



U.S. Department of Transportation

# Safe Streets and Roads for All (SS4A)



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# Safe Streets and Roads for All

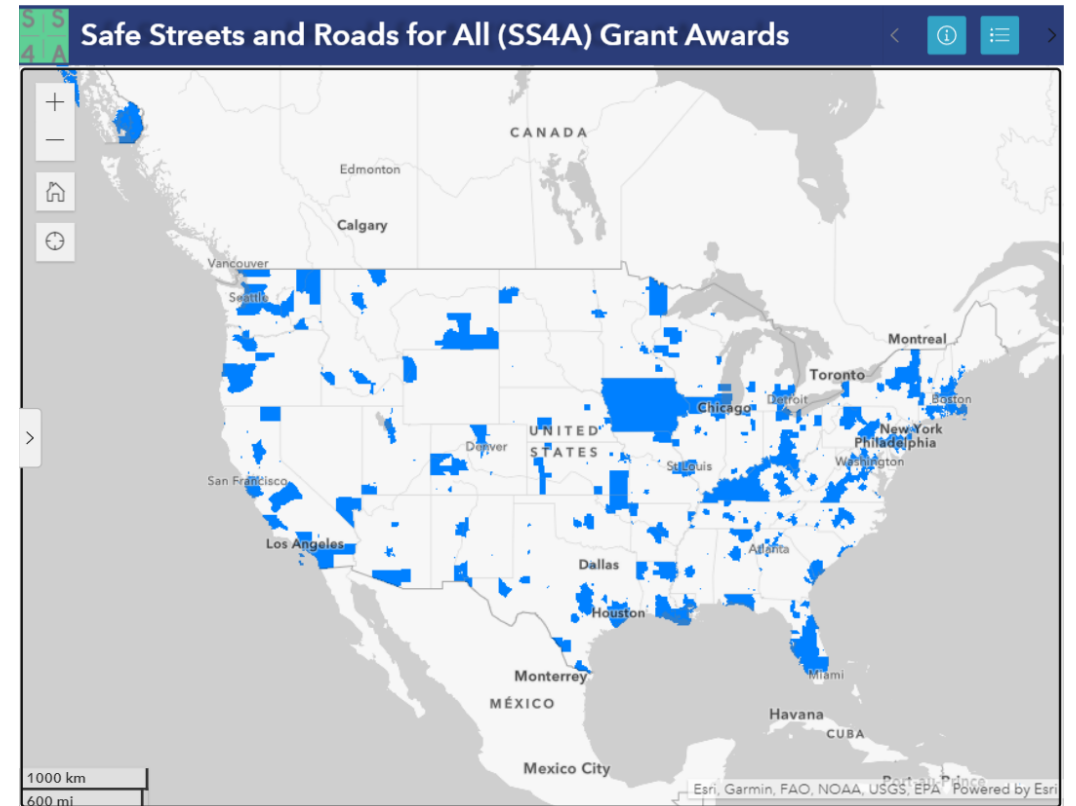
- Purpose: **Prevent deaths and serious injuries on our roadways**
- \$5 billion discretionary grant program; ~\$1 billion/year over 5 years
- 80% Federal | 20% Local match
- Focus on comprehensive safety action planning & implementing those plans
- Inclusive of all types of roadway safety interventions across the **Safe System Approach**



<http://www.transportation.gov/SS4A>

# FY 2022 Awards

- FY22 Grants: 511 communities selected
  - ✓ 474 Action Plan Grants
  - ✓ 37 Implementation Grants
- More than \$800 million awarded
- Funds roadway safety planning for over half the nation's population

