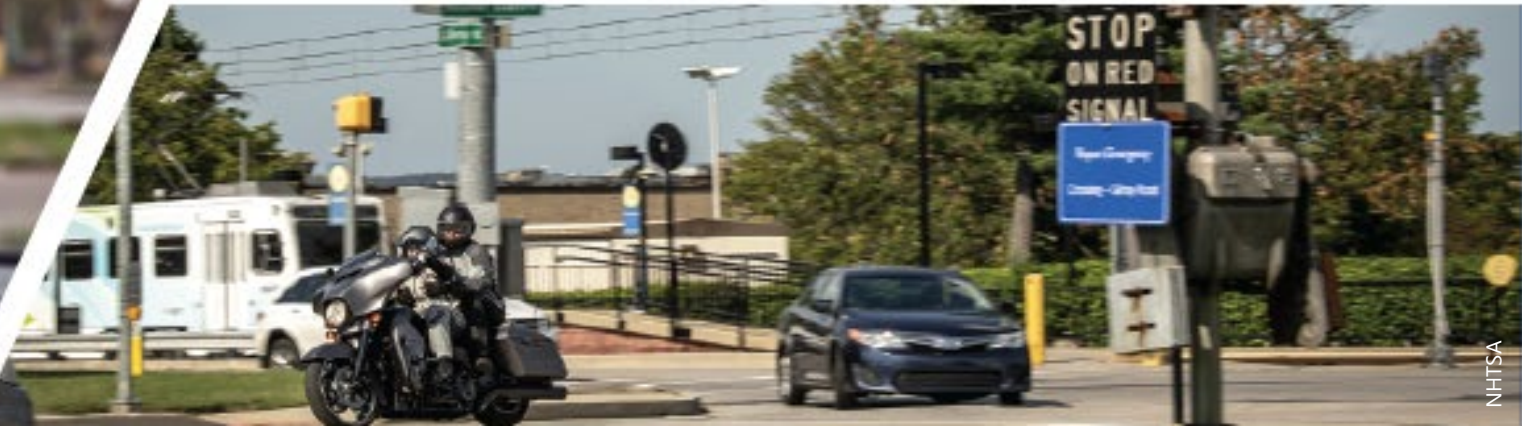




U.S. Department of Transportation

Safe Streets and Roads for All (SS4A)



NHTSA

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NHTSA

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

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
 - **Call:** 669-254-5252
 - **Webinar ID:** 160 909 8743
 - **Passcode:** 568735
- 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 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 Schweningen
Office of the Secretary
U.S. Department of Transportation



