U.S. Department of Transportation

Getting Ready for Safe Streets and Roads for All (SS4A)
Pre-Application Information Webinar

Welcome to Safe Streets and Roads for All (SS4A): Pre-Application Information Webinar

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
  - Call 669-254-5252
  - Webinar ID: 161 037 9978
  - Passcode: 525489
- All participants automatically join on mute, with cameras off

Technical Support

- Email Webconference@dot.gov

Questions for Presenters

- Please type your questions in the Q&A box

More Information

- www.transportation.gov/SS4A

Disclaimer

Content in this presentation is predecisional and is subject to change.

Webinar Audience

USDOT is hosting three pre-application webinar sessions for SS4A tailored to different applicants:

- Webinar #1: Thursday, April 28, 1:00-3:00 p.m. (ET): Tribal Governments

- Webinar #2: Monday, May 2, 1:00-3:00 p.m. (ET): Counties, Cities, Towns, Other Special Districts That Are Subdivisions of a State, and Transit Agencies

- Webinar #3: Tuesday, May 3, 1:00-3:00 p.m. (ET): Metropolitan Planning Organizations (MPOs)

Presenters

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Safe Streets and Roads for All (SS4A)

Introductory Remarks

Source: FHWA

Roadway Safety Overview

Traffic fatalities are a public health crisis affecting all road users.

