



U.S. Department of Transportation

Safe Streets and Roads for All (SS4A)



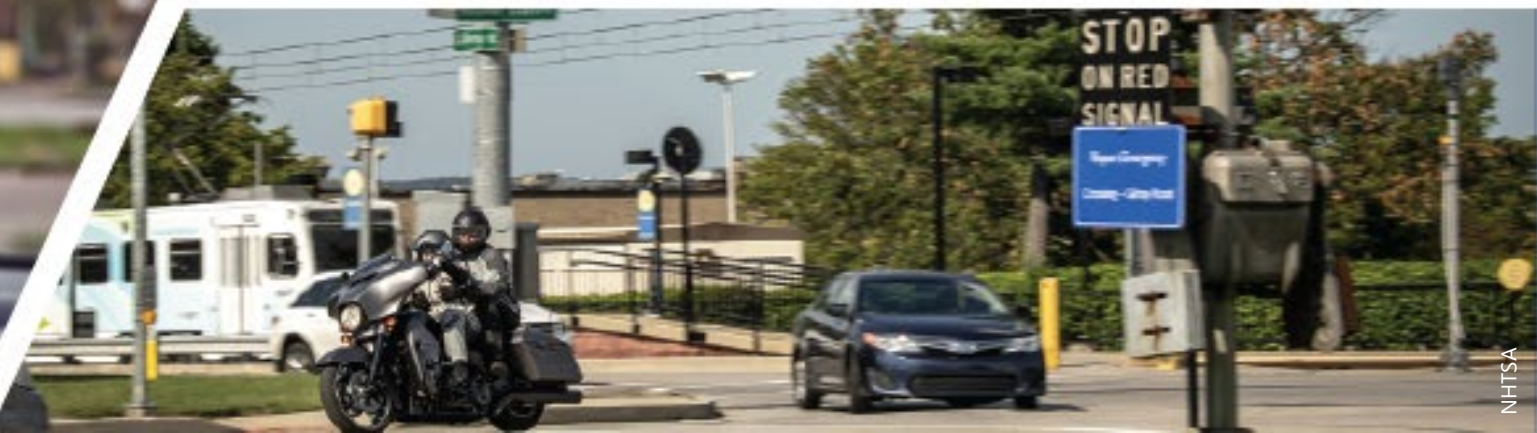
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Welcome to: How to Apply for Safe Streets and Roads for All (SS4A): Action Plans

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
 - **Call:** 669-254-5252
 - **Webinar ID:** 161 644 2016
 - **Passcode:** 828211
- 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



SS4A Webinars

1 **How to Apply for SS4A: Action Plans**

- This webinar will offer a general overview of the SS4A program and the grant application process, with a particular focus on applying for grants to develop an Action Plan.
- Wednesday, April 26, 1:00-2:30 p.m. (Eastern Time)

2 **How to Apply for SS4A: Planning and Demonstration Activities**

- This webinar will offer a general overview of the SS4A program and the grant application process, with a particular focus on applying for grants for planning and demonstration activities.
- Thursday, April 27, 1:30-3:00 p.m. (Eastern Time)

3 **How to Apply for SS4A: Implementation Grants**

- This webinar will offer a general overview of the SS4A program and the grant application process, with a particular focus on applying for Implementation Grants.
- Tuesday, May 2, 1:30-3:00 p.m. (Eastern Time)



Presenters



Emily Schweninger
Office of the Secretary
U.S. Department of Transportation



Paul Teicher
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U.S. Department of Transportation

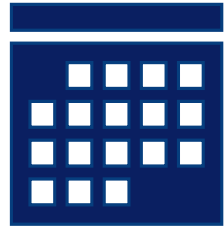


Are you in the right place?

- 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
 - **Do not** have an eligible action plan in place and/or are not ready to implement projects and strategies
 - Think you will be applying for a Planning and Demonstration Grant to **develop or update a comprehensive safety action plan;**



SS4A FY23 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
<https://www.transportation.gov/grants/SS4A>





