

Safe Streets and Roads for All Eligible and Ineligible Action Plans

Comprehensive Safety Action Plans (Action Plans) are the basic building block to significantly improve roadway safety. Action Plans are comprehensive safety plans aimed at reducing and eliminating serious injury and fatal crashes. Action Plans use analysis to characterize roadway safety problems and strengthen a community's approach through projects and strategies that address the most significant safety risks.

The Safe Streets and Roads for All (SS4A) program provides funding for two types of grants:

- **Action Plan Grants** provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. Having an Action Plan in place is the foundation of the SS4A grant program. Action Plan Grants may also fund supplemental Action Plan activities. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region.
- **Implementation Grants** provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies may be infrastructure, behavioral, and/or operational activities. Implementation Grants may also fund associated planning and design and supplemental Action Plan activities in support of an existing Action Plan. Applicants must have an existing Action Plan to apply for Implementation Grants or have an existing plan that is substantially similar and meets the eligibility requirements.

To learn more about eligibility requirements for an Action Plan to be used to apply for an Implementation Grant, please consider these questions:

Eligible

- What Action Plans **meet the eligibility requirements** to apply for an SS4A Implementation Grant?
 - Action Plans that are comprehensive safety action plans aimed at preventing roadway fatalities and serious injuries in a locality, Tribe, or region.
 - A Vision Zero plan or similar plan.
 - An Action Plan that meets the requirements in the [Self-Certification Eligibility Worksheet](#) or [Table 2](#) in the NOFO.
- Would an existing local safety plan (e.g., Tribal Transportation Safety Plan, Local Roadway Safety Plan) be eligible as a comprehensive safety action plan?
 - It depends. To be eligible, the plan needs to identify a list of projects and strategies to address the safety problems it identifies. Make sure the scope and focus of the plan meet the requirements in the [Self-Certification Eligibility Worksheet](#) or [Table 2](#) in the NOFO.

- An existing plan needs to have been finalized and/or last updated between 2017 and 2022. It must be complete and adopted by the time of application submission.
- Is an existing **Vision Zero** plan or **Towards Zero Deaths** plan eligible as a comprehensive safety action plan?
 - It depends on what is included in the plan. To affirm the plan meets the requirements use the [Self-Certification Eligibility Worksheet](#) or [Table 2](#) in the NOFO.
- Would a **Pedestrian and / or Bicycle Safety Action Plan** be eligible?
 - For this round of funding, a bicycle and/or pedestrian safety action plan is eligible if it meets the eligibility requirements for an existing Action Plan outlined in the [NOFO](#) (the Self-Certification Eligibility Worksheet), even if it does not focus on all roadway users. We recommend documenting in your application's narrative the conditions that led the community to decide to develop the mode-specific safety action plan.

Ineligible

- What **Action Plans do not meet the eligibility requirements** needed to apply for an SS4A Implementation Grant?
 - Plans that are not primarily focused on road safety.
 - Plans that do not meet the requirements in the [Self-Certification Eligibility Worksheet](#) or [Table 2](#) in the NOFO.
 - Plans that do not identify road safety problems and identify a list of projects and strategies to address those problems.
- Would an existing State's Strategic Highway Safety Plan be eligible?
 - No. State-level action plans are not eligible. This includes a Strategic Highway Safety Plan required in 23 U.S. Code (U.S.C.) § 148, State Highway Safety Plans required in 23 U.S.C. § 402, etc..
- Would a Transportation Master Plan or a Mobility Master Plan be eligible?
 - Generally, no. Transportation Master Plans typically include strategic, multi-modal transportation visions for a community, and do not share the same safety focus that characterizes a comprehensive safety action plan. However, components required for an established plan to be substantially similar to an Action Plan may be found in multiple plans, including a transportation master plan (e.g., leadership commitment, equity analysis, etc.).
- Would a Public Transportation Agency Safety Plan (PTASP) be eligible?
 - No, PTASPs have a different focus and set of requirements. However, a transit agency may apply for an Action Plan grant, or partner with communities within its service area to implement projects that improve safety and access to transit.