



U.S. Department of Transportation

# Safe Streets and Roads for All (SS4A)



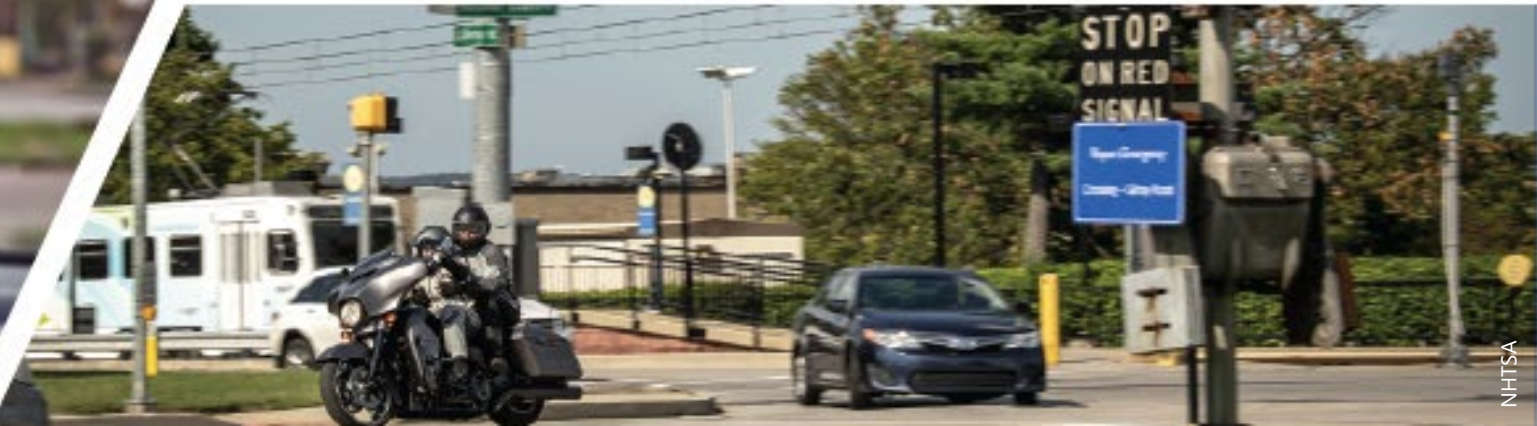
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# Welcome to the Safe Streets and Roads for All (SS4A): Supplemental Planning and Demonstration Webinar

## Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
  - **Call:** 669-254-5252
  - **Webinar ID:** 160 498 9592
  - **Passcode:** 186415
- All participants automatically join on mute, with cameras off

## Technical Support

- Email [Webconference@dot.gov](mailto:Webconference@dot.gov)

## Questions for Presenters

- Please type your questions in the Q&A box

## More Information

- [www.transportation.gov/SS4A](http://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 will offer 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, 1:30-3:00 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