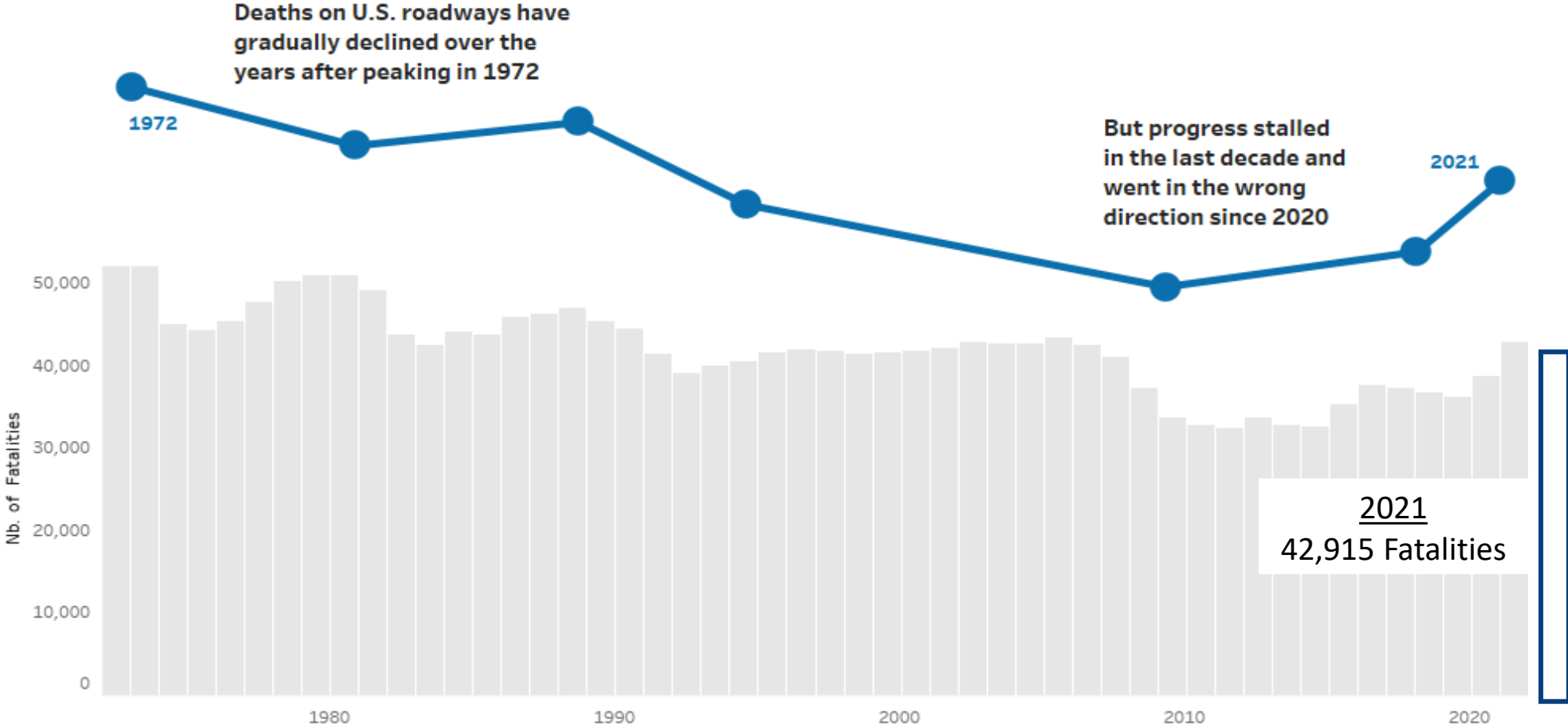


<https://www.transportation.gov/grants/ss4a/2022-awards>



# The National Roadway