1.25M

Lives lost globally each year from traffic crashes

Source: World Resources Institute

39,824

Lives lost on U.S. roads in 2020
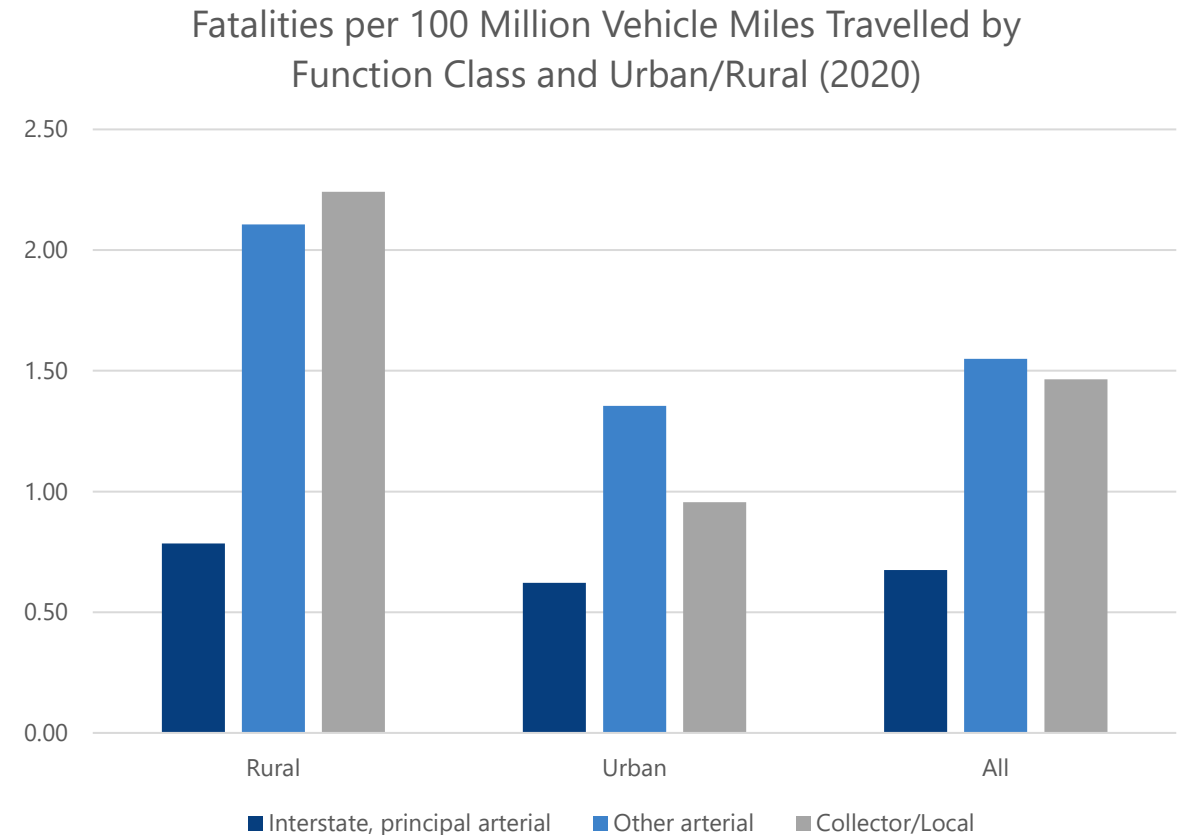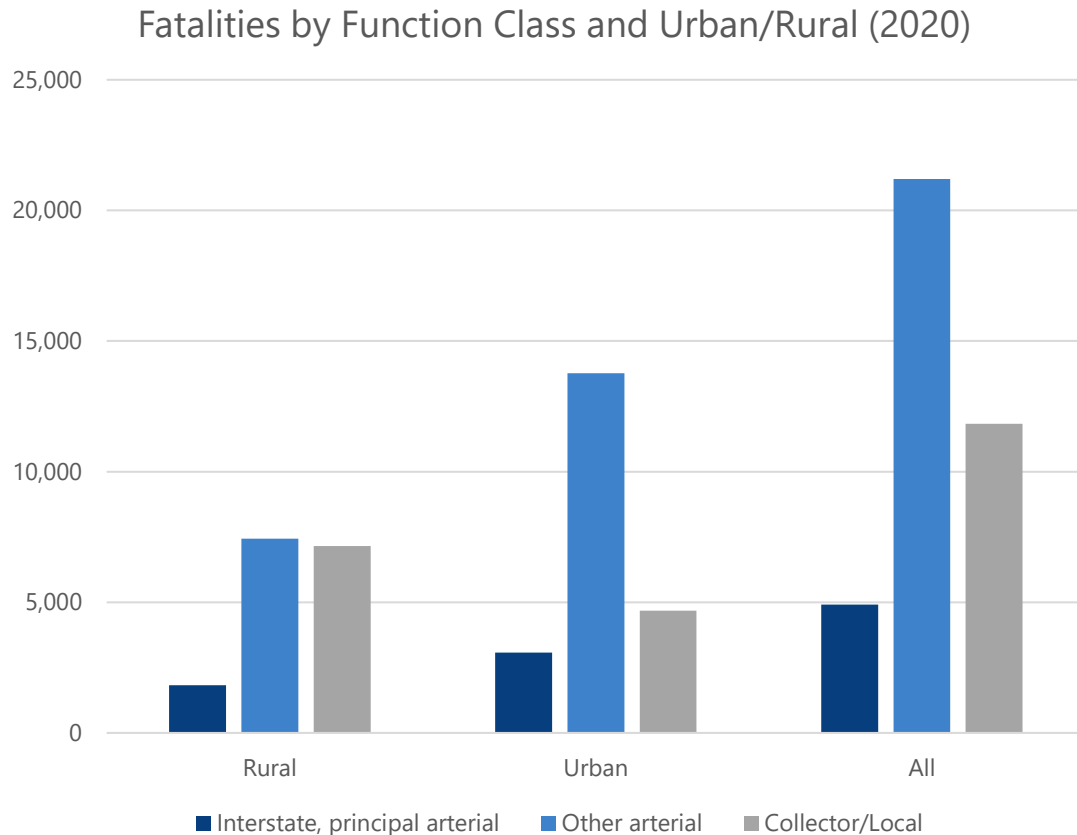
Source: NHTSA

6,516

Pedestrians killed in U.S. traffic crashes in 2020

Source: NHTSA

Local Roadway Fatalities

Fatalities are most common—overall and as a function of vehicle travel—on non-Interstate arterials, collectors, and local roads. This disparity is particularly significant on rural roads.

Fatalities by Function Class and Urban/Rural (2020)

Fatalities per 100 Million Vehicle Miles Travelled by Function Class and Urban/Rural (2020)

Sources: FARS 2020 Annual Report File; U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual Issues), Table VM-202.

National Roadway Safety Strategy

USDOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- **Sets a vision and goal** for the safety of the Nation's roadways.

- **Adopts the Safe System Approach** principles to guide our safety actions.

- **Identifies new priority actions and notable changes to existing practices** and approaches that target our most significant and urgent problems and are, therefore, expected to have the most substantial impact.