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

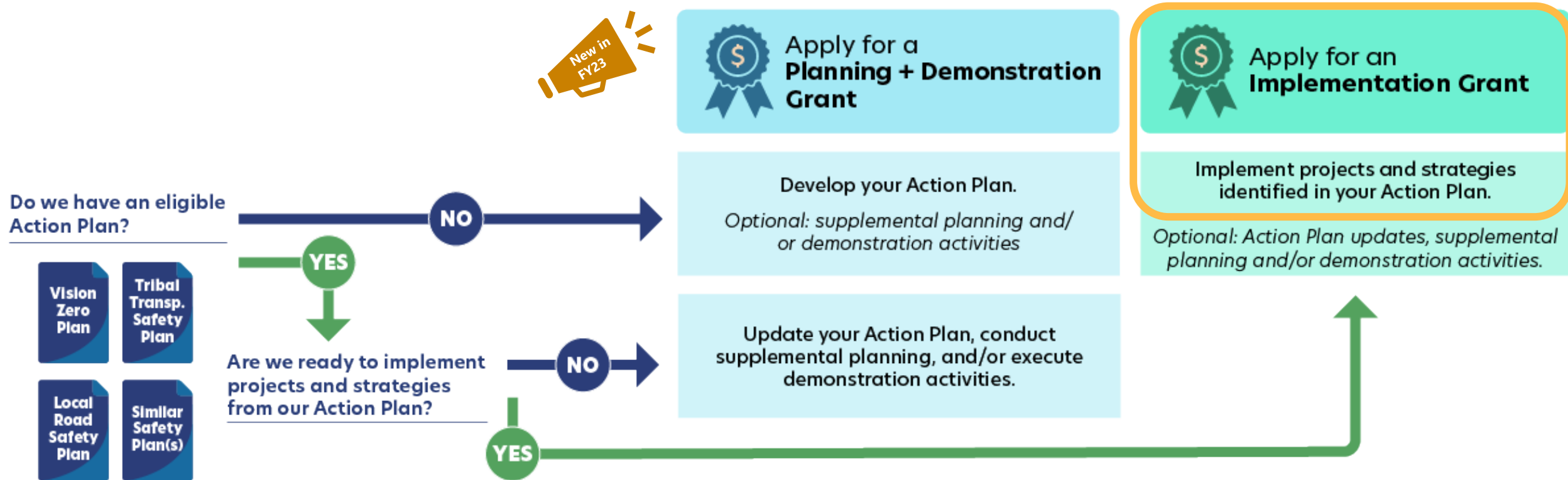


Are you in the right place?

- 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:
 - Have an **existing, eligible Action Plan**.
 - **Are ready to implement projects and strategies** outlined in that Action Plan, with the potential for additional planning and analysis.

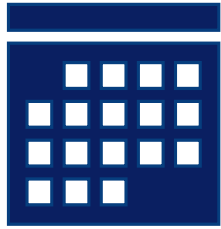


Planning and Demonstration or Implementation Grant?



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

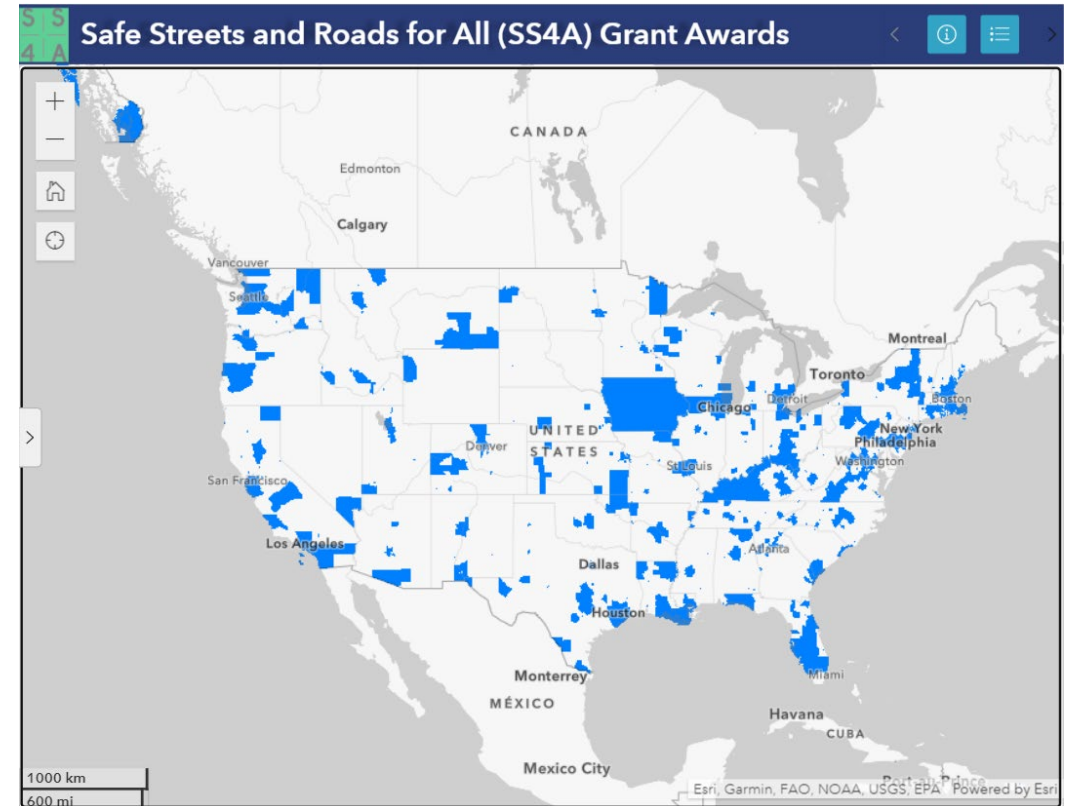
Safe Streets and Roads for All

- \$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



[FY 2022 Grant Awards Page](#)



Program Design: 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

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

- MUST**
- **Implement projects and strategies (C)**
- and may*
- 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)

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
- 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

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.*





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.