Safety Crisis

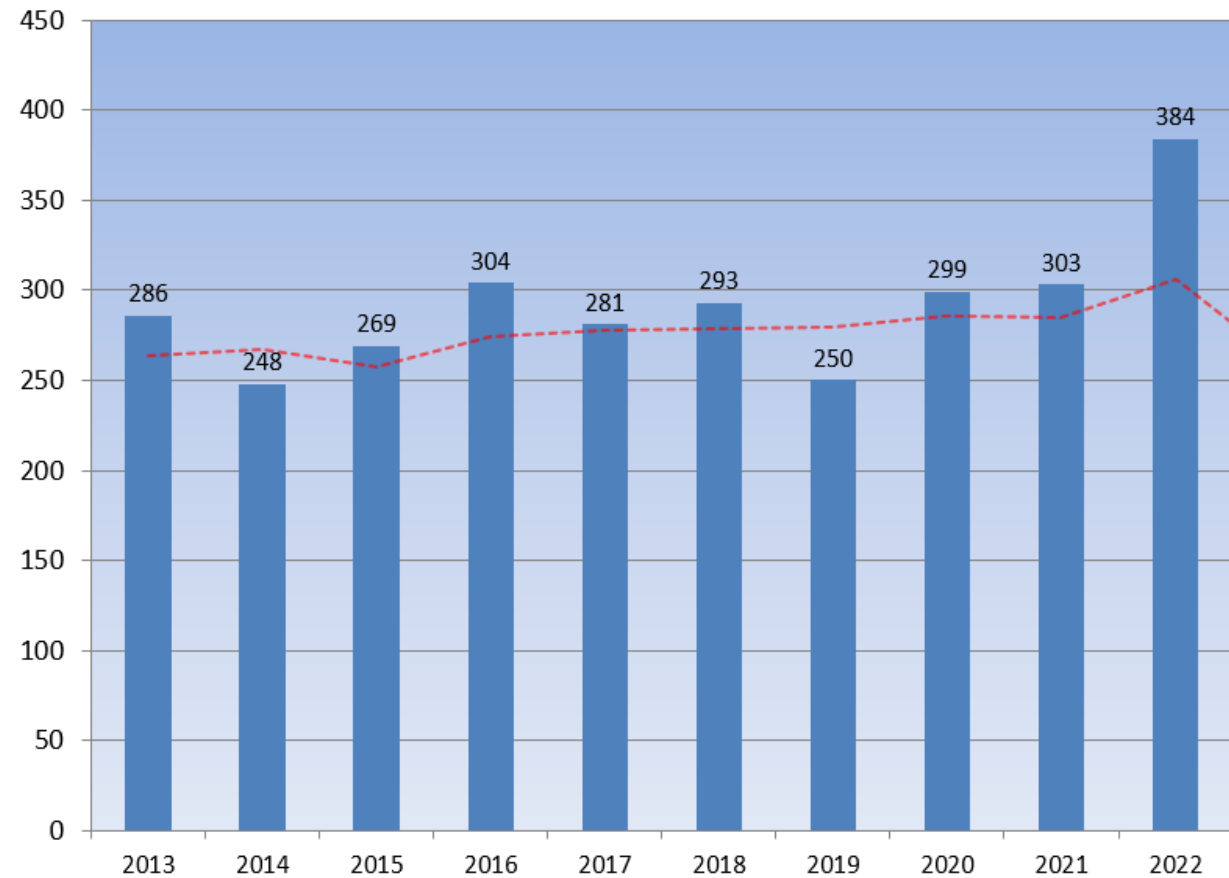
## U.S. Roadway Deaths over Time: Moving in the Wrong Direction