SS4A Grant Program Overview

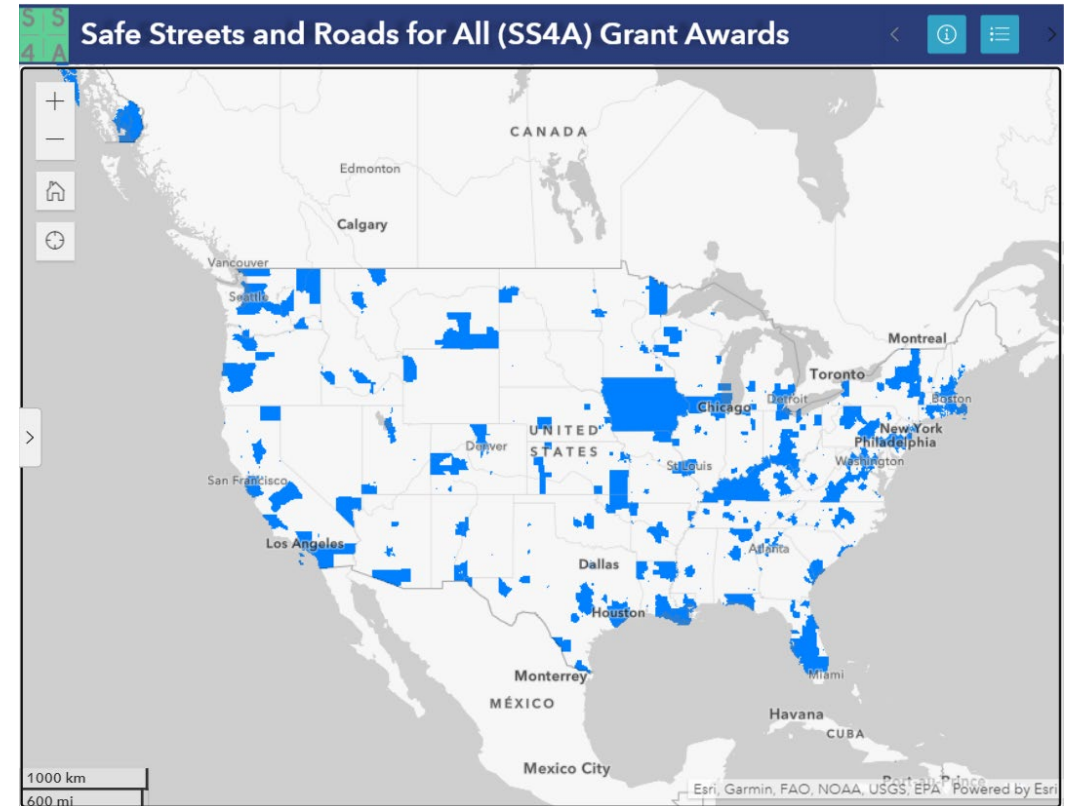
Safe Streets and Roads for All

- \$5 billion discretionary grant program, with ~\$1 billion per year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing projects and strategies identified in safety Action 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
- Funds will improve roadway safety planning for over half the nation's population



www.transportation.gov/grants/ss4a/2022-awards



Expected Award Size and Requirements

Grant Type	Expected Grant Range*
Planning and Demonstration Grant	\$100K - \$10M
Implementation Grant	\$2.5M - \$25M



Requirements

- 80% Federal | 20% local match
 - In-kind contributions can be used as match.
- Set aside for planning and demonstration activities (\$577 million this year).
- No more than 15% of funds can be awarded to projects in a single State in a given fiscal year.
 - Tribal applications are not counted toward the State cap.

DOT expects to award at least \$250 million for demonstration activities, which can be funded by either grant type.

**Note: these are expected sizes, and applicants may request more or less funding.*



Is SS4A for My Community?

- Will SS4A meet the safety needs of my community?
- How burdensome is the application process?
- What's the likelihood I'll get funded?
- I'm concerned about non-Federal matching fund requirements. What's the story?





Eligibility

SS4A Overview: Eligible Applicants

- 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
- Metropolitan planning organization (MPO)
- Multijurisdictional group comprised of the entities above



Eligible Activities and Grant Types

Eligible Activities:

(A) Develop Comprehensive Safety Action Plan

(B) Conduct planning, design, and development activities for projects and strategies identified in an Action Plan

(C) Carry out projects and strategies identified in an Action Plan

Planning and Demonstration Grant

Develop or complete a comprehensive safety action plan (A)

Conduct supplemental safety planning (*in support of a safety action plan*) (A)

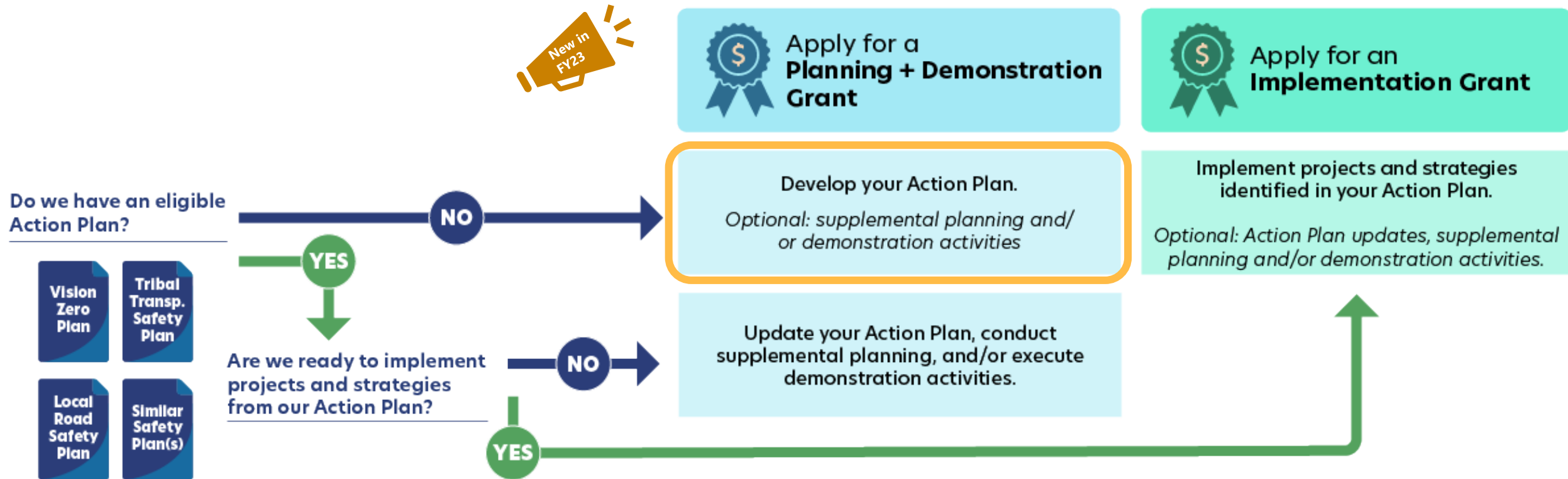
Carry out demonstration activities (*in support of a safety action plan*) (A)

