U.S. Department of Transportation

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

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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 offered 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: Supplemental Planning and Demonstration
   • This webinar offered a general overview of the SS4A program and the grant application process, with a particular focus on applying for grants for supplemental 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, 1:30-3:30 p.m. (Eastern Time)
Presenters

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

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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:
  o Have an existing, eligible Action Plan.
  o Are ready to implement projects and strategies outlined in that Action Plan, with the potential for additional planning and analysis.
Planning and Demonstration or Implementation Grant?

Do we have an eligible Action Plan?

- **NO**
  - Apply for a Planning + Demonstration Grant
    - Develop your Action Plan.
      - Optional: supplemental planning and/or demonstration activities

- **YES**
  - Are we ready to implement projects and strategies from our Action Plan?
    - **NO**
      - Update your Action Plan, conduct supplemental planning, and/or execute demonstration activities.
    - **YES**
      - Apply for an Implementation Grant
        - Implement projects and strategies identified in your Action Plan.
        - Optional: Action Plan updates, supplemental planning and/or demonstration activities.

See the Self-Certification Eligibility Worksheet at transportation.gov/grants/ss4a to determine if your plan is eligible!
SS4A FY23 NOFO Is Now Open

Notice of Funding Opportunity is now OPEN

Submit technical questions by June 16, 2023
Apply by July 10, 2023, at 5:00 p.m. Eastern Time (no late applications will be accepted)

Additional resources about SS4A and the NOFO can be found at https://www.transportation.gov/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
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
Award Size and Requirements

<table>
<thead>
<tr>
<th>Grant Type</th>
<th>Expected Grant Range*</th>
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<tbody>
<tr>
<td>Planning and Demonstration Grant</td>
<td>$100K - $10M</td>
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<tr>
<td>Implementation Grant</td>
<td>$2.5M - $25M</td>
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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.

Requirements

- 80% Federal | 20% local match
  - In-kind contributions can be used as match
- Up to $600 million available to implement projects and strategies
- Set aside for planning and demonstration activities ($577 million this year)
  - Developing new Action Plans, as well as supplemental planning and demonstration activities
  - Supplemental planning and demonstration activities included in an Implementation Grant count toward set aside
- No more than 15% of funds can be awarded to projects in a single State in a given fiscal year
  - California was very oversubscribed for Implementation Grant requests in the first round
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.
• Federally recognized Tribal government
• Metropolitan planning organization (MPO)
• Multijurisdictional group comprised of the entities above

• Multijurisdictional Implementation Grant applications may be beneficial if:
  • The proposed projects and strategies are within the roles and responsibilities of multiple jurisdiction (e.g., a city applying to cover an area that includes county-owned roads, etc.).
  • The applicant wishes to partner with an entity with more experience administering Federal grants.
### Eligibility: Implementation Grants

#### Existing Action Plans

- Meet requirements in the [Self-Certification Eligibility Worksheet](#).
- Focus on the roadway network within the applicant’s jurisdiction.
- Identify projects and strategies to address identified safety concerns.
- Are not State-level action plans (e.g., Strategic Highway Safety Plans).

See additional information at: [Action Plan Requirements](#).

#### Implementation Grant Applicants Must Also Have:

- Ownership and/or maintenance responsibilities over a roadway network;
- Safety responsibilities that affect roadways; **and/or**
- An agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant’s jurisdiction.
  - Must include Letter of Intent from road-owning agency (e.g., State DOT, city within the county, etc.) in application.
  - Must have signed Memorandum of Agreement between agencies in order to process grant agreement (if project is awarded).
### SS4A Action Plan Components – NOFO Table 1

<table>
<thead>
<tr>
<th>Safe Streets and Roads for All Action Plan Components</th>
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<tbody>
<tr>
<td><strong>Leadership Commitment and Goal Setting</strong></td>
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<tr>
<td><strong>Planning Structure</strong></td>
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<td><strong>Safety Analysis</strong></td>
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<tr>
<td><strong>Engagement and Collaboration</strong></td>
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<td><strong>Equity Considerations</strong></td>
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<td><strong>Policy and Process Changes</strong></td>
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<td><strong>Strategy and Project Selections</strong></td>
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<td><strong>Progress and Transparency</strong></td>
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Eligibility: Self-Certification Checklist

