Safe Streets and Roads for All (SS4A)
Welcome to the “How to Apply for Safe Streets and Roads for All (SS4A): Action Plan Grants” webinar

Audio
• To listen via computer: Select “Computer Audio”
• To listen via phone:
  • Call: 669-254-5252
  • Webinar ID: 160 043 8970
  • Passcode: 200494
• 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
• Today’s presentation slides and recording will be available on the SS4A website
Presenters

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Federal Highway Administration
U.S. Department of Transportation

Paul Teicher
Office of the Secretary
U.S. Department of Transportation
SS4A Webinars

1. How to Apply for SS4A Grants: General Overview
   1. This webinar offered a general overview of the SS4A program, the grant application process, and the available grant types.
   2. Monday, June 13, 1:00-3:00 p.m. (EDT)

2. How to Apply for SS4A: Action Plan Grants
   1. This webinar will offer a general overview of the SS4A program and the grant application process and provide a particular focus on applying for Action Plan Grants.
   2. Wednesday, June 15, 1:00-3:00 p.m. (EDT)

3. How to Apply for SS4A: Implementation Grants
   1. 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.
   2. Thursday, June 23, 1:00-3:00 p.m. (EDT)
Are you in the right place?

• The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

• You're in the right place if you:
  • Want to jump start addressing roadway safety in your community
  • Listened to the June 13 overview webinar
  • Think you will be applying for an Action Plan Grant to
    ▪ Develop or update a comprehensive safety action plan;
    ▪ Fund supplemental action plan activities in support of an existing plan
    ▪ Do not have an eligible action plan in place and/or are not ready to implement projects and strategies
Safe Streets and Roads for All Grants

Key program that supports the National Roadway Safety Strategy

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.

$5 billion in appropriated funding, FY22-26

Up to $1 billion for this FY22 NOFO
SS4A NOFO Is Now Open

Notice of Funding Opportunity is now **OPEN**

Submit technical questions by August 15, 2022

Apply by September 15, 2022, 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/SS4A
Eligibility
SS4A Overview: Eligible Applicants

- Metropolitan planning organization (MPOs)
- Political subdivision of a State
  - A *unit of government under the authority of State law, including cities, towns, counties, special districts, and similar units of local government*.
  - A *transit district, authority, or public benefit corporation if it was created under State law, including transit authorities operated by political subdivisions of a State*.
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the entities above
SS4A Overview: Joint Applicants vs. Partners

• Joint applicants:
  • Are each independently eligible entities
  • Are each party to the grant
  • May only be a joint applicant/individual applicant on one application

• Partners:
  • May include additional non-eligible entities (States, private companies, etc.)
  • Are not party to the grant
  • If an eligible applicant is a partner on an application (and not a joint applicant), being a partner on that application does not count as the one application for an eligible applicant
  • You can partner on multiple applications
Action Plan Grants: Considerations for Collaboration

• DOT encourages joint and regional Action Plan Grant applications if it makes sense for you and your community.

• DOT also recognizes many situations may make an individual application the best route.

• DOT does not give preferential treatment to one type of applicant over another in the selection process.

• DOT reserves the right to request applicants with duplicative funding requests consolidate their efforts, and may decline to fund duplicative applications irrespective of their individual merits.
Comprehensive Safety Action Plan Components
The Action Plan Planning Process

Leadership Commitment
- From a high-ranking official or governing body

Planning Structure
- SS4A Oversight (e.g., committee, workgroup)
- SS4A Champion (e.g., day-to-day organization)

Planning Process Inputs
- Goal Setting
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations

Planning Process Outcomes
- Policy and Process Changes
- Strategy and Countermeasure Selections
- Project Prioritization
- Evaluation and Transparency

U.S. Department of Transportation
Leadership Commitment

• Goals:
  • (1) the target date for achieving zero roadway fatalities and serious injuries,
  OR
  • (2) 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.
Planning Process Inputs: Goal Setting & Safety Analysis

- Develop an analysis of existing conditions and historical trends, which provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
Planning Process Inputs: Engagement & Collaboration

- Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
Planning Process Inputs: 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.

*Review NOFO for definition of “underserved communities”
Equity Considerations for Action Plans

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.