Implementation Grant

- Implement projects and strategies (C)
- Conduct planning and design (B)
- Conduct supplemental safety planning (in support of an existing safety action plan) (A)
- Carry out demonstration activities (in support of an existing safety action plan) (A)



Planning and Demonstration or Implementation Grant?



See the Self-Certification Eligibility Worksheet at transportation.gov/grants/ss4a to determine if your plan is eligible!





Comprehensive Safety Action Plan Components

Planning and Demonstration Grants



Action Plan

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

Supplemental Planning Activities to enhance an Action Plan

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

Demonstration Activities to inform an Action Plan

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

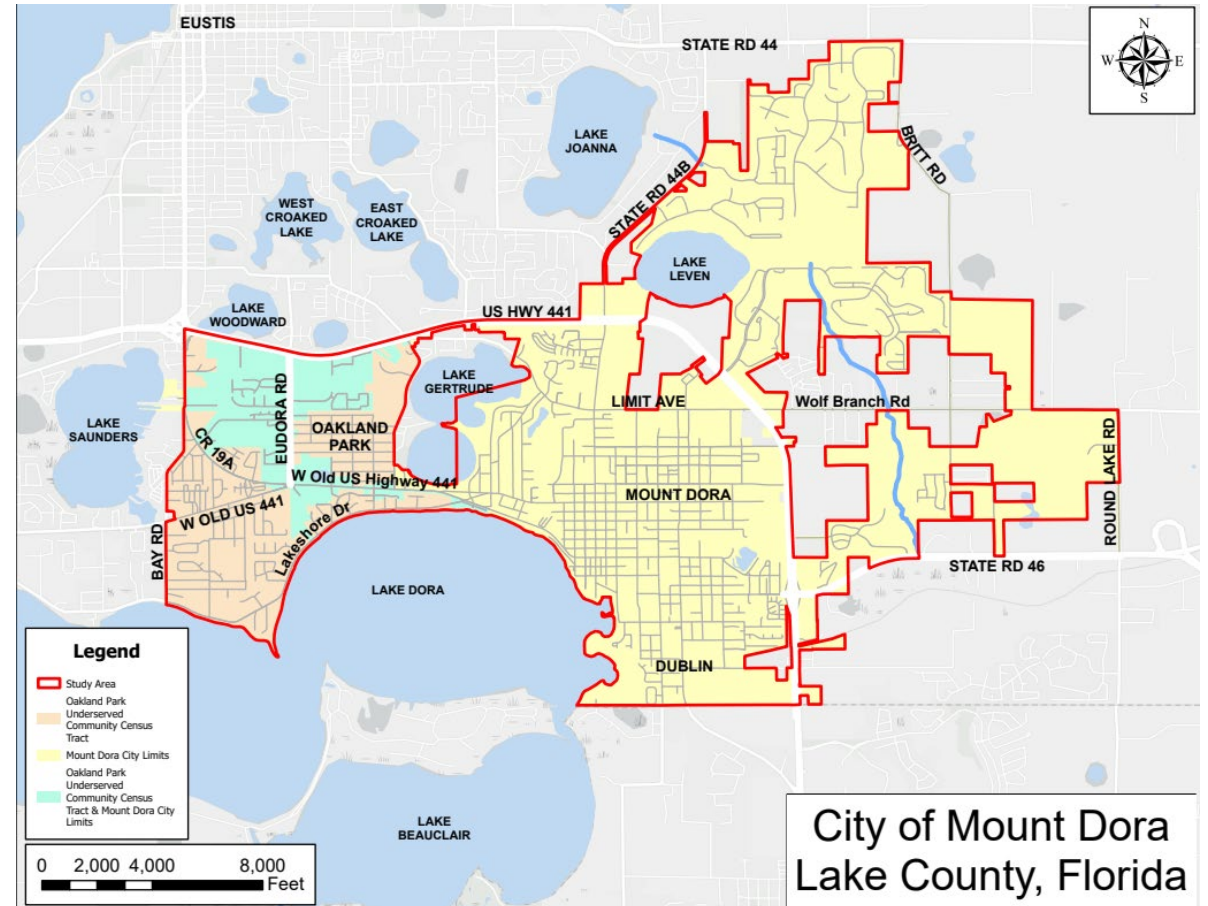


City of Mount Dora, Florida: \$160,000 Action Plan

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



SS4A Required Action Plan Components

S | S
4 | A

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.