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

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.



Still have questions? Visit the [SS4A website](https://www.transportation.gov/SS4A)
SS4A Action Plan Components | Page 1 of 2

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

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

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Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

This worksheet 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>

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are not met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant: _____ UEI: _____

1 Are both of the following true? YES NO
If yes, provide documentation: _____

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring? YES NO
If yes, provide documentation: _____

3 Does the Action Plan include all of the following? YES NO
If yes, provide documentation: _____

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- 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 is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

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



Award Condition: 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.



SS4A Safe Streets and Roads for All Self-Certification Eligibility Worksheet

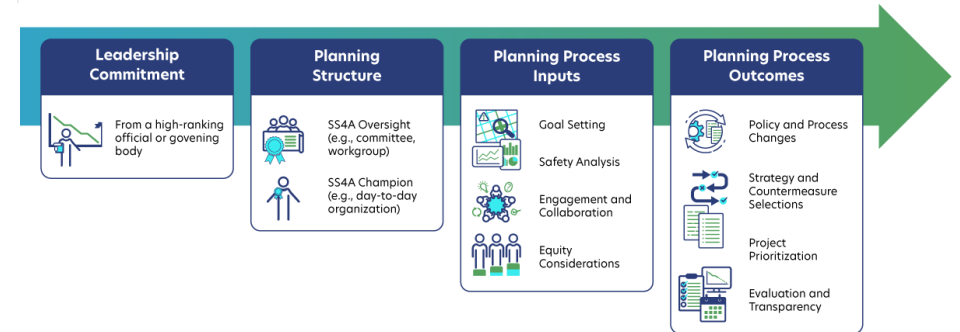
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- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**





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:
 - Planning, design, and development activities for projects and strategies identified in an Action Plan, Activity (B).
 - Supplemental planning and demonstration activities to inform the development of an Action Plan, Activity (A).



Implementation Grant: Illustrative Projects and Strategies (C)



Source: USDOT

Safe Routes to Schools
Projects



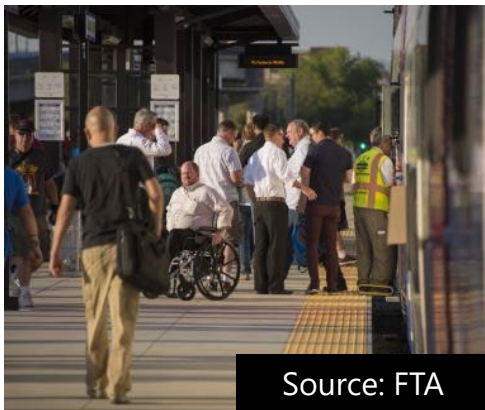
Source: USDOT

Bicycle Infrastructure
Projects



Source: USDOT

Highway Safety Projects



Source: FTA

Transit Safety Projects



Source: USDOT

Emergency Medical Services
Response Time Projects



Source: USDOT

Pedestrian Safety Projects



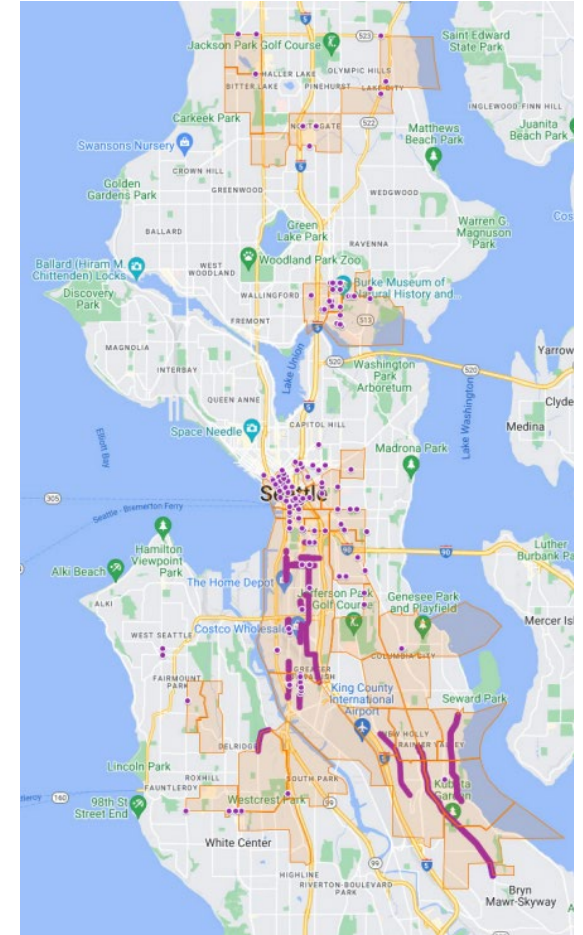
Seattle, Washington: \$25,654,000 Implementation