Required:
- ✓ Roadway safety analysis with mapping
- ✓ A list of projects and strategies identified in the plan
- ✓ Publication or updates between 2018 and June 2023

Plus at least 4 of the following:
- Commitment to eliminate roadway fatalities and serious injuries, and a safety goal
- Task force responsible for the Action Plan
- Meaningfully engaged public, stakeholders, partner agencies
- Equity-centered process, analysis, and impact assessment
- Approach to updating existing plans, policies, guides
- Metrics to assess progress over time
AwarCondition: Comprehensive Plans

• If you meet any of the following, you must update the Action Plan as a condition to receiving a grant:
  • Any "No" responses on the Self-Certification Eligibility Worksheet;
  • Plan(s) does not include all road users; or
  • Action Plan was last updated more than 3 years ago.

• You can request supplemental planning funding to meet this condition.

• In future funding rounds DOT may give preference to applicants with comprehensive safety action plans that are multi-modal and include all elements.
Implementation Grant Activities
What does an Implementation Grant fund?

• Implementation Grants **must** fund the execution of projects and strategies identified in an Action Plan that address roadway safety problems, Activity (C).

• Projects and strategies can be infrastructure, behavioral, and/or operationally focused.

• Implementation Grants **may** also fund:
  
  o Planning, design, and development activities for projects and strategies identified in an Action Plan, Activity (B).
  
  o Supplemental planning and demonstration activities to inform the development of an Action Plan, Activity (A).
Implementation Grant: Illustrative Projects and Strategies (C)

- Safe Routes to Schools Projects
- Bicycle Infrastructure Projects
- Highway Safety Projects
- Transit Safety Projects
- Emergency Medical Services Response Time Projects
- Pedestrian Safety Projects

Sources:
- USDOT
- FTA
Seattle, Washington: $25,654,000 Implementation

This project will implement a vast array of safety treatments **to address pedestrian collisions at intersections**, including unsignalized intersections, and bicycle crashes.

Project includes approximately:

- 60 signalized intersection treatments.
- 6 unsignalized intersection treatments.
- 4 miles of **protected bike lanes**.
- 1.5 miles of **new sidewalks**.
- 4.5 miles of **arterial traffic calming treatments**.
Demonstration Activities

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
• Anticipate funding at least $250M for demonstration activities in FY 2023
Demonstration Activities vs. Projects and Strategies

Demonstration activities in support of an Action Plan (A).
- Temporary in nature
- Pilots and testing, finite period
- Small scale
- Informs the list of projects and strategies in an Action Plan
- Assesses the benefits of an approach

Projects and strategies identified in an Action Plan (C).
- Listed in an Action Plan as a project and/or strategy
- Permanent
- Major construction
- System wide
- Implements the Action Plan
Supplemental Planning

Supplemental planning enhances an Action Plan, and could include:

• Topical, complementary safety plans
• Road safety audits
• Additional safety analysis and data collection
• Targeted equity assessments
• Stakeholder engagement and collaboration
• Updating existing Action Plans
Supplemental Action Plan Activities vs. Project-Level Planning

**Supplemental Planning in support of an Action Plan (A).**

- Road safety audits;
- Expanded analysis and/or data collection;
- Follow-up stakeholder engagement and collaboration;
- Targeted equity assessments;
- Action Plan progress report development;
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans.

**Planning, design, and development activities for projects and strategies identified in an Action Plan (B).**

- Pre-construction engineering or design for an infrastructure project;
- Documentation to comply with the National Environmental Policy Act requirements for a specific project;
- Right-of-way acquisition;
- Permitting for an infrastructure safety project.
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.
Implementation Grant Reminders

• Projects and strategies must be identified in an existing, eligible plan.
• Projects and strategies outside of an eligible plan should not be included.
• Projects and strategies that cross multiple political subdivisions, safety issue areas, and corridors/roadway networks are permitted and can be bundled together as long as they are in an existing, eligible plan or plans.
• Implementation Grants may fund supplemental planning and demonstration activities to inform an Action Plan. **Implementation Grants do not fund the development of new Action Plans.**
• Eligible applicants may not submit more than one application.
Ineligible Projects and Strategies

- Projects and strategies whose primary purpose is not roadway safety.