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Still have questions? Visit the [SS4A website](https://www.transportation.gov/SS4A)

SS4A Action Plan Components | Page 1 of 2

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

Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Equity Considerations

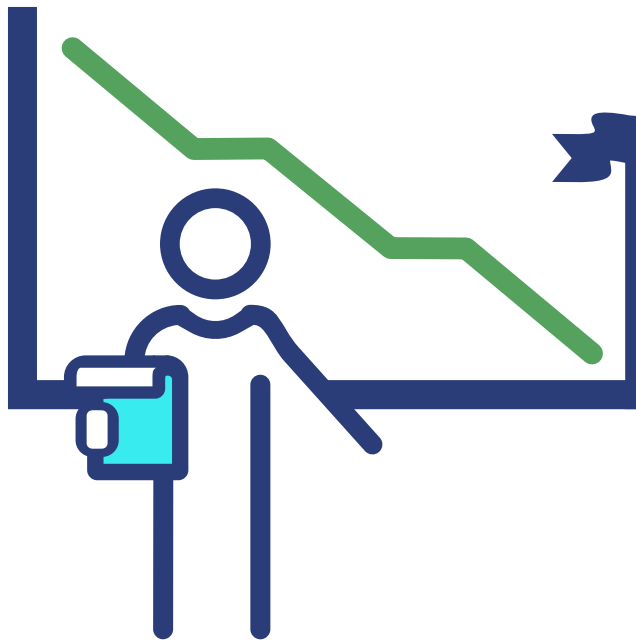
Policy and Process Changes

Strategy and Project Selections

Progress and Transparency



U.S. Department of Transportation



- Public commitment from a high-ranking official and/or governing body in the jurisdiction to an **eventual goal of zero roadway fatalities and serious injuries?**
- Commitment includes *either*:
 - **Target date to reach zero**
 - **One or more targets to achieve significant declines** in roadway fatalities and serious injuries by a specific date



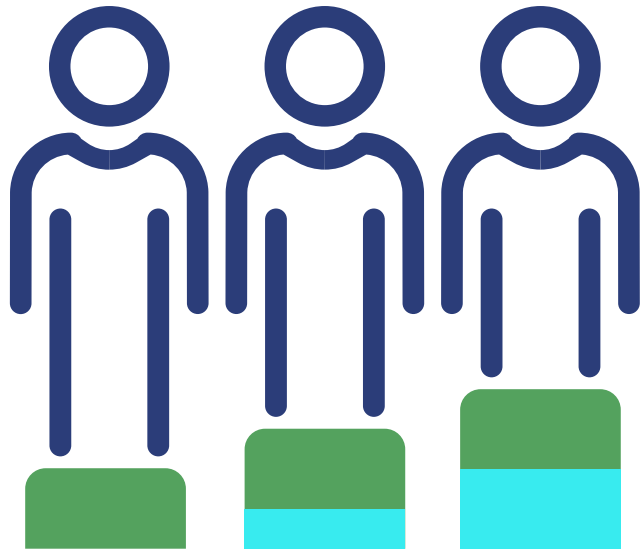
- A committee, task force, implementation group, or similar body charged with **oversight of the Action Plan development, implementation, and monitoring.**



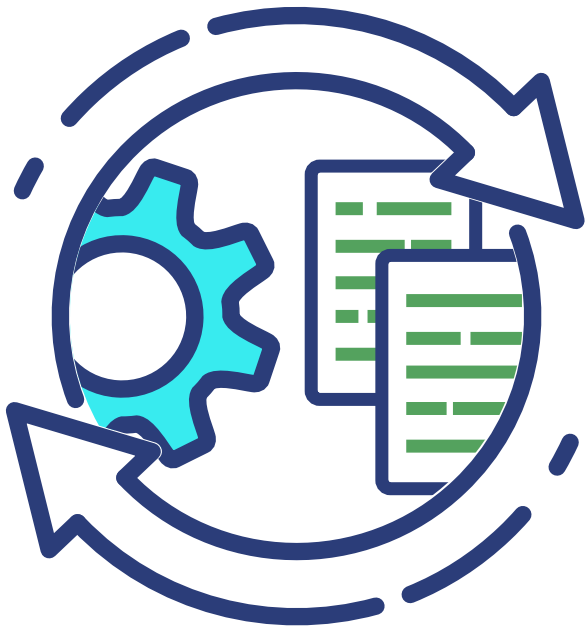
- Analysis of **existing conditions and historical trends** to baseline the level of crashes involving fatalities and serious injuries.
- Analysis of the **location** where there are crashes, the **severity**, as well as **contributing factors and crash types**.
- Analysis of **systemic and specific safety needs**, as needed (e.g., high risk road features, specific safety needs of relevant road users).
- A **geospatial identification** (geographic or locational data using maps) of higher risk locations.