- www.transportation.gov/NRSS

Source: NHTSA

# Basics of Roadway Safety

Effective roadway safety practices and strategies:

- Vision Zero

- Towards Zero Deaths

- Complete Streets

- Proven Safety Strategies

- Countermeasures That Work

- Innovative practices and technologies

Source: FHWA

The Safe System Approach (SSA): Principles

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.
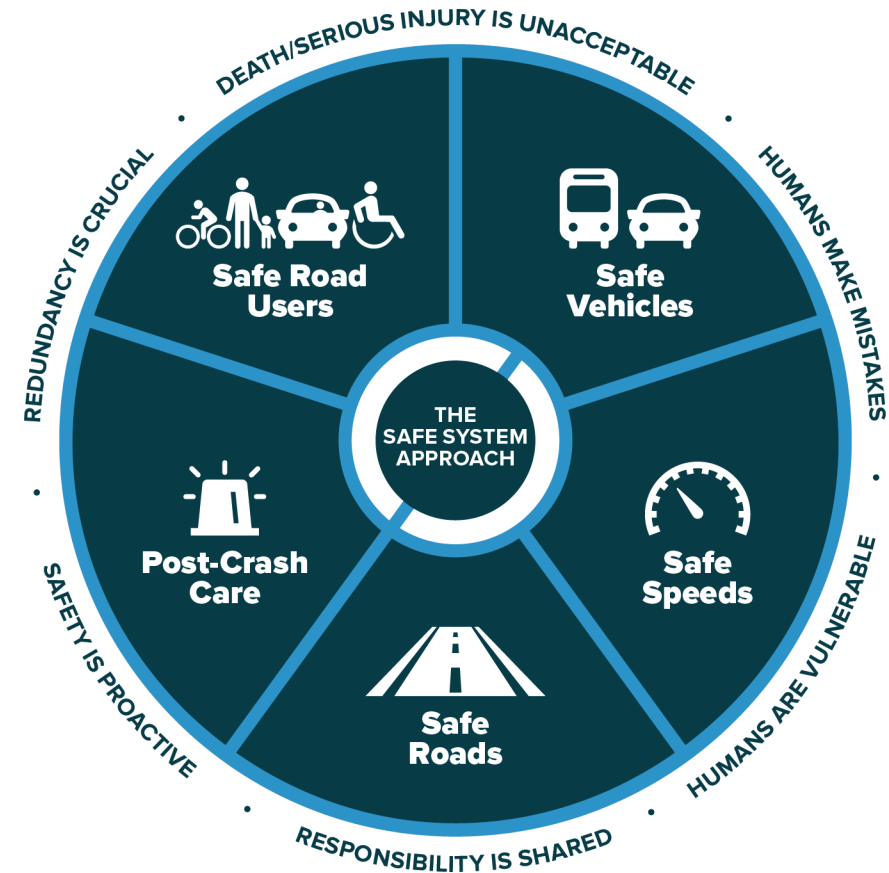
Complete Streets

- "A complete street is safe, and feels safe, for everyone using the street."

  - FHWA Deputy Administrator Stephanie Pollack

- Complete Streets create a *safe*, *connected*, and *equitable* transportation network for travelers of all ages and abilities, particularly those from underserved communities facing historic disinvestment.

- https://highways.dot.gov/complete-streets

Source: FHWA

Proven Roadway Safety Strategies: Infrastructure

- FHWA's Proven Safety Countermeasures initiative (PSCi) is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways.

- To learn more about Proven Safety Countermeasures, visit safety.fhwa.dot.gov/provencountermeasures/.

Examples of Countermeasures

PEDESTRIAN/BICYCLIST

Crosswalk Visibility Enhancements

Bicycle Lanes

Leading Pedestrian Interval

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Road Diets (Roadway Reconfiguration)

Walkways

CROSSCUTTING

Pavement Friction Management

Lighting

Countermeasures That Work

- NHTSA's *Countermeasures That Work* is a basic reference guide to help users select effective, evidence-based behavioral countermeasures for traffic safety problem areas.