- Projects and strategies exclusively focused on non-roadway modes of transportation.

- Capital projects to construct new roadways used for motor vehicles. New roadways exclusively for non-motorists is an eligible activity if the primary purpose is safety-related.

- Infrastructure projects primarily intended to expand capacity to improve Levels of Service for motorists on an existing roadway, such as the creation of additional lanes.

- Maintenance activities for an existing roadway primarily to maintain a state of good repair. However, roadway modifications on an existing roadway in support of specific safety-related projects identified in an Action Plan are eligible activities.

- Development or implementation of a public transportation agency safety plan (PTASP) required by 49 U.S.C. § 5329.
Implementation Grant Application
Application Overview

• Before submitting your application, you must obtain a Unique Entity Number (UEI) via 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 one of two account types, depending on the grant type you plan to apply for (Planning and Demonstration or Implementation).

• Final applications must be submitted by 5:00 p.m. Eastern Time on Monday, July 10, 2023. Applicants are strongly encouraged to make submissions in advance of the deadline. Late applications will not be accepted.
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.

SS4A Resources Webpage
Narrative and Standard Forms

- Narrative – 12 pages or less
  - Response to the selection criteria
  - Project readiness
- Application for Federal Assistance (SF-424)
- Budget Information for Non-Construction Programs (SF-424C)
- Assurances for Non-Construction Programs (SF-424D)
- Disclosure of Lobbying Activities (SF-LLL)
- See [Implementation Grant Application checklist](#) for full list
Location and Map(s)

• Need to show your:
  • Jurisdiction’s boundaries
  • High-Injury Network or equivalent
  • Location(s) for projects and strategies

• Ensure that the map is of adequate quality for reviewers to understand your community and project.

• PDF File

Example: Detroit, MI FY22 Implementation Grant Map
Gather Key Application Data

- Total applicant jurisdiction population
- Total applicant jurisdiction census tract(s)
- Total count of motor vehicle-involved roadway fatalities 2017-2021
- Total average annual fatality rate
- Total percent of population in Underserved Communities Census Tract(s)

- Project area fatalities 2017-2021
- Project area serious injuries 2017-2021
### Calculating Key Application Data

<table>
<thead>
<tr>
<th><strong>FATALITY COUNT</strong></th>
<th><strong>5-YEAR AVG. FATALITY RATE (PER 100,000 PERSONS)</strong></th>
<th><strong>PERCENTAGE OF POPULATION IN UNDERSERVED COMMUNITIES</strong></th>
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<td><img src="image" alt="United States Census Bureau" /></td>
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<td><strong>Count</strong> of motor-vehicle-involved roadway fatalities from 2017 to 2021</td>
<td><strong>Average Annual Motor Vehicle-Involved Roadway Fatalities from 2017 to 2021</strong></td>
<td><strong>Population in Underserved Communities</strong></td>
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<tr>
<td><strong>Example:</strong> 217 fatalities</td>
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<td>0.065 x 100 = <strong>6.5% in underserved communities</strong></td>
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**Average Annual Motor Vehicle-Involved Roadway Fatalities from 2017 to 2021**

- **FATALITY COUNT**
  - Count of motor-vehicle-involved roadway fatalities from 2017 to 2021
  - Example: 217 fatalities

- **5-YEAR AVG. FATALITY RATE (PER 100,000 PERSONS)**
  - Average annual motor vehicle-involved roadway fatalities from 2017 to 2021
  - Example: 217 fatalities / 5 years = 43.4 annual average
  - 43.4 avg fatalities / 1,255,296 population = 0.0000346 fatalities per capita
  - 0.0000346 per capita x 100,000 = **3.46 annual fatalities per 100,000 persons**

- **PERCENTAGE OF POPULATION IN UNDERSERVED COMMUNITIES**
  - Population in underserved communities
  - Example: 81,594 population in underserved communities / 1,255,296 total pop. = 0.065
  - 0.065 x 100 = **6.5% in underserved communities**

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**Example:**

- Count of motor-vehicle-involved roadway fatalities from 2017 to 2021
- **217 fatalities**
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!!!
Self-Certification Eligibility Worksheet

There must be an **eligible Action Plan** in place for your community to apply for an Implementation Grant.