- **Engagement with the public and relevant stakeholders**, including the private sector and community groups.
- **Incorporation of information** received from the engagement and collaboration into the plan.
- Coordination that includes **inter- and intra-governmental cooperation and collaboration**, as appropriate.



- Considerations of equity using **inclusive and representative processes**.
- The **identification of underserved communities** through data.
- **Equity analysis**, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

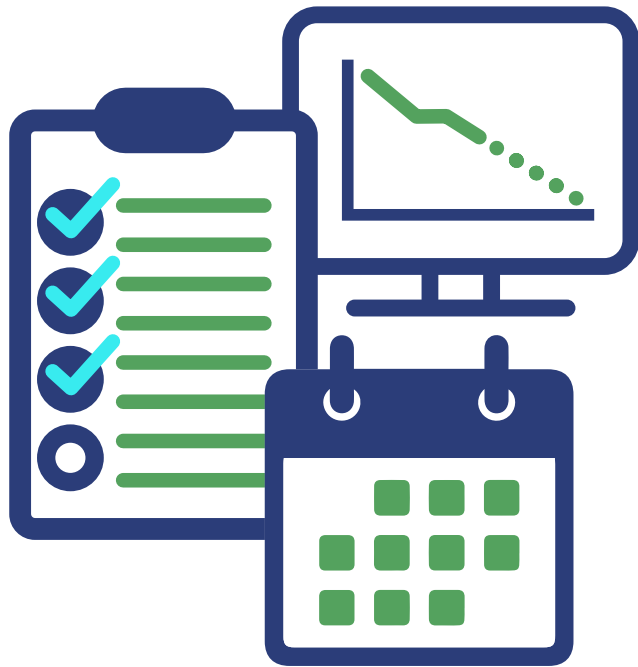


- Assessment of **current policies, plans, guidelines**, and/or **standards** to identify opportunities to improve how processes prioritize safety
- **Strategy for implementation** through the adoption of revised or new policies, guidelines, and/or standards.

Project Selection + Prioritization



- Comprehensive set of **projects and strategies** to address safety problems.
- Provide **time ranges** for deployment and **project prioritization criteria**.
- Interventions should be focused on **infrastructure, behavioral, and/or operational safety**.



- A description of **how progress will be measured over time** that includes, at a minimum, outcome data.
- **Posted publicly** online.



How to Apply

Application Overview

- Before submitting your application, **you must** obtain a **Unique Entity Identifier Number (UEI)** via [SAM.gov](https://sam.gov).
 - This may take **up to 30 days**. Applicants that do not already have a UEI are encouraged to start this process now.
- **Register with Valid Eval.** Final applications for Safe Streets and Roads for All (SS4A) grants must be submitted through Valid Eval.
 - Registration should take around **10 minutes**. You will need to register for the account type that corresponds to the grant type you plan to apply for (Planning and Demonstration, or Implementation).
 - **Do not apply through Grants.Gov**
- Final applications must be submitted by **5:00 p.m. Eastern Time on Monday, July 10, 2023**. Applicants are strongly encouraged to submit in advance of the deadline. Late applications will not be accepted.



Sign Up for Valid Eval

Applicant Information

Primary applicant information should match what is indicated on the SF-424.

If possible, please include two points of contact. While contractors are permitted to develop and submit application materials on behalf an applicant, the points of contact listed below must be staff of the applicant agency. In the event we need to contact you, we usually provide only a few business days to respond. Include individuals who will be responsive or put up away messages with other points of contact from July through December 2023.

Sign Up

Email Address

Sign up

Already have a Valid Eval account? [Login](#)

Primary Contact Email

Entity/Community Name



NOFO

The purpose of this notice is to solicit applications for the SS4A grants. Funds for the Fiscal Year (FY) 2023 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.



What's New for FY 2023 Fact Sheet

This fact sheet provides an overview of program changes between FY 2022 and FY 2023 programs.



Application Aids

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

www.transportation.gov/grants/SS4A/resources

SS4A Safe Streets and Roads for All
4 | A 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 2016-2020 or 2017-2021
 - Total average annual fatality rate (per 100,000 population)
 - Total percent of population in Underserved Communities Census Tract(s)
- ☐ Complete the following Standard Forms:
 - SF-424: Application for Federal Assistance
 - SF-424A: Budget Information for Non-Construction Programs
 - 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 highlights the roadway network
- ☐ Take a screenshot of Percent Population in Underserved Communities (from the ETCE or CEIST tool)
- ☐ If applicable, list the demonstration or supplemental planning activities
- ☐ If applicable, gather information on joint applicants
- ☐ If applicable, gather information on alternative fatality data

Supplemental Planning and/or Demonstration Activities

- ☐ 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 Action Plan (only required if applicant is not in the process of completing a comprehensive safety action plan)

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

☐ Write a narrative no longer than 12 pages that responds to all the requirements outlined in the NOFO based on the instructions in Section D and selection criteria in Section E.

