



Safe Streets and Roads for All (SS4A) for Rural and Tribal Applicants







Poll Questions





Webinar Agenda

- 1. Welcome and Introductions
- 2. Leadership Perspective
- 3. Overview of SS4A
- 4. Q&A
- 5. Closing





Today's Speakers



Arlando Teller

Assistant Secretary for Tribal

Affairs



Mariia Zimmerman

Strategic Advisor for Technical
Assistance and Community
Solutions



Paul Teicher SS4A Program Manager

Leadership Perspective

Arlando Teller
Assistant Secretary for Tribal Affairs

Mariia Zimmerman Strategic Advisor for Technical Assistance and Community Solutions





Resources from USDOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES)



Visit the ROUTES website





Glossary of Acronyms
Toolkit Videos

Applicant Toolkit (PDF)

for applicants to maximize the potential for award success.

resources to support rural applicants' understanding of USDOT discretionary grant programs and the funding

The Applicant Toolkit is designed for all levels of grant applicant experience, aiming to enhance access to USDOT resources for rural transportation projects. Specifically, this toolkit illustrates key applicant activities when

participating in the USDOT discretionary grants process, catalogues USDOT discretionary grant programs by applicant type and eligible project activities in a USDOT Discretionary Grant Funding Matrix, and provides resources



DOT Navigator

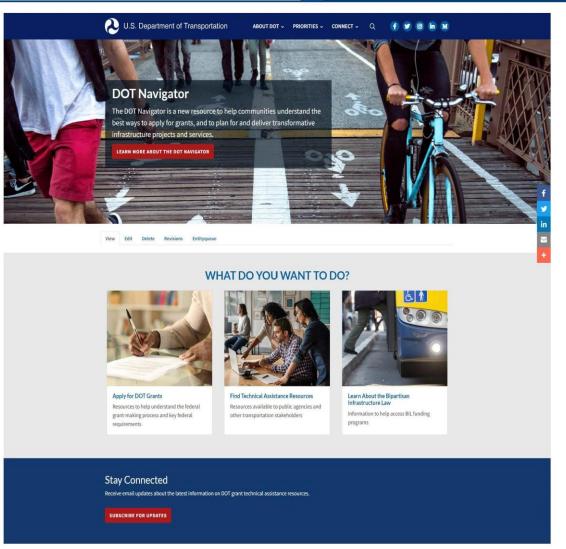
Coordinating and Improving Access to the DOT Technical Assistance Resources

Visit DOT Navigator for Technical Assistance Resources



Sample Grant Application Resources

- Overview of DOT Funding and Financing
- USDOT Discretionary Grant Process
- Understanding Federal Match Requirements
- Federal Tools to Determine Disadvantaged Community Status
- Maximizing Award Success
- Is Federal Funding the Right Fit for My Organization?



Safe Streets and Roads for All (SS4A)





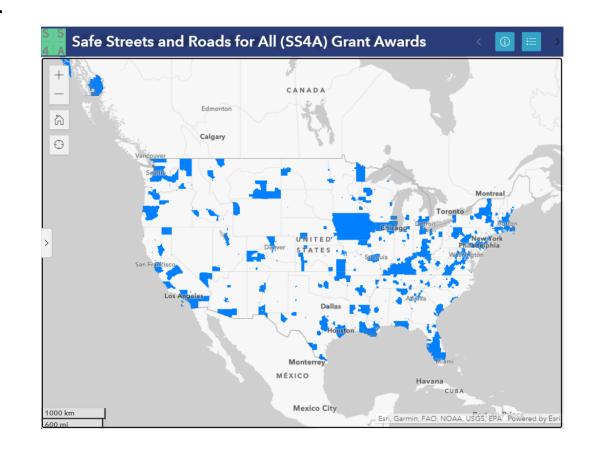
Safe Streets and Roads for All

- \$5 billion discretionary grant program, with ~\$1 billion/year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing those plans
- Inclusive of all types of roadway safety interventions across the Safe System Approach



FY 2022 Awards

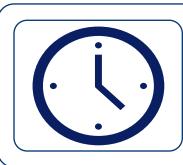
- 511 communities were selected for FY 2022 grants
 - 474 Action Plan Grants
 - 37 Implementation Grants
- More than \$800 million awarded
- ~Half of awards to rural communities
- Funds will improve roadway safety planning for over half the nation's population



SS4A NOFO Is Now Open



Notice of Funding Opportunity is now **OPEN**



Submit technical questions by June 16, 2023 to 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 on the <u>SS4A website</u>



About SS4A Grants

SS4A Overview: Eligibility

Eligible Recipients

- Metropolitan planning organization (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, and development activities for projects and strategies identified in an Action Plan
- Implement projects and strategies identified in an Action Plan

Is SS4A for Rural and Tribal Communities?

- Will SS4A meet the safety needs of my community?
- How burdensome is the application process for places with small [and mighty] teams?
- What's the likelihood I'll get funded?
- I'm concerned about non-Federal matching fund requirements. What's the story?



