p> <ul style="list-style-type: none"> • Top Regional Crash Locations prioritized in Table 5.2.1 and 5.2.2 are ranked using EPDO Crash Scores (p. 12) • The RTSP was revised in 2022 to add time ranges to the Top Crash Intersections and Countermeasures Table 5.2.1, and Top Crash Corridor and Countermeasures Table 5.2.2. • The non-motorized crash locations ranked in Appendix D, pages D205 to D218 have been revised to include a 1 to 2 year time range. • The Countermeasure Considerations tables included in Appendix A have been revised to include time ranges.

<p>9. Was the plan finalized and/or last updated between 2017 and 2022?</p>	<p>YES</p> <ul style="list-style-type: none"> Regional Transportation Safety Plan Capitol Region Connecticut (was adopted by the Capitol Region Council of Government Policy Board on December 16, 2020 Metropolitan Transportation Plan, Long Range Transportation Plan for the Metro-Hartford Capitol Region, Adopted April 3, 2019
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Optional Elements (must have four of six)

<p>1. Are both of the following true:</p> <ul style="list-style-type: none"> Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries? Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date? 	<p>YES</p> <ul style="list-style-type: none"> The Metropolitan Transportation Plan, Long Range Transportation Plan for the Metro-Hartford Capitol Region, Adopted April 3, 2019 by the CRCOG Policy Board P.3.7 of the MTP states “... CRCOG’s long-standing term aspirational goal is to reach zero transportation related fatalities, ideally before 2045”.
<p>2. To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan’s development, implementation, and monitoring?</p>	<p>YES</p> <p>The development of the RTSP included CRCOG staff. CRCOG is responsible for the Implementation, Evaluation, and Update Requirements in RTSP Chapter 9, p.43-45. The CRCOG Transportation Committee, with a minimum of 1 voting member from each member municipality, leads the implementation and monitoring.</p>
<p>4. Did the Action Plan development include all of the following activities?</p> <ul style="list-style-type: none"> Engagement with the public and relevant stakeholders, including the private sector and community groups. Incorporation of information received from the engagement and collaboration into the plan; and Coordination that included inter- and intragovernmental cooperation and collaboration, as appropriate. 	<p>NO</p> <p>The RTSP was included extensive engagement with every municipal department of public works or engineering department, and each municipal Police Department. This information was incorporated in the Appendix A for each municipality. However, there was not specific private sector and community groups engagement.</p>

<p>5. Did the Action Plan development include all of the following?</p> <ul style="list-style-type: none"> • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics. 	<p>NO All of the items are not included</p>
<p>6. Are both of the following true?</p> <ul style="list-style-type: none"> • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards. 	<p>YES</p> <ul style="list-style-type: none"> • An assessment of current laws and policies related to Emphasis Areas (critical roadway locations, driver behavior, older drivers, young drivers, non-motorized users, motorcycle safety, traffic incident management) is included in pages 31-41. • Implementation of strategies (e.g., adoption of Complete Streets Policy p.39) for each emphasis area are included in pages 31-41.
<p>8. Does the plan include all of the following?</p> <ul style="list-style-type: none"> • A description of how progress will be measured over time that includes, at a minimum, outcome data • The plan is posted publicly online. 	<p>YES</p> <ul style="list-style-type: none"> • Progress will be measured over time by an annual review of the 3 year rolling average of fatal and injury crashes, by municipality, p.44. • The RTSP and MTP are both posted as Core Transportation Plans on the CRCOG website. https://crcog.org/transportation/core-plans/
<p>*Capitol Region Council of Government Reference Documents:</p> <ol style="list-style-type: none"> 1. "RTSP" Regional Transportation Safety Plan, Capitol Region Connecticut, 2020 Endorsed by the CRCOG Transportation Committee on December 14, 2020 Approved by the CRCOG Policy Board on December 16, 2020. 2. "MTP" Metropolitan Transportation Plan, Long Range Transportation Plan for the Metro-Hartford Capitol Region, Adopted April 3, 2019 by the CRCOG Policy Board 	