- ☐ Create map that shows the location of the jurisdiction and highlights the roadway network
- ☐ Take a screenshot of Percent Population in Underserved Communities (from the ETCE or CEIST tool)

SS4A Safe Streets and Roads for All
5 | A Action Plan Components

document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Safe Streets and Roads for All Implementation Checklist

... application materials, staff in the political subdivision of a ...
... contact and alternate point of contact on the application. Staff ...
... responsible for signing all applicable forms listed below and ...
... have about application content.

[Implementation Grant Application](#)

... ation ...
... is tract(s) ...
... of motor vehicle-involved roadway fatalities 2016-2020 or ...
... ge annual fatality rate (per 100,000 population) ...
... erved Communities Census Tract(s) in project areas ...
... 7-2021 ...
... ject(s) ...
... significant safety benefits ...
... g breakdowns for activities A, B, and C ...
... supplemental planning activities ...

... ssistance ...
... Non-Construction Programs ...
... nstruction Programs ...
... ctivities ...

... have questions? Visit the [SS4A website](#) ...
... A Action Plan Components | Page 1 of 2



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)

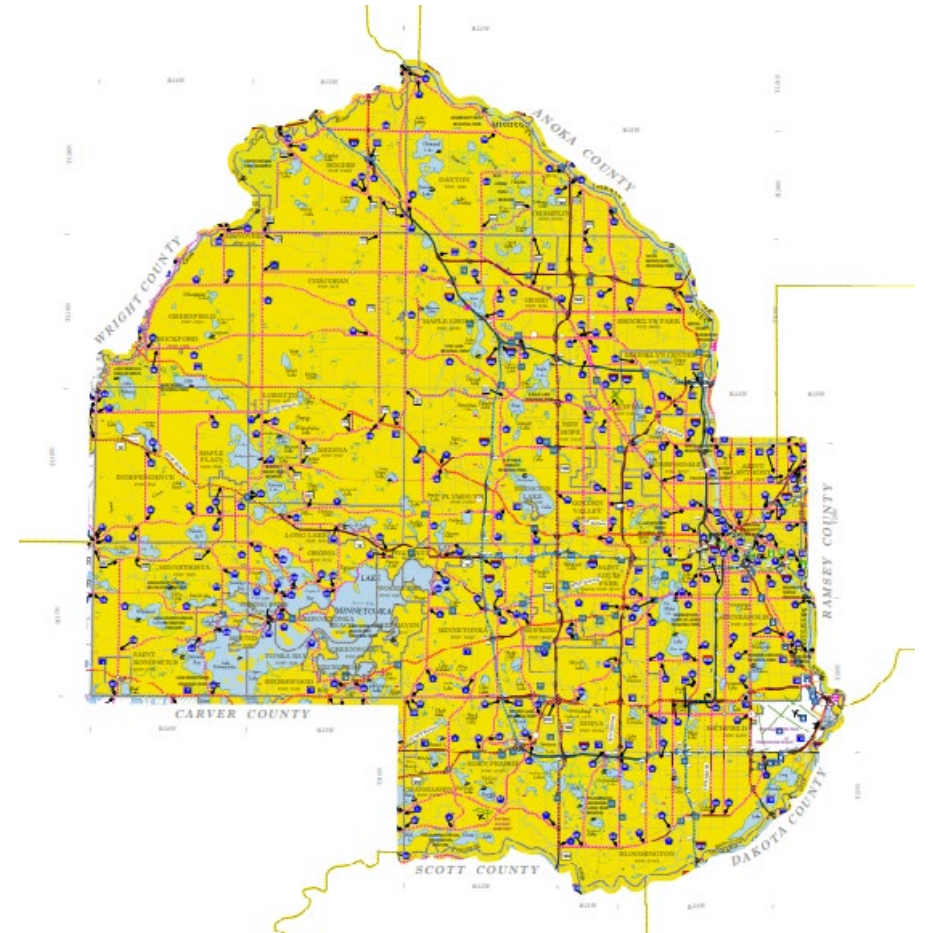


Map

Submit a map that shows the location of the jurisdiction and highlights the roadway network.

- Ensure that the map is of adequate quality for reviewers to understand your community.
- PDF File.

Hennepin County Road Map



Source: Minnesota Department of Transportation



Agreement Funding: 20% Cost Share and Match Reminders

- Recipients are required to contribute a non-Federal matching share of **no less than 20 percent of eligible activity costs**.
- Expenses incurred must 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.
- In-kind contributions can be staff time, purchased good/services, and other direct expenses.



- **SF-424A** Budget Information for Non-Construction Activities Required
 - Distinguish between Federal and Non-Federal share
- **Eligible costs only**
 - No costs incurred before award will be reimbursed.

Total Federal Funding Request

Total Local Contribution/Match

May include cents, must be equal to, or greater than, 20% of total project cost

Total Project

Total project cost is the sum of the local share/match and Federal share.

Total Project Cost for Lead Applicant's State or Tribe

Allocate Federal funding request amounts by State based on where the funds are expected to be spent. If the planning activity will take place in only one State, put the full Federal funding request amount.