# The Connecticut Roadway Safety Crisis

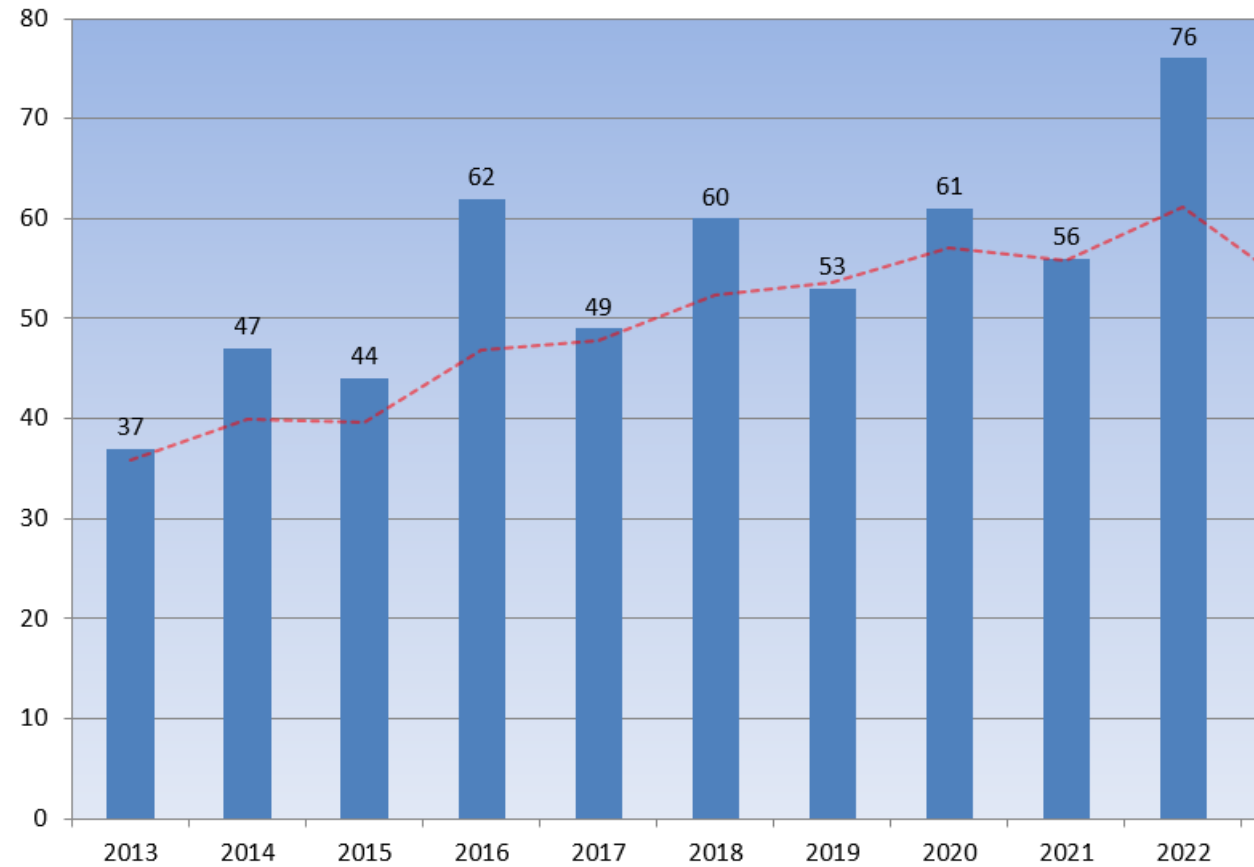
Annual Fatalities: 2013 - 2023

■ Annual Fatalities TOTALS  
- - - 5 Year Average



Annual Pedestrian Fatalities: 2013-2023

■ Annual TOTALS  
- - - 5 Year Average



# National Roadway Safety Strategy (NRSS)

**U.S. DOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.**

<https://www.transportation.gov/NRSS>

- ❖ **Sets a Vision and Goal** for safety on the Nation's roadways
- ❖ **Identifies new priority actions and notable changes** to existing practices and approaches that target our most significant and urgent problems
- ❖ **Adopts the Safe System Approach** to guide our actions
- ❖ **Calls Stakeholders to Action**



# The Safe System Approach (SSA)



## USDOT adopted the Safe System Approach to address roadway safety

### SSA Principles:

- ❖ Deaths and serious injuries are unacceptable
- ❖ Humans make mistakes
- ❖ Humans are vulnerable
- ❖ Responsibility is shared
- ❖ Safety is proactive
- ❖ Redundancy is critical

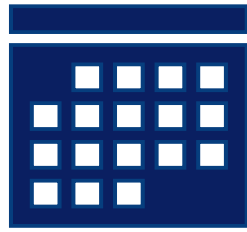
<https://www.transportation.gov/NRSS/SafeSystem>



# About SS4A Grants



# FY23 SS4A NOFO Is Now Open



Notice of Funding Opportunity is now **OPEN**

<https://www.grants.gov/web/grants/view-opportunity.html?oppld=347207>



**Submit** technical questions by

June 16, 2023 to [ss4a@dot.gov](mailto:ss4a@dot.gov)