- To learn more about *Countermeasures That Work*, visit https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf.
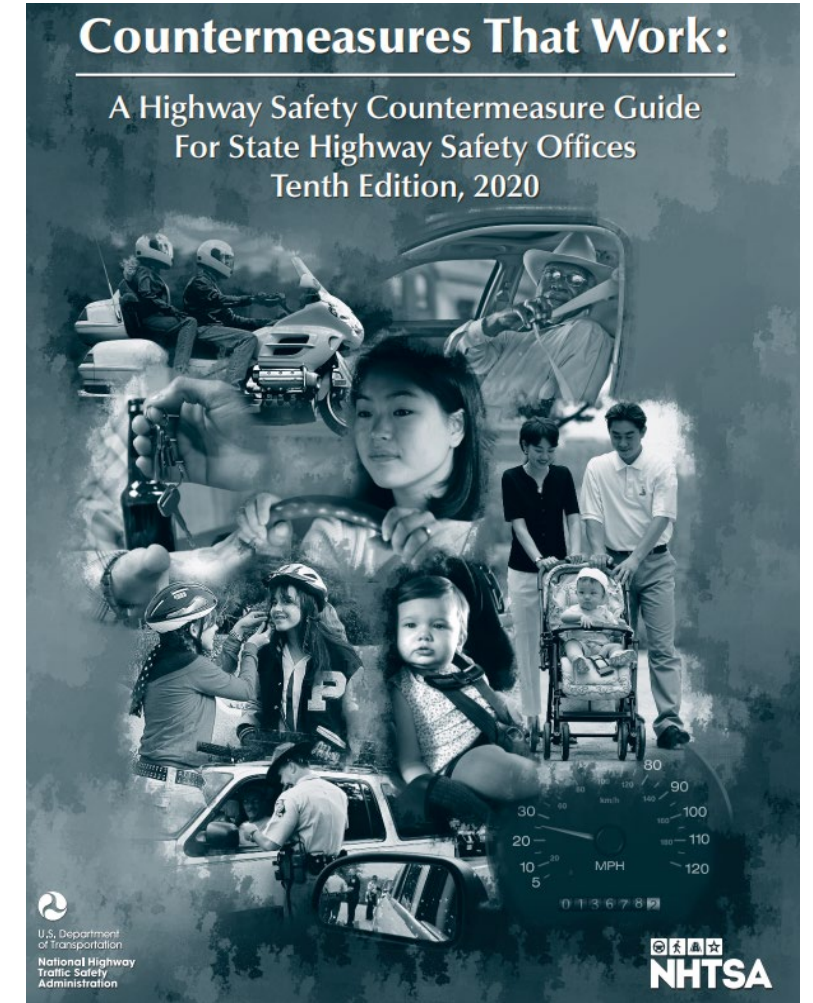
Innovative Practices and Technologies

- Leveraging different data gathering platforms to increase analysis capabilities

- Connected intersection-based safety solutions, including pedestrian-sensing technology and connected-intersection capability

- Connected work zone safety solutions

- Vehicle technologies on city vehicle fleets

- Policies prioritizing vulnerable road users

Source: FHWA

About SS4A Grants

Safe Streets and Roads for All Grants

Key program that supports the National Roadway Safety Strategy

Gorodenkoff - stock.adobe.com

Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" Initiatives.

$1billion in annual funding, FY22-26

SS4A Overview: Eligibility

Eligible Recipients
- Metropolitan planning organization (MPOs)
- Political subdivision of a State
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the entities above

Eligible Activities
- Develop a Comprehensive Safety Action Plan
- Conduct planning, design, and development activities
- Carry out projects and strategies identified in an Action Plan