Total Project Cost of Additional State 1 (optional)

Total Project Cost of Additional State 2 (optional)












Planning and Demonstration Grant Review and Selection Process

Planning and Demonstration Grant Selection Criteria

- Developed to be accessible to all communities, lower barrier to entry
- Three selection criteria:
 1. Safety Impact (*quantitative, two ratings*)
 - Count of roadway fatalities from the most recent set of 5-year data (FARS 2017-2021 or equivalent).
 - Fatality rate, normalized per 100,000 persons.
 2. Equity (*quantitative, one rating*)
 - Percentage of the population in an Underserved Community (ETC Explorer or CEJST, 2020 Census data)
 3. Additional Safety Context (*1-2 page narrative*)
- Budget costs are an additional consideration



Calculating Key Application Data

FATALITY COUNT	5-YEAR AVG. FATALITY RATE (PER 100,000 PERSONS)	PERCENTAGE OF POPULATION IN UNDERSERVED COMMUNITIES
<div></div> <div>Count of motor-vehicle-involved roadway fatalities from 2017 to 2021</div> <div>Example: 217 fatalities</div>	<div><div><div>Average Annual Motor Vehicle-Involved Roadway Fatalities from 2017 to 2021</div></div><div></div><div><div><div>Total jurisdiction Population</div></div><div>X 100,000 Persons</div></div><div>Example: 217 fatalities / 5 years = 43.4 avg fatalities 43.4 avg fatalities / 1,255,296 population = 0.0000346 0.0000346 per capita x 100,000 = 3.46 fatalities per 100,000 persons</div></div>	<div><div><div>Population in Underserved Communities</div></div><div></div><div><div><div>Total jurisdiction population</div></div><div>X 100</div></div><div>Example: 81,594 population in underserved communities / 1,255,296 total pop. = 0.065 0.065 x 100 = 6.5% in underserved communities</div></div>

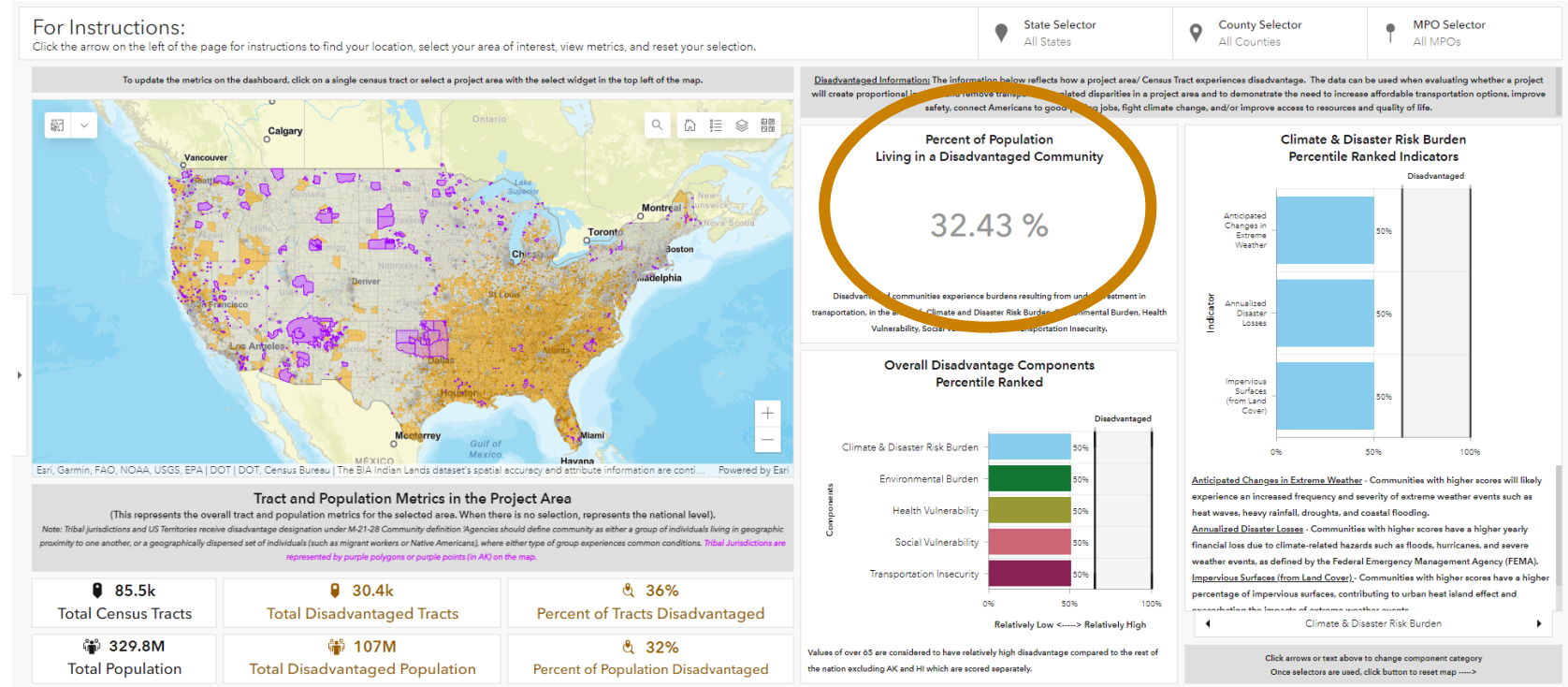
Percent Population in Underserved Communities

Data Sources



- [USDOT Equitable Transportation Community \(ETC\) Explorer](#)
- [Climate and Economic Justice Screening Tool \(CEJST\)](#)

NOTE: ETC Explorer tool is expected to be updated in early May!!!