Three MUST be YES Questions:
- Data Analysis
- List of projects and strategies
- Plan completed and/or last updated 2018-2023
  - Plan must be complete by the end of June 2023
At least 4/6 YES Questions:

- Leadership commitment and goal setting
- Committee/taskforce led Action Plan development
- Engagement and collaboration
- Equity considerations
- Policy and process changes
- Evaluation and transparency
Budget

- **SF-424C** Budget Information for Construction Activities Required
  - Distinguish between Federal and Non-Federal share

- **Supplemental Estimated Budget** to distinguish costs by eligible activity areas and itemize major expenses
  - (A) Supplemental planning and demonstration activities in support of an existing Action Plan
  - (B) Conducting planning, design, and development activities for projects and strategies identified in an Action Plan
  - (C) Carrying out projects and strategies identified in an Action Plan
Administrative and National Policy Requirements

• Please account for the administration of a grant agreement, policy provisions, and reporting requirements:
  • 2 CFR Part 200
  • National Environmental Policy Act of 1969 (NEPA)
  • Progress reporting on grant activities
  • Data submissions on program outputs and outcomes
  • Build America, Buy America
  • Equal Employment Opportunity
  • Labor and Workforce
  • Critical Infrastructure Security and Resilience
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 total eligible activity costs**.
- 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.
- Expenses incurred prior to the grant agreement being executed are not eligible expenses (unless explicitly authorized by the Department).
Implementation Grant Review and Award Selection Process
Implementation Grant Selection Criteria and Considerations

- Required selection criteria (from most to least important):
  - Safety Impact
  - Equity, Engagement, and Collaboration
  - Effective Practices and Strategies
  - Other DOT Strategic Goals
- One optional selection criterion:
  - Supplemental Planning and Demonstration Activities (only if these activities are included in the application)
- Project readiness rating
- Award selection considerations:
  - % of funds to underserved communities;
  - Rural area;
  - Thriving Communities network priority;
  - Enhance the geographic diversity; and
  - Federal funding requests < $10 million.
Criterion #1: Safety Impact Criterion

• Safety impact is the **most important criterion** and will be weighed more heavily in the review and selection process.

• DOT will assess whether the proposal is likely to:
  - Significantly reduce or eliminate roadway fatalities and serious injuries;
  - Employ low-cost, high-impact strategies over a wide geographic area; and
  - Include evidence-based projects and strategies.

• DOT will assess the applicant’s description of the safety problem, safety impact assessment, and implementation costs as part of the Safety Impact criterion.
# Breaking Down the Safety Impact

## Description of the Safety Problem
- The safety problem(s) connect to your projects and strategies
- Analysis is articulated
- Projects and strategies identified in relation to your High-Injury Network
- Safety risk information is summarized

## Safety Impact Assessment
- Projects and strategies comprehensively address the problem
- Evidence-based solutions
- Measurable safety benefits
- Use of low-cost, high impact interventions over a wide geographic area

## Implementation Costs
- Project and strategy costs are itemized and summarized
- Project funds go to locations with past traffic fatalities and serious injuries
Criterion #2: Equity, Engagement, Collaboration

• DOT will assess the extent to which projects and strategies:
  o Ensure equitable investment in underserved communities in preventing roadway fatalities and serious injuries, including rural communities.
  o Consider key population groups to ensure the impact to these groups is understood and addressed.
  o Include equity analysis, both quantitative and qualitative, as well as stakeholder engagement in underserved communities.
  o Include meaningful engagement activities.
  o Leverage partnerships to achieve safety benefits and minimize unintended consequences.
DOT will assess the extent to which the applicant demonstrates how it applies policies, guidelines, standards, and practices to promote systemic safety improvements. The projects and strategies should reflect practices that:

• Improve safety decision making and promote efficiency within in the road management lifecycle.
• Are supported by Complete Streets or other roadway safety policies.
• Enhance multimodal networks and the safety of all users; provide accessible facilities; and consider the impacts of land use and the built environment to promote transportation efficient design.
• Incorporate a mix of infrastructure, behavioral, and operational activities; include technologies that promote safety and equity; address multiple elements in the Safe System Approach; and involve improvements related to high-risk road features.
Criterion #4: Other DOT Strategic Goals

DOT will assess the extent to which the projects and strategies align with other Departmental strategic priorities, which include three main topical areas:

• Climate and sustainability
  • Reduce motor vehicle-related pollution such as air pollution and greenhouse gas emissions.
  • Increase safety and connectivity of lower-carbon travel modes such as transit and active transportation.
  • Reduce the lifecycle of greenhouse gas emissions from the project materials.
  • Evidence-based climate resilience measures (e.g., stormwater management practices, etc.).
  • Support fiscally responsible land use and transportation efficient design.