Identifying Problems

Determine what type of data you will need to answer the equity considerations in your Action Plan.

This might include:
• Is my community in a Transportation Disadvantaged Census Tract?
• What is my community’s social vulnerability?
• How does my community compare to others when looking at environmental justice indexes?

Finding Relevant Data

Find datasets by reviewing available resources online on the SS4A website.

Some resources include:
• EJScreen: Environmental Justice Screening and Mapping Tool (EPA)
• FHWA - HEPGIS Maps: Socioeconomics and Equity Analysis (FHWA)
• Transportation Disadvantaged Census Tracts (arcgis.com) (USDOT)

* Review NOFO for definition of “underserved communities”
Examples of Finding Data for Action Plans
Examples of Finding Data for Action Plans
Data elements for Action Plans Framework

Legend

CDC SVI 2018

This map displays CDC Social Vulnerability Index data for 2018.

Map Tips

- Use the check boxes in the Legend tab to turn layers on and off.
- Layers at the top of legend list will draw over layers at the bottom of the legend list.
- County and Census Tract layers are scale dependent meaning that Census Tracts can only be viewed if you are zoomed in sufficiently close. A grayed out check box indicates the layer is not current visible due to the scale level.
- Use the search box in the Legend tab to find specific areas.
Planning Process Outcomes: Policy & Process Changes

• Assessment of current policies, plans, guidelines and/or standards to identify opportunities to improve how processes improve transportation safety.
• 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.
Planning Process Outcomes: Evaluation and Transparency

- A description of how progress will be measured over time that includes, at a minimum, outcome data
Action Plan Grants for Supplemental Action Plan Activities
Supplemental Action Plan Activities Overview

• Supplemental action plan activities **support or enhance** an existing Action Plan.

• To be eligible, **applicants must have an existing Action Plan or a plan that is substantially similar** and meets the eligibility requirements for having an existing plan (use the Self-Certification Eligibility Worksheet).

• Applicants that have an existing plan that is substantially similar to and meets the eligibility requirements of an Action Plan **may alternatively choose to fund supplemental Action Plan activities through an application for an Implementation Grant** rather than an Action Plan Grant.
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.
How to Apply
Application Overview

- Final applications for Safe Streets and Roads for All (SS4A) grants must be submitted through Grants.gov.

- Please be aware that you must complete the Grants.gov registration process before submitting the final application, and that this process usually takes 2-4 weeks to complete. Applicants are encouraged to start the Grants.gov registration process now.

- Final applications must be submitted by **5:00 p.m. EDT on Thursday, September 15, 2022**. Applicants are strongly encouraged to make submissions in advance of the deadline.
Available at https://www.transportation.gov/grants/SS4A/resources
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: Appleseed MPO

U.S. Census Date

NOFO Criterion #1

Applicant(s)

Jurisdiction Population (2)

Motor-Vehicle-Related Pedestrian Mortality Count 2016 to 2020 (1)

Alternative Fatality Data (optional) (2)

Fatality Rate per 100,000 population

Percent of Population in Underserved Communities Census Tracts (%) (1)

Total Value for Application: 1,255,296

217

3.45

6.50

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: Appleseed MPO

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.

U.S. Department of Transportation

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NOFO Section D: Application and Submission Information

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

- Key Information
- Narrative

- Self-Certification Eligibility Worksheet, if applying to fund supplemental action plan activities

- Map
- Additional Budget Information
## Key Information Table

<table>
<thead>
<tr>
<th><strong>Lead Applicant</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>If Multijurisdictional, additional eligible entities jointly applying</td>
<td></td>
</tr>
<tr>
<td><strong>Total jurisdiction population</strong></td>
<td></td>
</tr>
<tr>
<td>Count of motor-vehicle-involved roadway fatalities from 2016 to 2020</td>
<td></td>
</tr>
<tr>
<td><strong>Fatality rate</strong></td>
<td></td>
</tr>
<tr>
<td>Population in Underserved Communities</td>
<td></td>
</tr>
<tr>
<td>States(s) in which projects and strategies are located</td>
<td></td>
</tr>
<tr>
<td>Costs by State (if project spans more than one State)</td>
<td></td>
</tr>
</tbody>
</table>
Where to find the data required for the key information table