Planning and Demonstration 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

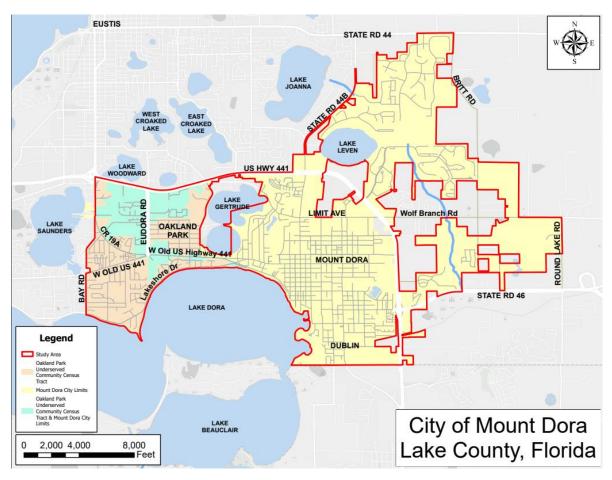


City of Mount Dora, Florida: \$160,000 Action Plan

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

Mount Dora overview:

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



Implementation Grants

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

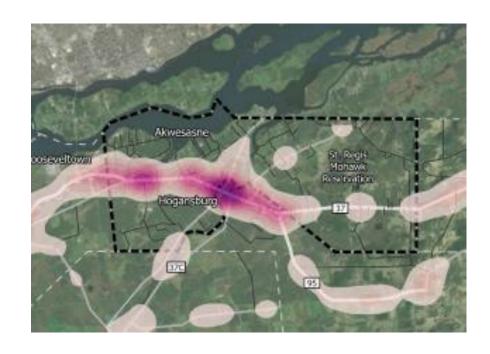


St. Regis Mohawk Tribe: \$10,235,200 Implementation

This project will improve motorist safety on the Route 37 corridor by **reconfiguring** approximately 4.2 miles of road to include a two-way left-turn lane. Route 37 is the primary thoroughfare in Saint Regis Mohawk Tribe territory, which is a **Tribal reservation** in Northern New York State.

The project includes:

- Widen roadway to accommodate a 16-foot-wide twoway left-turn lane in each direction
- Add a 5-foot shoulder to each side
- Over the last 5 years, there were over 800 crashes with 21 involving significant injury or death





Webinars and Resources

SS4A Webinars for Potential Applicants

The Safe Streets and Roads for All Program will convene three 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

Visit the SS4A Webinar Series page

Application Aids

A series of checklists, planning

worksheets, and fillable forms

guide applicants through the

is available on the SS4A

application form to help

eligibility and application

website and the Valid Eval

Safe Streets and Roads for All Costs and Contracting

The Safe Streets and Roads for All (SS4A) grant program follows the grant governance and financial requirements set up in 2 CFR Part 200. While some Title 23 and Title 49 requirements apply to SS4A for construction guidance, 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.

ed Questions about SS4A Costs and Contracting

Safe Streets and Roads for All Planning and Demonstration Checklist

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

Developing, Completing, or En

- ☐ Sign up for an account using the Valid Eval Plant
- Gather key application data, including:

 - · Total applicant jurisdiction populati Total applicant jurisdiction census
 - Total count of motor vehicle-involve
 - Total average annual fatality rate (per
 - Total percent of population in Under
- □ Complete the following Standard Forms:
 - SF-424: Application for Federal Assis
 - SF-424A: Budget Information for No
 - SF-424B: Assurances for Non-Constr
 - . SF-LLL: Disclosure of Lobbying Activi
- Write a narrative no longer than 2 pages
- Create map that shows the location of the jurisc
- □ Take a screenshot of Percent Population in Under
- If applicable, list the demonstration or supplem
- If applicable, gather information on joint applica
- If appliable, gather information on alternative fa

Supplemental Planning and/or

- Complete all of the information outlined for "De
- Complete a budget narrative
- ☐ Complete Self-Certification Eligibility Workshee the process of completing a comprehensive safety

Please refer to the NOFO for more information on eligible Subscribe to email updates to be notified when additional



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

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.

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

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).



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

t do not involve

ny non-construction costs appropriate in the

managing the federal

by 2 CFR 200.1, which or more1.

contained in this section.

am income (e.g., donations ase be sure to reflect those

lease be sure to check your



process.



SS4A Website

Visit the SS4A website for more information



Q&A





Closing





Key Active and Upcoming NOFOs



Program	FY23 NOFO	FY23	Rural Set-	Rural Definition	Eligible Applicants					
		Funding	Aside		State	МРО	Local	Tribe	PA	Other
Port Infrastructure Development Program	OPEN TO 04/28/2023	\$662 Million	n/a	n/a	√		✓	✓	✓	✓
<u>United States Marine Highways</u> <u>Program</u>	OPEN TO 04/28/2023	\$12.4 Million	n/a	n/a	√	√	✓	✓		✓
Small Community Air Service Development Program (SCASDP)	OPEN TO 05/17/2023	\$15 Million	n/a	n/a			✓	✓		
Hazardous Materials Emergency Preparedness (HMEP) Grant for Tribes	OPEN TO 05/19/2023	\$1 Million	n/a	n/a				✓		
Charging & Fueling Infrastructure	OPEN TO 05/30/2023	\$700 Million	n/a	n/a	✓	✓	✓	✓	✓	✓
Safe Streets and Roads for All	OPEN TO 07/10/2023	\$1.178 Billion	n/a	Outside UA >200k		✓	✓	✓	✓	✓
Wildlife Crossings Pilot	OPEN TO 08/01/2023	\$111.85 Million	60%	Outside UA > 50k	✓	√	✓	✓	✓	✓
<u>PROTECT</u>	OPEN TO 08/18/2023	\$848 Million	n/a	n/a	✓	✓	✓	✓	✓	✓
MPDG (INFRA, Mega, & Rural)	Spring 2023	~\$2.8 Billion	30% (INFRA)	Outside UA >200k	✓	✓	✓	✓	✓	✓

Please note schedule is approximate and subject to change

<u>Please visit the USDOT website for current funding opportunites</u>





More Information

ROUTES

Thriving Communities

DOT Navigator

SS4A