**Apply** by July 10, 2023, at 5:00 p.m. EDT

**(no late applications will be accepted)**



Additional resources about SS4A and the NOFO can be found at

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



# SS4A Overview: Eligibility

## Eligible Recipients

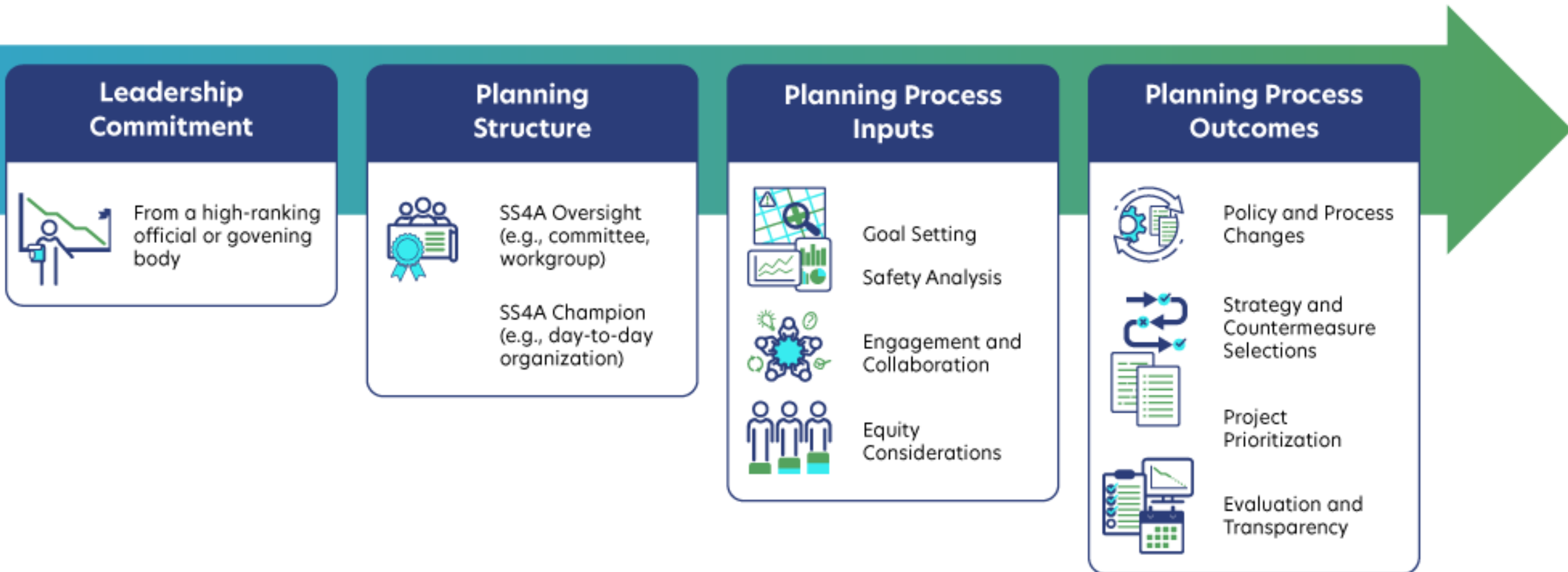
- Metropolitan Planning Organizations (MPOs)
- Political subdivision of a State
- Federally-recognized Tribal government
- Multijurisdictional groups comprised of the above

## Eligible Activities

- Develop a Comprehensive Safety Action Plan
  - Develop or complete an Action Plan
  - Conduct supplemental planning
  - Carry out demonstration activities
- Planning, design, & development of **projects and strategies** identified in Action Plan
- Implement projects and strategies identified in an Action Plan



# Action Plan Components



# Planning and Demonstration Grant Activities

## Action Plan

- Develop or complete a Comprehensive Safety Action Plan
- 8 components to an Action Plan

### Quick Build Example



Source: Solomon Foundation

## Supplemental Planning

- Topical safety plans
- Road safety audits
- Additional safety analysis and data collection
- Targeted equity assessments
- Follow-up stakeholder engagement

## Demonstration Activities

- Feasibility studies using quick-build strategies
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies



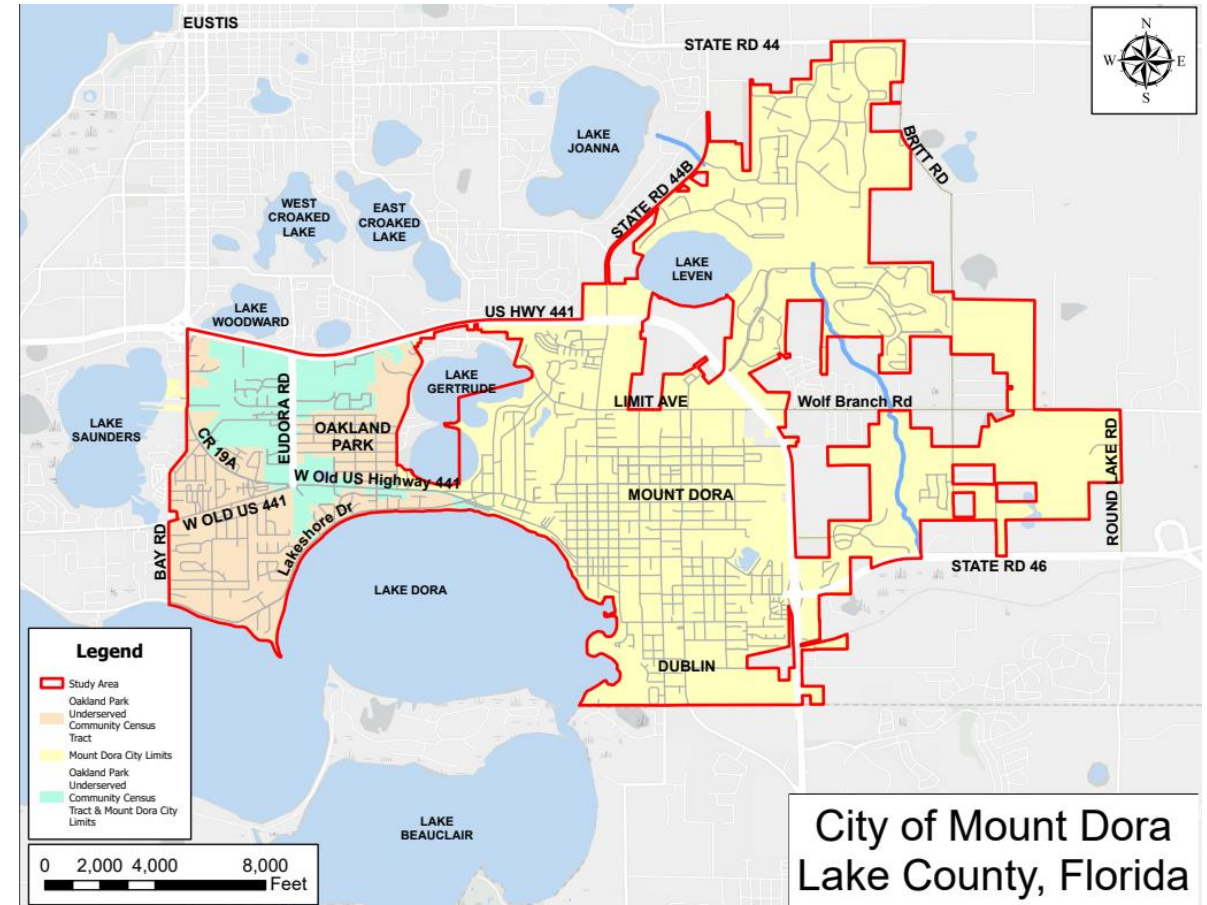


# City of Mount Dora, Florida: \$160,000 Action Plan

The award will be used for the City of Mount Dora do develop a **Comprehensive Safety Action Plan** in their community.

Mount Dora overview:

- 16,341 total jurisdiction population
- 67 traffic fatality from 2016-2020
- 39% underserved population