<table>
<thead>
<tr>
<th>FATALITY COUNT</th>
<th>5-YEAR AVG. FATALITY RATE (PER 100,000 PERSONS)</th>
<th>PERCENTAGE OF POPULATION IN UNDERSERVED COMMUNITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count of motor-vehicle-involved roadway fatalities from 2016 to 2020</td>
<td><img src="image" alt="NHTSA" /> 5-Year Average for Motor Vehicle-Involved Roadway Fatalities from 2016 to 2020</td>
<td><img src="image" alt="United States Census Bureau" /> Underserved Communities List</td>
</tr>
<tr>
<td><img src="image" alt="NHTSA" /></td>
<td><img src="image" alt="United States Census Bureau" /> Total jurisdiction Population</td>
<td><img src="image" alt="United States Census Bureau" /> Total jurisdiction population</td>
</tr>
<tr>
<td>Example: <strong>217 fatalities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: 217 fatalities / 5 years = 43.4 avg fatalities</td>
<td></td>
<td>Example: 81,594 population in underserved communities / 1,255,296 total pop. = 0.065</td>
</tr>
<tr>
<td>43.4 avg fatalities / 1,255,296 population = 0.0000346</td>
<td></td>
<td>0.065 x 100 = <strong>6.5% in underserved communities</strong></td>
</tr>
<tr>
<td>0.0000346 per capita x 100,000 = 3.46 fatalities per 100,000 persons</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Example: **3.46 fatalities per 100,000 persons**
• In narrative form, the applicant should respond to the following to affirm whether the applicant has considered certain activities that will enhance the implementation of an Action Plan once developed or updated:
  o Employ low-cost, high-impact strategies that can improve safety over a wider geographical area;
  o Engage with a variety of public and private stakeholders (e.g., inclusive community engagement, community benefit agreements, etc.);
  o Seek to adopt innovative technologies or strategies to promote safety and equity; and
  o Include evidence-based projects or strategies.

• The narrative must be no longer than 300 words.

• Evaluators will assess the narrative with a “qualified” or “not qualified.” Qualified means the applicant addresses the criterion at least in part.
Map Component

- Must submit a map that shows the location of the jurisdiction and highlights the roadway network under the applicant’s jurisdiction.

- Permissible formats include:
  - Map web link (e.g., Google, Bing, etc.)
  - PDF
  - Image file
  - Vector file
  - Shapefile

Source: Minnesota Department of Transportation
Budget Component

• DOT requires applicants use SF-424A to provide most of the budget information.
  o The budget includes only eligible costs associated with executing the Action Plan Grant.
  o Funding sources should be clearly grouped into two categories:
    1. Federal share
    2. Non-Federal share.
  o The matching costs or value of in-kind contributions associated with the non-Federal share should also be provided.

• The budget should not include any previously incurred expenses or costs to be incurred before the time of award.

• Applicants are also required to provide a brief budget summary and a high-level overview of estimated activity costs, organized by all major cost elements.
Agreement Funding: Cost Sharing and Matching Reminders

• Recipients are required to contribute a non-Federal matching share of no less than **20 percent of eligible activity costs**.

• Does the expense incurred facilitate the execution of the grant?

• Local match may only be used 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.

• Funds from other entities such as partners may count towards the match as long as they are using non-Federal funds.

• Grant agreements are expected to be administered on a reimbursement basis, and recipients will be reimbursed for up to 80 percent of their eligible expenses.
Examples of Potential Eligible Expenses for Local Match

- **Personnel** – Time from staff that are not being directly billed to the grant, but support the project with their parts of their time.
- **Goods** – Purchased or donated goods such as office supplies, IT equipment, flyers, and banners.
- **Services** – Purchased or donated services such as graphics, formatting, printing.
- **Space** – For example, cost of space rented to hold stakeholder meetings.
  - Includes both direct and indirect expenses.
For Action Plan Grants for Supplemental Activities Only...

• If applying for an Action Plan Grant to fund **supplemental action plan activities**, complete the Self-Certification Eligibility Worksheet.