Narrative for Planning and Demonstration Grants

- Maximum 2 pages
- Narrative should respond to the **Additional Safety Context** selection criterion outlined in NOFO Section E.1.i.
 - Scope of the work to be performed;
 - Roadway safety issues that necessitate safety activities; and
 - How the funded activities will inform an Action Plan.
- If proposing demonstration activities to inform an Action Plan:
 - Describe how you will measure the potential benefits; and
 - Provide a brief schedule showing when the activities will be in place (e.g., hardware installed, when the pilot would begin, etc.), and the start/end dates of the work.



Evaluation: Additional Safety Context Criterion

Strong applications will have a clear narrative that is responsive to the selection criterion. Specifically, does the application describe:

- The scope of work to be performed
- Roadway safety issues
- Supplemental planning, and/or demonstration activities, as applicable
- How funded activities will inform Action Plan

Extent to which the funding activities will inform an Action Plan that identifies projects and strategies that will:

- Lead to a significant reduction or elimination of roadway fatalities and serious injuries
- Employ low-cost, high-impact strategies
- Involve engaging with stakeholders
- Adopt innovative technologies to promote safety and equity
- Be evidence-based or build evidence around what works



Duplication and Overlapping Jurisdictions

- Planning and Demonstration Grant funds are intended to foster robust, coordinated, and complementary planning across jurisdictions.
- Multiple Planning and Demonstration Grant applications that cover the same geographic area will be flagged as potentially duplicative.
- DOT may ask to applicants with duplicative and overlapping applications to consolidate applications.
- DOT reserves the right not to fund duplicative applications irrespective of their merits.
- Examples of duplication:
 - An MPO applying for a new plan that covers all roads within its boundaries, and a township within the MPO applying for a new plan on all roads in the township.
 - Two applicants: a county applying for a new plan for all roads in the county, and a city within that county applying for a new plan on all roads within the city.
 - Applying to create a new plan in the same area and with the same scope covered by a FY 2022 Action Plan Grant award recipient.



How to Address Overlap and Duplication Before Applying

- Coordinate with relevant jurisdictions that are also potentially applying, and/or received an award for an Action Plan in FY 2022
 - Are there relevant regional, county-level, municipal, Tribal governments to coordinate with before you submit your application?
- Decide whether the proposed activities are complementary, or duplicative
- Generally, DOT encourages partnerships to the extent they make sense to your community for new Action Plans
- If there are multiple Planning and Demonstration Grant application submission that cover the same area from different applicants, clearly explain how they are different from each other
 - The application in Valid Eval asks about coordination to prompt conversations upfront

Other Entities

Select...

Are there any other entities applying for SS4A FY23 Planning and Demonstration Grants that also have planning responsibility over your jurisdiction (e.g., local government, county, Federally recognized Tribe, transit authority, Metropolitan Planning Organization, Regional Planning Commission, Council of Governments, or other regional planning organization)?

If answer is "Yes" to the above questions, please explain how the proposed application activities differ or complement the other efforts.

If answer is "Yes" to the above questions, please affirm that you coordinated with the other relevant entities prior to applying:

- ☐ I affirm that my entity/community has coordinated with the relevant jurisdictions, and I will coordinate with other entities that have planning responsibility over the jurisdiction to reduce fatalities and serious injuries within our shared planning areas if awarded.
- ☐ I did not coordinate with any relevant jurisdictions, and/or I do not affirm that my entity/community will coordinate with other entities that have planning responsibility over the jurisdiction to reduce fatalities and serious injuries within our shared planning.





Tips and Tricks

Friendly Advice and Reminders

- For those requesting to create a new Action Plan:
 - Most FY 2022 Action Plan Grant applicants received an award.
 - Unsuccessful applicants mostly did not submit incomplete applications, were not eligible, or requested funds outside the scope of Action Plan development.
- Coordinate with relevant jurisdictions before applying, especially FY 2022 award recipients!
- Letters of support provide minimal value to Planning and Demonstration Grant applications.
- Your budget and funding request should reflect the level of effort needed to administer a Federal grant.
- The POC on the SF-424 form should be able to respond to our emails between July and December.
- One application per applicant. Applications are through Valid Eval, NOT Grants.Gov.
- DOT encourages including supplemental planning and demonstration projects in all applications.



SS4A Office Hours

Proposed Topics:

- All applicants: Calculating percentage of population in underserved communities, determining the fatality rate per 100,000 persons.
- Planning and Demonstration applicants: How to fill out the SF-424A and SF-LLL forms.
- Implementation applicants: How to fill out the SF-424C and SF-LLL forms.
- Implementation applicants: Self-Certification Eligibility Worksheet.
- Implementation applicants: Example estimated supplemental budget.





Q&A