• Economic competitiveness
  • Increased economic activity, as well as improved mobility and connectivity.
  • Improved mobility and connectivity to critical community services.
  • Address unique rural Tribal community challenges related to mobility and economic development.

• Workforce
  • Incorporate strong labor standards.
  • Support training and apprenticeship programs.
  • Track and publish aggregate workforce data, and foster inclusive economic development.
Implementation Grant Application Ratings

- Ratings:
  - Highly Recommended
  - Recommended
  - Acceptable
  - Not Recommended

- Safety Impact is the most important!!!

- What does not affect the overall application rating:
  - Project readiness rating
  - Supplemental Planning and Demonstration Activities selection criterion
  - Award selection considerations
Criterion #5: Supplemental Planning and Demonstration Activities

• This selection criterion is only for applications that include supplemental planning and/or demonstration activities.

• This selection criterion will be considered separately from the other selection criteria.

• Narrative for the Supplemental Planning and Demonstration Activities selection criterion should describe:
  • Scope of the work to be performed;
  • Roadway safety issues that necessitate safety activities; and
  • How the funded activities will inform an Action Plan.

• Rated on “High,” “Medium,” “Low,” or “Non-Responsive”

• 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.
Project Readiness Evaluation

• Assesses whether an applicant could reasonably execute and complete the projects and strategies within 5 years. Two possible ratings:
  • Likely
  • Unlikely

• Narrative should include a detailed activity schedule that identifies all major project and strategy milestones

• Must include information on National Environmental Policy Act (NEPA) status, and whether utility relocation and/or right-of-way acquisition is required.

• Applications with an “unlikely” project readiness may be removed from consideration or scoped down to remove projects and strategies unlikely to be completed within 5 years.
Award Selection Considerations

Additional award consideration will be made for Implementation Grant applicants that:

• Have high percentage of funds that benefit underserved communities;
• Are in rural areas;
• Are a priority community within the Thriving Communities Network;
• Request less than $10 million in Federal funds; and/or
• Support geographic diversity amongst Implementation Grant recipients.
Lessons Learned, Tips and Tricks
Lessons Learned: What Worked Well

What worked well that you should emulate:

- Clearly written, easy to understand narrative.
- Well-articulated, detailed, and logical connection between the safety problem, and the proposed projects and strategies.
- Scope and focus are well-defined and manageable to communicate.
  - Systemic projects had clear projects and strategies to address a specific safety problem.
- Strong, relevant details, data points, and anecdotes that align well with the selection criteria, especially for the non-Safety Impact selection criteria:
  - Equity, Engagement, and Collaboration
  - Effective Practices and Strategies
  - Other DOT Strategic Goals
- Include supplemental planning and demonstration activities in your application; DOT updated the selection criteria to make it easier to give you a partial award.
Lessons Learned: What Did Not Work Well

What did not work well:

• Difficult to read narratives.

• Key narrative information in appendices; many attachments with unclear connection or utility.

• Underdeveloped connection between the safety problem and the proposed projects and strategies.

• Everything and the kitchen sink from your Action Plan.

• Too many unknowns on project/strategy scope and location.

• Funds for projects and strategies with marginal safety benefits or are not on a High-Injury Network.

• Vague, high-level language without specific details to try to meet the selection criteria.
Friendly Advice and Reminders

• The SS4A program will consider one application per applicant, and applicants may only apply to one type of grant.

• Applicants must have an eligible Action Plan in place to apply for an Implementation grant.

• The SS4A Program will not review or certify an Action Plan is eligible prior to applying.

• DOT encourages including supplemental planning and demonstration projects in Implementation Grants.

• Those who did not receive Implementation Grant awards in FY 2022 will be prioritized over those who did.

• We will not accept late 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.

• Implementation applicants: Project area fatalities and serious injuries.
Q&A