SS4A Overview: Funding

Funding

- $1B annually, FY22-26
- At least 40% of annual funding will be awarded for Action Plan Grants and supplemental action plan activities
- Balance of funding available for Implementation Grants
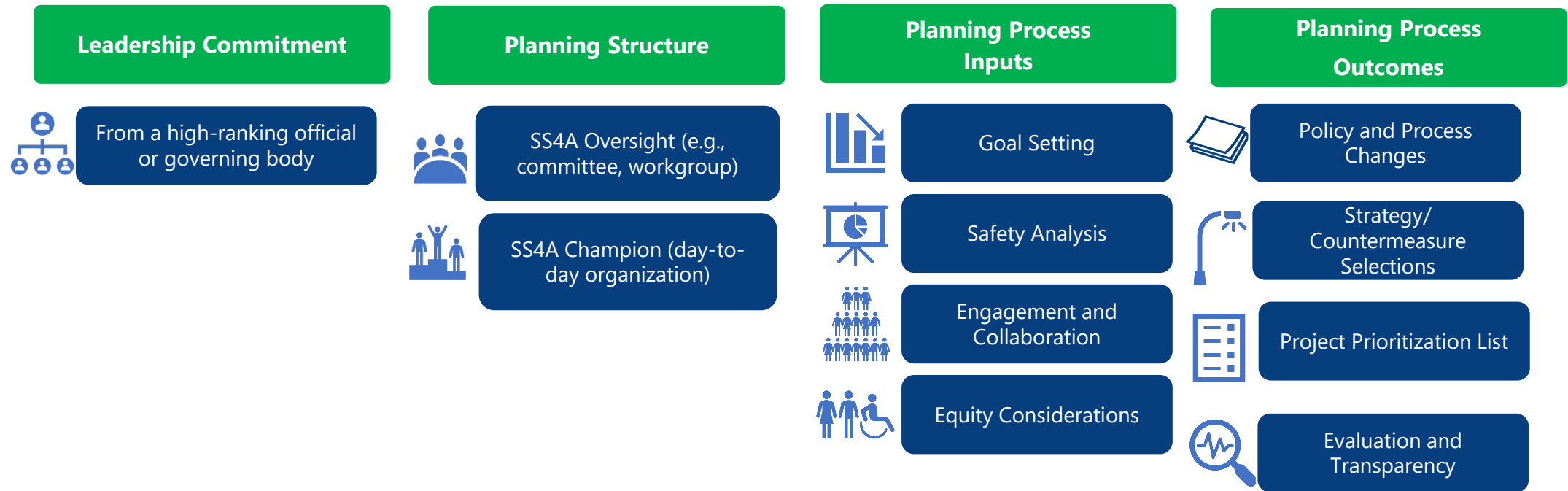
Cost share/match

- 80% Federal | 20% local match cost share
- Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year
- *Note: Tribal projects are not considered part of the State cap*
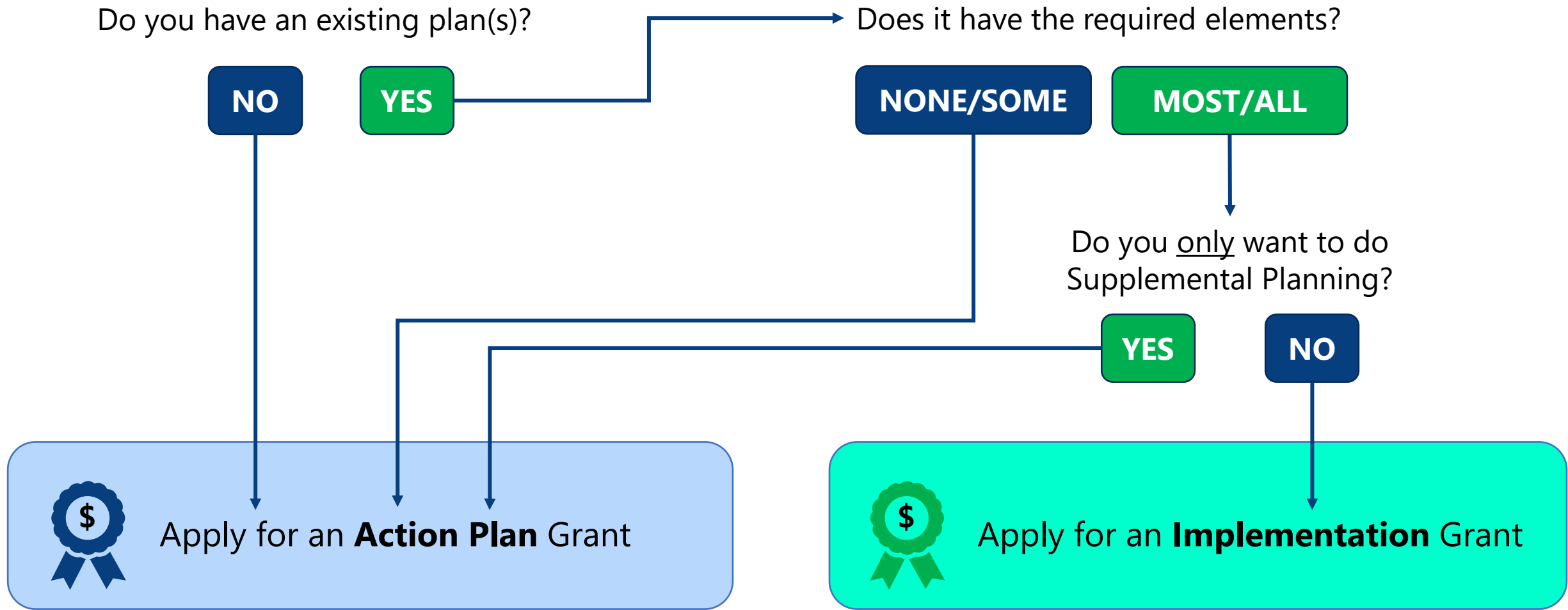
Recipient Types