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

Activity C

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**.



Purple: Planned project locations for SS4A
Orange: SS4A Underserved Communities census tracts



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 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

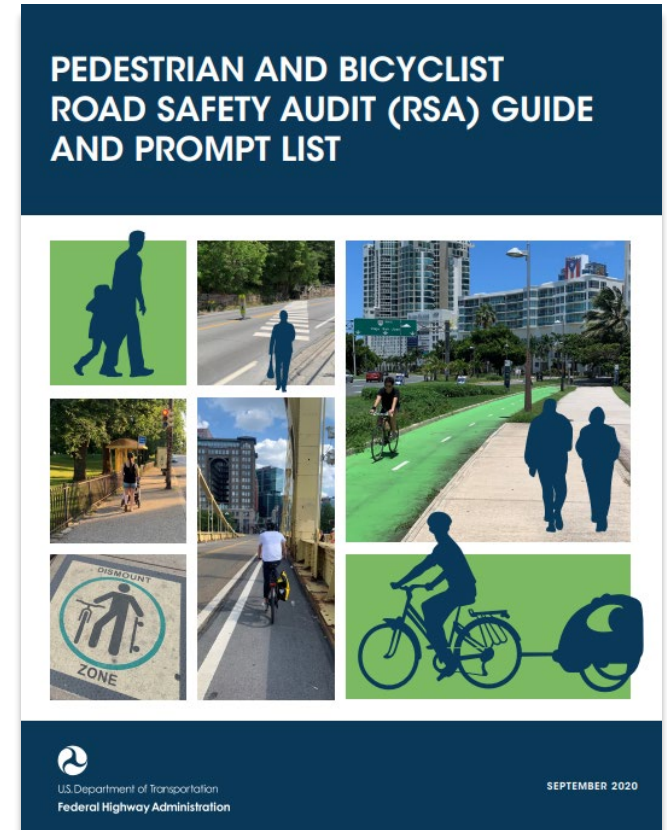
Projects and strategies identified in an Action Plan (C).

- 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 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).

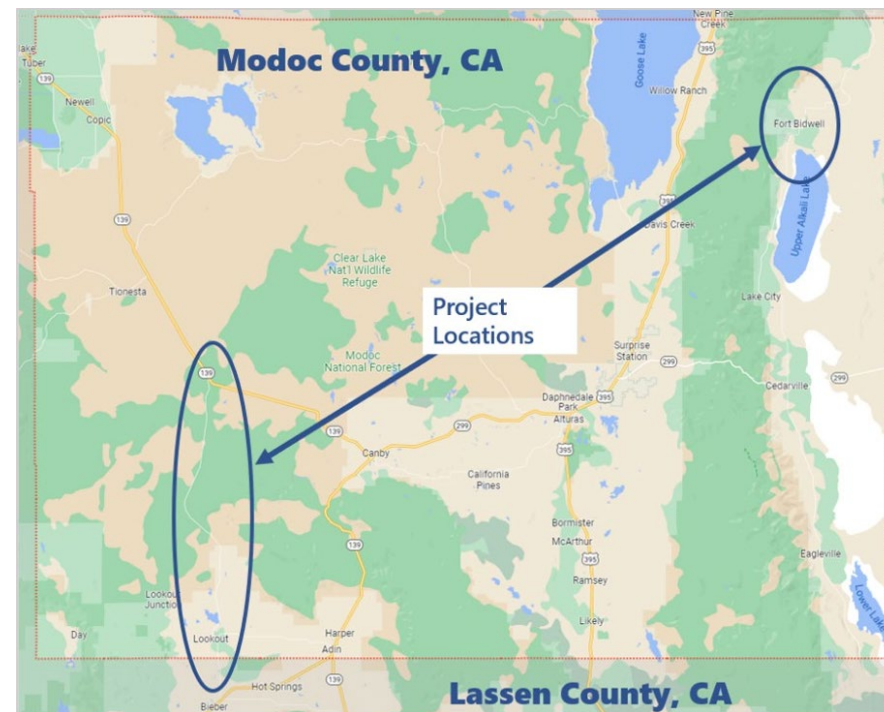
- Pre-construction engineering or design for an infrastructure project;
- Documentation to comply with the National Environmental Policy Act requirements for a specific project;
- Right-of-way acquisition;
- Permitting for an infrastructure safety project.