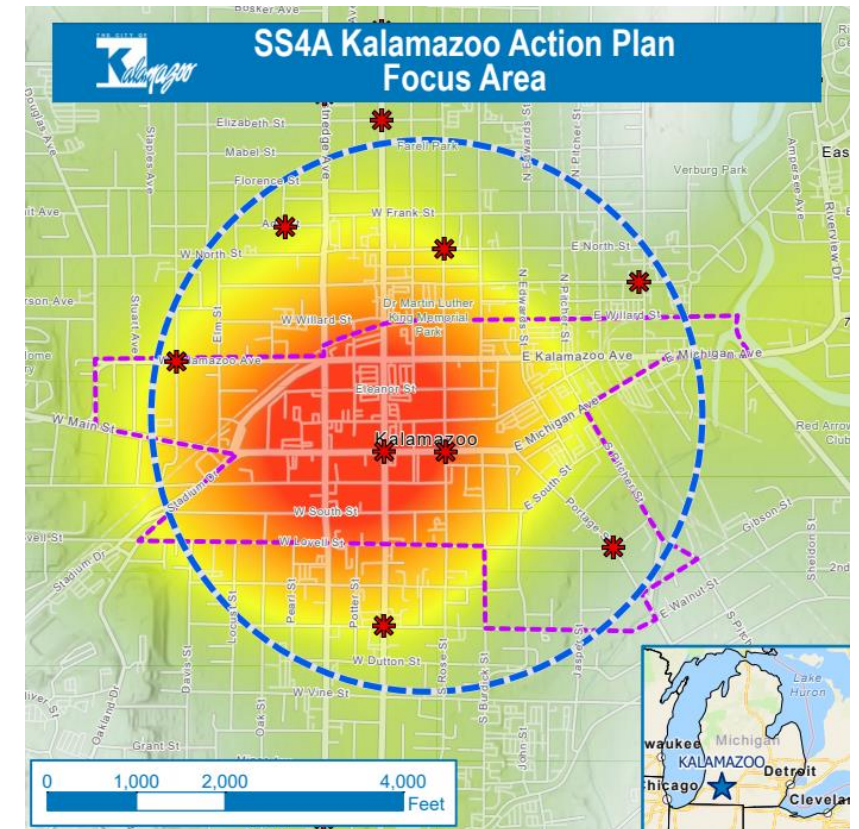


# Kalamazoo, Michigan: \$750,000 Action Plan

The award will be used by the City of Kalamazoo to **build upon the existing safety action plan** through data analysis to improve safety, and **pilot testing** of countermeasures to determine local effectiveness.

## Project Highlights:

- **Intersection analysis** of pedestrian safety and crashes
- Development of **sidewalk safety** and **bus stop safety** plans
- Key corridor **lighting study** and development of improvement plan
- Mini-Roundabout, two-way cycle track, and protected bike facilities **pilots**.



# Implementation Grants

- Applicants must have a qualifying Action Plan in place to apply for Implementation Grants.
- Implementation Grant applications fund projects & strategies identified in an Action Plan that address a roadway safety problem.
- Infrastructure, behavioral, and operational safety activities are all eligible.
- Applications may also include supplemental planning and demonstration activities.

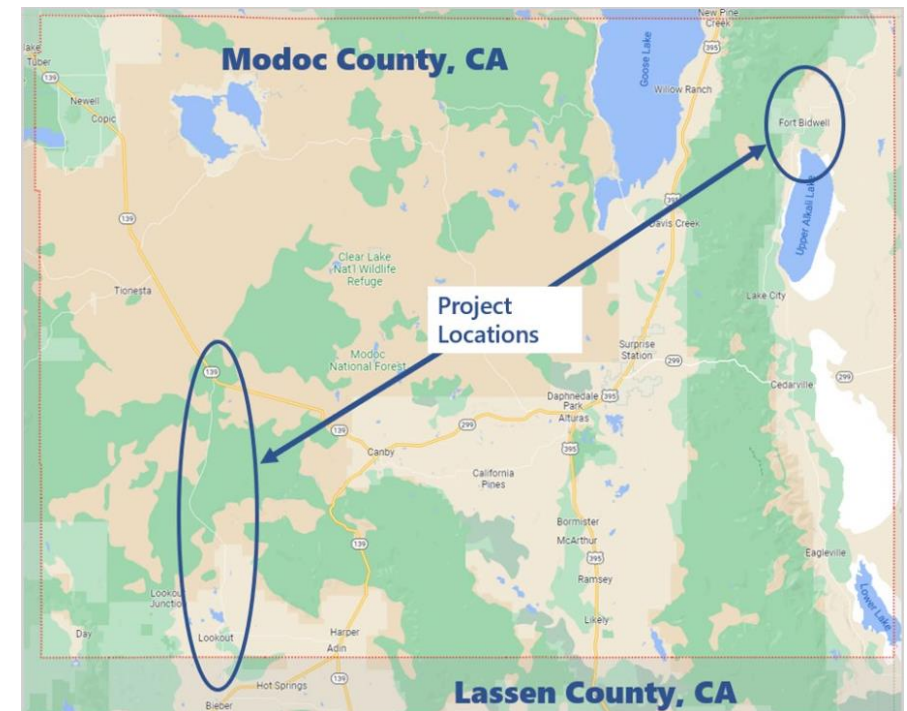


# Modoc County, California: \$12,954,400 Implementation

This project will improve safety along two corridors in **rural disadvantaged communities and Tribal areas** that have Modoc County's most dangerous crash history: County Road 91 and County Road 1.

## Project Highlights:

- Implement **bicycle lanes**, pedestrian **crosswalks**, **speed control**, and **infrastructure features for persons with disabilities**.
- Update crash data to include the most recent 10-year period to help **validate data sets** and **show the effectiveness** of the safety improvements.
- **Partnership** between Modoc County, the Town of Fort Bidwell, the Fort Bidwell Indian Reservation, and neighboring Lassen County.