- Single recipients
- Joint applications
  - Multijurisdictional groups could have varied structures to support local needs

Comprehensive Safety Action Plan Process

Leadership Commitment

From a high-ranking official or governing body

Planning Structure

SS4A Oversight (e.g., committee, workgroup)

SS4A Champion (day-to-day organization)

Planning Process Inputs

Goal Setting

Safety Analysis

Engagement and Collaboration

Equity Considerations

Planning Process Outcomes

Policy and Process Changes

Strategy/ Countermeasure Selections

Project Prioritization List

Evaluation and Transparency

U.S. Department of Transportation

Choose Application Pathway

Do you have an existing plan(s)?

Does it have the required elements?

NO

YES

NONE/SOME

MOST/ALL

Do you <u>only</u> want to do Supplemental Planning?

YES

NO

Apply for an **Action Plan** Grant

Apply for an **Implementation** Grant

Examples of Supplemental Action Plan Activities

- Additional or updated analysis;

- Expanded data collection and evaluation using integrated data;

- Feasibility studies using quick build strategies;

- Follow-up stakeholder engagement and collaboration;

- Targeted equity assessments;

- Progress report development; and

- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans.

Implementation Grants

- Implementation Grants fund projects and strategies identified in an Action Plan that address a roadway safety problem.

- Applicants **must** have an established Action Plan to apply for Implementation Grants.

Source: FHWA

Content in this presentation is subject to change.

Legislative Selection Considerations

In awarding a grant under the program, the Secretary shall take into consideration the extent to which an eligible entity, and each eligible project proposed to be carried out by the eligible entity, as applicable—

A. is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators, within the timeframe proposed by the eligible entity;

B. demonstrates engagement with a variety of public and private stakeholders;

C. seeks to adopt innovative technologies or strategies to promote safety;

D. employs low-cost, high-impact strategies that can improve safety over a wider geographical area;

E. ensures, or will ensure, equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries;

F. includes evidence-based projects or strategies; and

G. achieves such other conditions as the Secretary considers to be necessary.

Poll Questions

1. Have you previously applied for a Federal grant from USDOT?
    a. Yes
    b. No

2. What is the approximate population of your community?
    a. Under 25,000
    b. 25,000-100,000
    c. 100,001-200,000
    d. 200,001-400,000
    e. 400,001+

3. What type of grant are you interested in applying for?
    a. Action Plan Grant
    b. Implementation Grant
    c. Unsure

4. Are there areas where you anticipate needing technical assistance? (Select all that apply.)
    a. Grant application process
    b. Project selection and development
    c. Grant administration
    d. Best practices and proven strategies in roadway safety (e.g., Equity, Engagement, and Collaboration; Safe System Approach; Complete Streets; Climate and Economic Competitiveness)
    e. Data collection and reporting requirements

Getting Ready to Apply

Getting Ready to Apply: Joint Applications

- Applications covering several agencies are strongly encouraged!
- Joint applications can involve many entities and take multiple forms. Examples:
  - MPO creating a single Action Plan for all or some member jurisdictions.
  - MPO or transit agency applying for and distributing funds and/or assistance to members for individual plans.
  - High-capacity jurisdiction jointly applying with one or more lower-capacity jurisdiction(s).
- Joint applications:
  - Better support regional approaches to roadway safety.
  - Help applicants meet federal funding requirements and lower administrative costs and delays.

Getting Ready to Apply: Safety Data Resources

- FHWA Safety: https://safety.fhwa.dot.gov/

- FARS queries via FIRST: https://cdan.dot.gov/query

- EPA EJ Screen: https://www.epa.gov/ejscreen

- STSI: https://cdan.nhtsa.gov/stsi.htm

- NEMSIS: https://nemsis.org/view-reports/

- Census: https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates.html

- CDC Health Equity: http://www.cdc.gov/nccdphp/dch/pdf/healthequityguide.pdf

Getting Ready to Apply: Federal Grants

- The R.O.U.T.E.S. grant applicant toolkit provides applicants with a roadmap and an overview of USDOT funding programs and opportunities.