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](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 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.



Sign Up for Valid Eval

The screenshot shows the Valid Eval website's sign-up page. At the top is a dark teal navigation bar with the Valid Eval logo on the left and menu items: Who We Serve, What We Do, Why Us?, About, and Contact. On the right side of the navigation bar are a question mark icon and a 'Log In' link with an external link icon. Below the navigation bar is the main content area. The first section is titled 'Applicant Information' in blue. Below this title is a paragraph of text: 'Primary applicant information should match what is indicated on the SF-424.' This is followed by another paragraph: '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.' Below the text is a dark teal sign-up form. The form has a 'Sign Up' heading, an 'Email Address' label, a white input field, and a teal 'Sign up' button. Below the button is a link: 'Already have a Valid Eval account? [Login](#)'. To the right of the sign-up form is a light gray sidebar containing two links. The first link is 'NOFO' with a PDF icon, followed by a paragraph: '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.' The second link is 'What's New for FY 2023 Fact Sheet' with a PDF icon, followed by a paragraph: 'This fact sheet provides an overview of program changes between FY 2022 and FY 2023 programs.' Below the sign-up form and sidebar are two more input fields: 'Primary Contact Email' and 'Entity/Community Name', both with light gray input boxes.

Valid Eval Who We Serve What We Do Why Us? About Contact ? Log In

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.

[SS4A Resources Webpage](#)

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Safe Streets and Roads for All Planning and Demonstration Checklist

Sign up for an account using the [Valid Eval Planning and Demo](#)

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) 2016-2020 or 2017-2021
- Total percent of population in Underserved Communities Census Tract(s) in project areas

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 Checklist

Complete all of the information outlined for "Developing, Completing, or Enhancing" activities

Complete a budget narrative

Complete [Self-Certification Eligibility Worksheet](#) and provide the process of completing a comprehensive safety action plan

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

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Safe Streets and Roads for All Implementation Checklist

While a contractor may prepare and submit the application materials, staff in the political subdivision of a State or Tribe must be listed as the point of contact and alternate point of contact on the application. Staff from the political subdivision or Tribe are responsible for signing all applicable forms listed below and responding to any questions the SS4A team may have about application content.

Sign up for an account using the [Valid Eval Implementation Grant Application](#)

Gather key application data, including:

- Total applicant jurisdiction population
- Total applicant jurisdiction census tract(s)
- Total applicant jurisdiction count of motor vehicle-involved roadway fatalities 2016-2020 or 2017-2021
- Total applicant jurisdiction average annual fatality rate (per 100,000 population) 2016-2020 or 2017-2021
- Percent of population in Underserved Communities Census Tract(s) in project areas
- Project area fatalities 2017-2021
- Project area serious injuries 2017-2021

Identify the following information:

- Problem(s) to be solved with project(s)
- Roadway safety responsibility
- Roadway users that will receive significant safety benefits
- Total project and Federal funding breakdowns for activities A, B, and C
- If applicable, demonstration or supplemental planning activities

Complete the following Standard Forms:

- SF-424: Application for Federal Assistance
- SF-424C: Budget Information for Non-Construction Programs
- SF-424D: Assurances for Non-Construction Programs
- SF-LLL: Disclosure of Lobbying Activities

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)

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Safe Streets and Roads for All Action Plan Components

... (etc.) by a high-ranking official (e.g., Mayor, MPO Policy Board, etc.) to an... The commitment must include a... as serious injuries achieved through one...