• If applying to develop or complete an **Action Plan**, you do not need to complete this step.

Self-Certification Eligibility Worksheet: [https://www.transportation.gov/grants/ss4a/self-certification-worksheet](https://www.transportation.gov/grants/ss4a/self-certification-worksheet)
Action Plan Application Review and Selection Process
Selection Criteria – Broader Picture

• Grant activities are in jurisdictions that will likely support a **significant reduction or elimination of roadway fatalities and serious injuries** involving various road users.

• The activities will ensure **equitable investment in the safety needs of underserved communities** in preventing roadway fatalities and injuries, including rural communities.

• The Department will assess whether the applicant has considered any of the following in the development of the Action Plan:
  • Employs low-cost, high-impact strategies that can improve safety over a wider geographical area;
  • Engages with a variety of public and private stakeholders (e.g., inclusive community engagement, community benefit agreements);
  • Seeks to adopt innovative technologies or strategies to promote safety and equity; and
  • Includes evidence-based projects or strategies.

• Budget considerations
Action Plan Grants Evaluation Approach

• Developed to be accessible to all communities, lower barrier to entry

• Three selection criteria:
  1. Safety Impact (*quantitative, two ratings*)
     • The count of roadway fatalities from 2016 to 2020.
     • Fatality rate average from 2016 to 2020, divided by 2020 U.S. Census population. DOT prefers that you normalize per 100,000 persons.
  2. Equity (*quantitative, one rating*)
     • Percent of population in underserved communities within the jurisdiction.
  3. Safety Considerations (*narrative*)

• Additional consideration:
  • Budget Costs
<table>
<thead>
<tr>
<th>Roadway Fatality Count 2016-2020</th>
<th>Roadway Fatality Rate per 100,000 Persons</th>
<th>Percent of Population in Underserved Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Applicant A – 200 Fatalities</td>
<td>1. Applicant E – 20.0 Fatalities per 100K</td>
<td>1. Applicant I – 100% Underserved</td>
</tr>
<tr>
<td>2. Applicant B – 175 Fatalities</td>
<td>2. Applicant G – 18.0 Fatalities per 100K</td>
<td>2. Applicant A – 90% Underserved</td>
</tr>
<tr>
<td>3. Applicant C – 150 Fatalities</td>
<td>3. Applicant D – 16.0 Fatalities per 100K</td>
<td>3. Applicant E – 80% Underserved</td>
</tr>
<tr>
<td>4. Applicant D – 125 Fatalities</td>
<td>4. Applicant B – 14.0 Fatalities per 100K</td>
<td>4. Applicant B – 70% Underserved</td>
</tr>
<tr>
<td>5. Applicant E – 100 Fatalities</td>
<td>5. Applicant A – 10.0 Fatalities per 100K</td>
<td>5. Applicant G – 60% Underserved</td>
</tr>
<tr>
<td>6. Applicant F – 75 Fatalities</td>
<td>6. Applicant I – 8.0 Fatalities per 100K</td>
<td>6. Applicant C – 50% Underserved</td>
</tr>
<tr>
<td>10. Applicant J – 5 Fatalities</td>
<td>10. Applicant F – 1.0 Fatalities per 100K</td>
<td>10. Applicant F – 10% Underserved</td>
</tr>
</tbody>
</table>

**Awards:** Applicants A, B, C, E, G, and I are selected for award. Applicant D may receive an award.

**No awards:** Applicants F, H, and J are not selected for award.
Safe Streets and Roads for All (SS4A) Grant Program

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to $1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg’s National Roadway Safety Strategy and the Department’s goal of zero deaths and serious injuries on our nation’s roadways.

**FY22 Notice of Funding Opportunity is open, now through September 15, 2022**

The [FY22 Notice of Funding Opportunity](https://www.transportation.gov/SS4A) (NOFO) for Safe Streets and Roads for All grants is live on Grants.gov.

The deadline for applications is 5:00 p.m. EDT on September 15, 2022. For details, more information, and applicant guidance:

- **Review the NOFO**
- **Visit our “How to Apply” assistance page**
- **Attend a “How to Apply” webinar**

www.transportation.gov/SS4A
Q&A