# What's New or Different in the FY 2023 NOFO

# What's New: General

- Applications will be completed through **Valid Eval**
- **"Planning and Demonstration"** grants replaced "Action Plan" grants
- Updated definition of underserved communities, which includes:
  - Any Tribal land;
  - Any territory of the US; or
  - USDOT Equitable Transportation Community Explorer **or** Climate and Economic Justice Screening Tool
- Two anticipated award announcements:
  - October 2023: Initial Planning and Demonstration Grant Awards
  - December 2023: Implementation Grant Awards, & remaining Planning and Demonstration Grant Awards



# What's New: Planning and Demonstration Grants

- Clarification of eligible activities, with new focus area on “Demonstration Activities” (NOFO Sections A and C)
- *Expected* awards: \$100,000 to \$10 million (Section B.3)
- Flexibility for longer period of performance (Section B.4)
- Revised selection criteria for additional safety context (Section E)
- Those interested in developing an Action Plan are encouraged to include supplemental planning and demonstration activities
- FY22 Action Plan Grant recipients may apply for supplemental planning and/or demonstration activities while completing a plan



# What's New: Implementation Grants

- *Expected* awards: \$2.5 million to \$25 million (Section B.3)
- Encouraging applicants to bundle supplemental planning and/or demonstration activities with their project and strategy requests
- Discretion to make partial awards for supplemental planning and demonstration when applicants were unsuccessful in receiving a full award (Section E)
- Revised list of additional considerations for award selection:
  - % of funds to underserved communities (also in FY 2022 NOFO)
  - Rural areas
  - Supports awardee diversity
  - Federal funding requests under \$10 million
  - Priority community in the Thriving Communities Network





# Webinars and Resources

# SS4A Webinars for Potential Applicants

The SS4A Program will convene stakeholder webinars to help potential applicants learn about the program and what they need to know to prepare an application.

- **Wednesday, April 26: Action Plans**
- **Thursday, April 27: Supplemental Planning and Demonstration Activities**
- **Tuesday, May 2: Implementation Grants**

[www.transportation.gov/grants/SS4A/webinars](http://www.transportation.gov/grants/SS4A/webinars)



# Application Aids

A series of checklists, planning worksheets, & fillable forms is available on the SS4A website and the **Valid Eval application form** to help guide applicants through the eligibility and application process.



[www.transportation.gov/grants/SS4A](http://www.transportation.gov/grants/SS4A)

The Safe Streets and Roads for All (SS4A) grant program follows the grant governance and financial [CFR Part 200](#). While some Title 23 and Title 49 requirements apply to SS4A for they do not apply for SS4A when it comes to costs and contracting. This fact sheet costs and contracting. See the additional [fact sheet on match and cost sharing](#).

## Frequently Asked Questions about SS4A Costs and Contracting

...ntage cost caps for specific line items such as administrative fees,

...age minimums or maximums for specific line items.

...nd quality of the projects and strategies in relation to the cost amounts is part of ...lication evaluation. The United States Department of Transportation (USDOT)

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## Safe Streets and Roads for All Planning and Demonstration Checklist

### Developing, Completing, or Enhancing an Action Plan:

Sign up for an account using the [Valid Eval Planning and Demonstration Grant Application](#)

Gather key application data, including:

- Total applicant jurisdiction population
- Total applicant jurisdiction census tract(s)
- Total count of motor vehicle-involved roadway fatalities
- Total average annual fatality rate (per 100,000 population)
- Total percent of population in Underserved Communities

Complete the following Standard Forms:

- SF-424: Application for Federal Assistance
- SF-424A: Budget Information for Non-Construction
- SF-424B: Assurances for Non-Construction Programs
- SF-LLL: Disclosure of Lobbying Activities

Write a narrative no longer than 2 pages

Create map that shows the location of the jurisdiction and highway

Take a screenshot of Percent Population in Underserved Communities

If applicable, list the demonstration or supplemental planning

If applicable, gather information on joint applicants

If applicable, gather information on alternative fatality data

### Supplemental Planning and/or Demonstration

Complete all of the information outlined for "Developing, Completing, or Enhancing an Action Plan"

Complete a budget narrative

Complete [Self-Certification Eligibility Worksheet](#) and provide the process of completing a comprehensive safety action plan)

Please refer to the [NOFO](#) for more information on eligible activities and [Subscribe to email updates](#) to be notified when additional information is

## 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.