... serious injuries, OR... and serious injuries by a specific... and serious injuries.

... charged with oversight of the...

... provides a baseline level of crashes... by locality, Tribe, or region. Includes... severity of the crashes, as well as... motorists, people walking, transit... also performed, as needed (e.g.,... users, public health approaches,... issues, etc.). To the extent... jurisdiction, without regard for... identification of higher-risk...

... s, including the private sector... sentation and feedback... analyzed and incorporated into... process. Plans and processes are... planning processes to the extent...

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

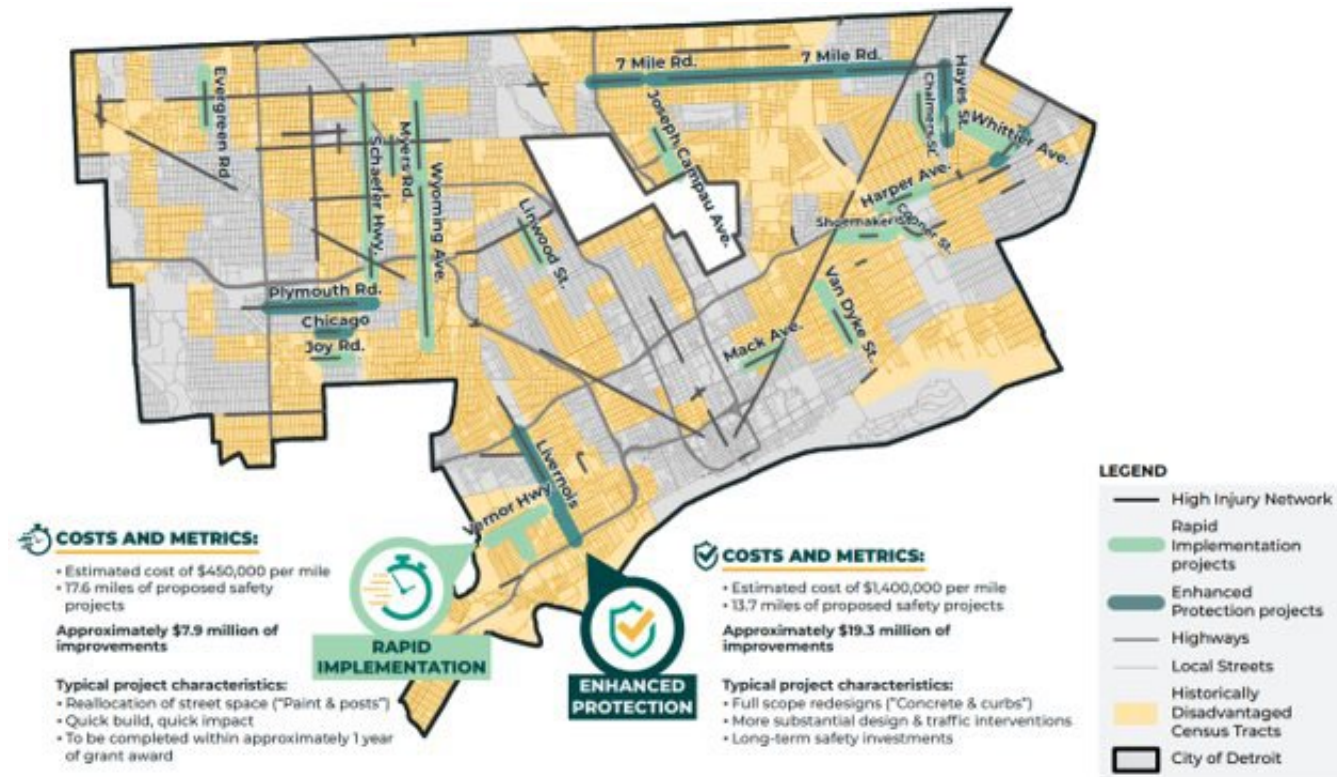
- Narrative – 12 pages or less
 - Response to the selection criteria
 - Project readiness
- Application for Federal Assistance (SF-424)
- Budget Information for Non-Construction Programs (SF-424C)
- Assurances for Non-Construction Programs (SF-424D)
- Disclosure of Lobbying Activities (SF-LLL)
- See [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



Total Jurisdiction Population

All data entered above is based on the total population for the entire application area. Total jurisdiction population is based on 2020 U.S. Census American Community Survey (ACS) data and includes the total population of all Census tracts where the applicant operates or performs their safety responsibilities. If the jurisdiction includes portions of Census tracts, please include the entire Census tract population here.