- The toolkit includes specific tips on applying as a smaller applicant entity.

- The R.O.U.T.E.S. website hosts videos describing the toolkit and a PDF of the toolkit.

- www.transportation.gov/rural/grants/toolkit
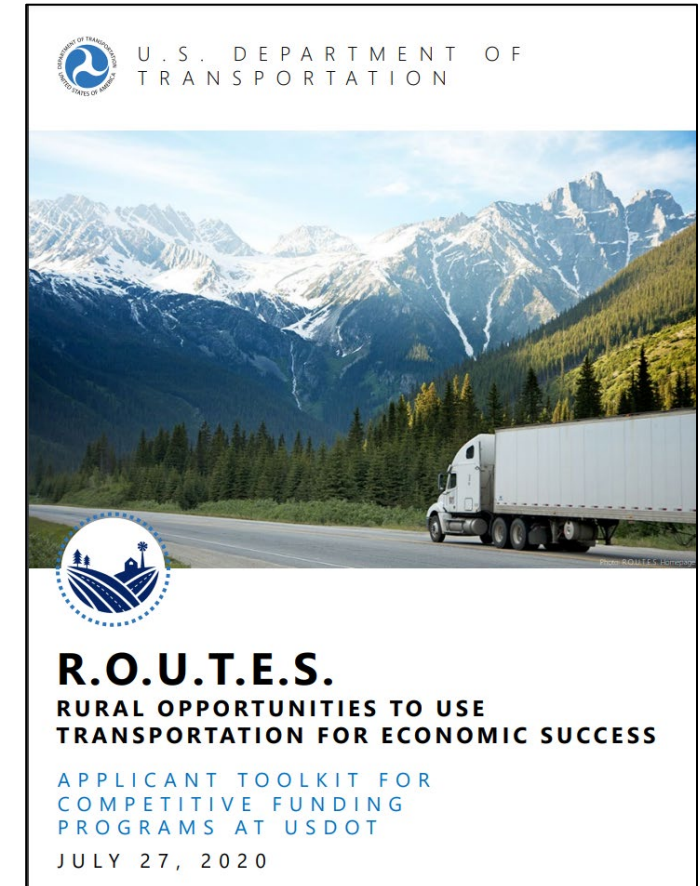
Getting Ready to Apply: Unique Entity Identifiers

- All applicants will need to obtain a Unique Entity Identifier (UEI) through GSA to apply for grant opportunities in grants.gov.

- On April 4, the federal government stopped using Dun & Bradstreet's proprietary Data Universal Numbering System (DUNS) to identify contractors and grantees and began exclusively using the Unique Entity Identifier (UEI).

- **The process of obtaining a UEI can take up to a month, so applicants are encouraged to apply for the UEI now. If you previously had a DUNS number, your UEI has already been created and is available to view in SAM.gov.**

- For more information, see https://sam.gov.

Getting Ready to Apply: Grants.gov

- Grants.gov also provides resources for applicants, including:
  - Grants 101 related materials on the overall discretionary funding process
  - Applicant training for using the Grants.gov application process

Source: FHWA

Next Steps

- Expected release of the Notice of Funding Opportunity (NOFO) in **May 2022** for Round One of funding.

- When the NOFO is available, **you can apply** at www.grants.gov.

- More information is available on the SS4A website, www.transportation.gov/SS4A.

  - There, you can subscribe to email updates to receive program updates.

Source: PBIC

Other DOT Funding Resources for Safety Initiatives

- [Upcoming Notice of Funding Opportunity Announcements in 2022](#)

- [Highway Safety Improvement Program (HSIP)](#)

- [Nationally Significant Multimodal Freight and Highway Projects (INFRA)](#)

- [Multimodal Projects Discretionary Grant (MPDG)](#)

- [Rebuilding American Infrastructure with Sustainability and Equity (RAISE)](#)

- [Rural Surface Transportation Grant](#)

- [Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant Program (STBG)](#)

- [High Priority (HP) Grant](#)

Questions and Answers

- Please type your questions in the Q&A box

- Technical support: Webconference@dot.gov

- Answers to frequently asked questions will be posted on www.transportation.gov/SS4A

Source: FHWA

Thank you for participating

- For more information, visit the Safe Streets and Roads for All website at www.transportation.gov/SS4A.

  - Subscribe to email updates to receive program updates.

- Presentation slides, recording, and answers to FAQs will be posted on the SS4A site.