Total Applicant Jurisdiction Applicant Census Tract(s):

Please list the Census tract identification numbers for each tract in the applicant jurisdiction.

The count of roadway fatalities (Whole Number Only)








The count of roadway fatalities from the most recent five years of data (either 2016-2020 or 2017-2021) in the jurisdiction based on DOT's Fatality Analysis Reporting System (FARS) data, an alternative traffic fatality dataset, or a comparable data set with roadway fatality information. This should be a whole number.

Cite the source, if using a dataset different from FARS. Upload the attachment or the url under supporting materials.

Total Average Annual Fatality Rate (per 100,000 population)

Fatality Rate per 100,000 persons: the fatality rate calculated using the 5-year annual average from the total count of fatalities from 2016-2020 or 2017-2021 based on FARS data, an alternative traffic fatality dataset, or a comparable data set with roadway fatality information, which is divided by the population of the applicant's jurisdiction based on 2020 U.S. Census ACS population data. The rate should be normalized to per 100,000 persons.

Calculating Key Application Data

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



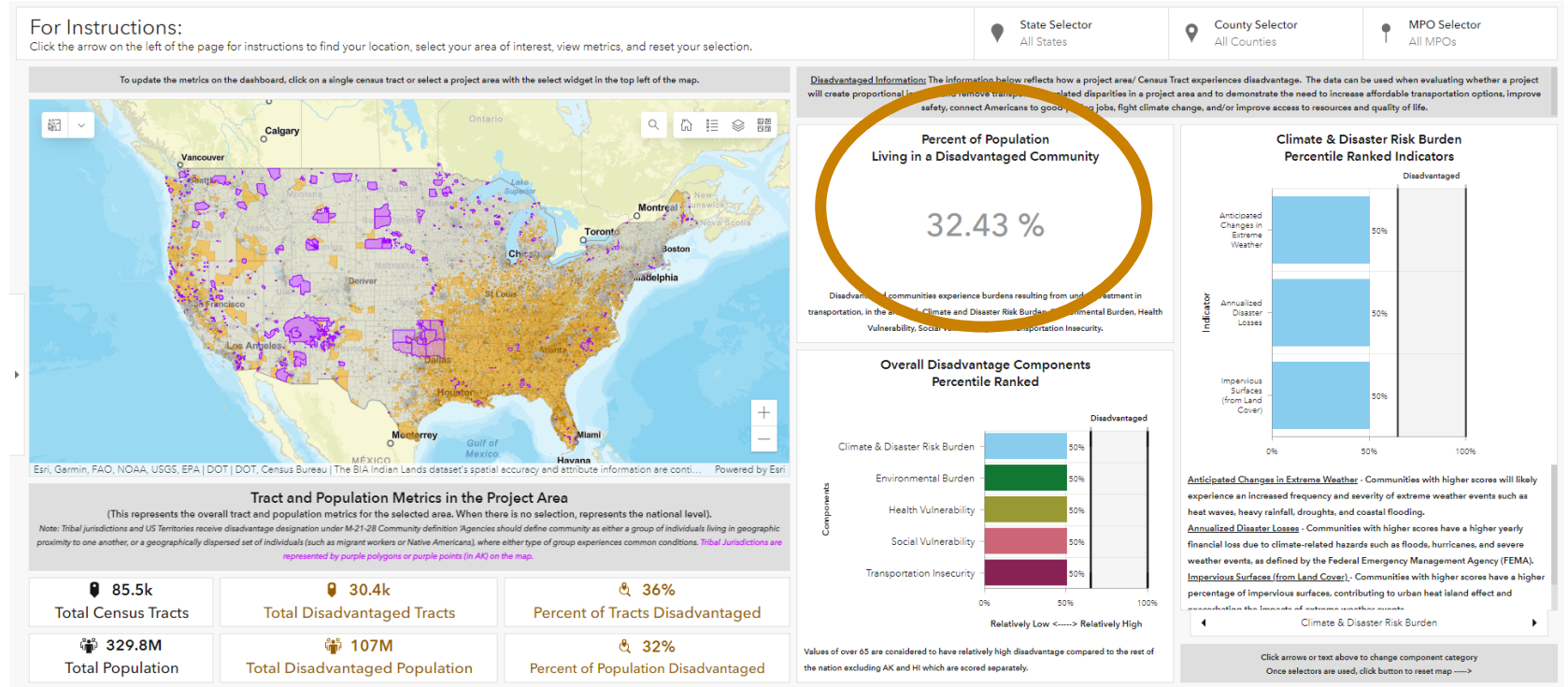
Percent Population in Underserved Communities

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

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

1 Are both public safety and road safety issues?

2 To develop group, or develop?

3 Does the plan include analysis of crash data, local context, and need for road users?

4 Did the Action Plan development include all of the following activities?

- 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; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

5 Did the Action Plan development include all of the following?

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

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

9 Was the plan finalized and/or last updated between 2017 and 2022?

U.S. Department of Transportation

Still have questions? Visit the [SS4A website](#).
SS4A Self-Certification Eligibility Worksheet | Page 2 of 2

Self-Certification Eligibility Worksheet (Continued)

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

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Safe Streets and Roads for All Self-Certification Eligibility Worksheet

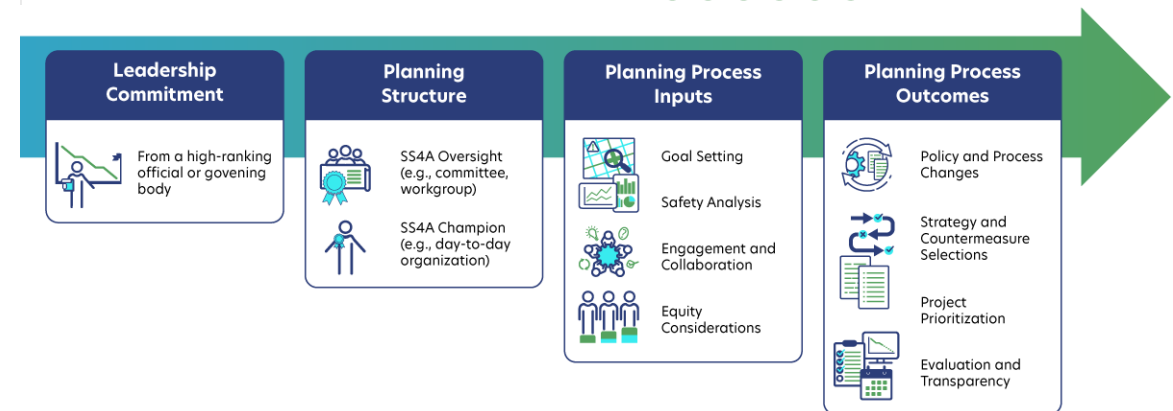
This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**



- **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

Total Local share/Match

May include cents; must equal at least 20% of total project cost.

Total Federal share

Total Project Cost

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

Costs by State

Allocate funding request amounts by State based on where the funds are expected to be spent. If the projects and strategies are located in only one State, put the full funding request amount.



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.



Safety Impact

Equity, Engagement, and Collaboration

Effective Practices and Strategies

Other DOT Strategic Goals

Project Readiness Rating

Supplemental Planning and
Demonstration Activities

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:
 - Ensure equitable investment in underserved communities in preventing roadway fatalities and serious injuries, including rural communities.
 - Consider key population groups to ensure the impact to these groups is understood and addressed.
 - Include equity analysis, both quantitative and qualitative, as well as stakeholder engagement in underserved communities.
 - Include meaningful engagement activities.
 - Leverage partnerships to achieve safety benefits and minimize unintended consequences.



Criterion #3: Effective Practices and Strategies



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