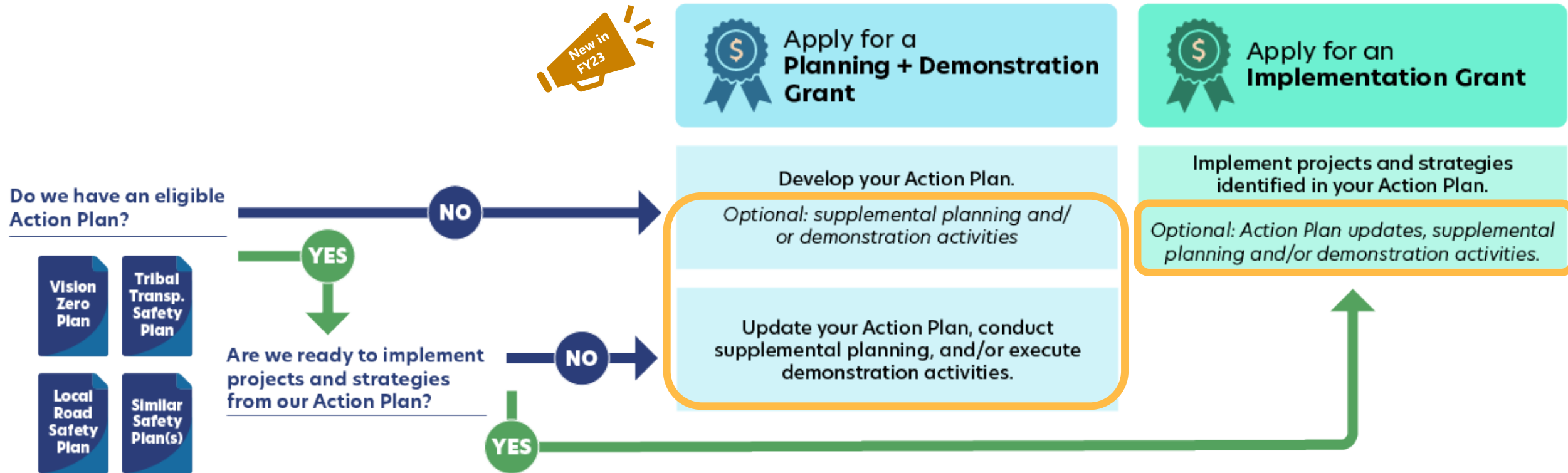


# Are you in the right place?

- 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 are in the process of developing a safety Action Plan** and are curious about what additional opportunities are available to you before your plan is finalized.
  - **Your region received an FY22 award**, and you are thinking about doing complementary activities within your local community.
  - **You have completed your safety Action Plan** but are not yet ready to apply for an Implementation Grant.
  - **You are interested in applying for an Implementation Grant** and are considering bundling supplemental planning and demonstration activities.
- If you do not have an Action Plan in place, or in the process of developing one, we recommend starting with the "Action Plan" webinar.



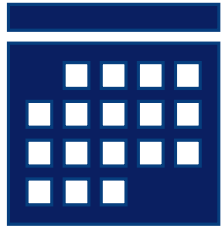
# Planning and Demonstration or Implementation Grant?



See the Self-Certification Eligibility Worksheet at [transportation.gov/grants/ss4a](https://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



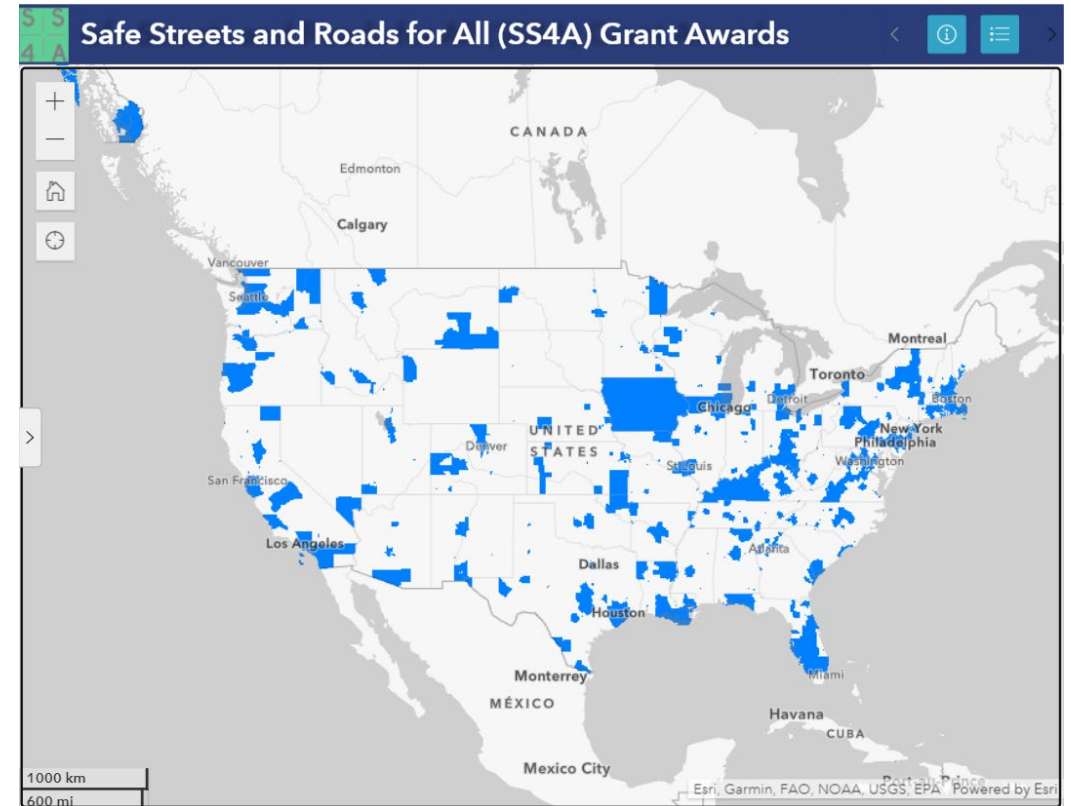
# Safe Streets and Roads for All

- \$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



[www.transportation.gov/grants/ss4a/2022-awards](https://www.transportation.gov/grants/ss4a/2022-awards)



# Award Size and Requirements

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



**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
- 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





# 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 groups comprised of the entities above



# Eligibility: Supplemental Planning and Demonstration

- Eligible **supplemental planning** activities support an existing Action Plan.
- Eligible **demonstration activities** inform the development of an Action Plan by testing project and strategy approaches to assess their potential benefits.
- All eligible applicants may request supplemental planning and demonstration funds:
  - Applicants in the process of developing safety Action Plans\*
  - Applicants with complete safety Action Plans
  - Applicants within the scope of an established Action Plan (e.g., in a city within the boundaries of a county or regional Action Plan, etc.)
  - Applicants within the scope of an Action Plan currently in progress
- If you are going to use someone else's plan to apply, you need to coordinate with them!





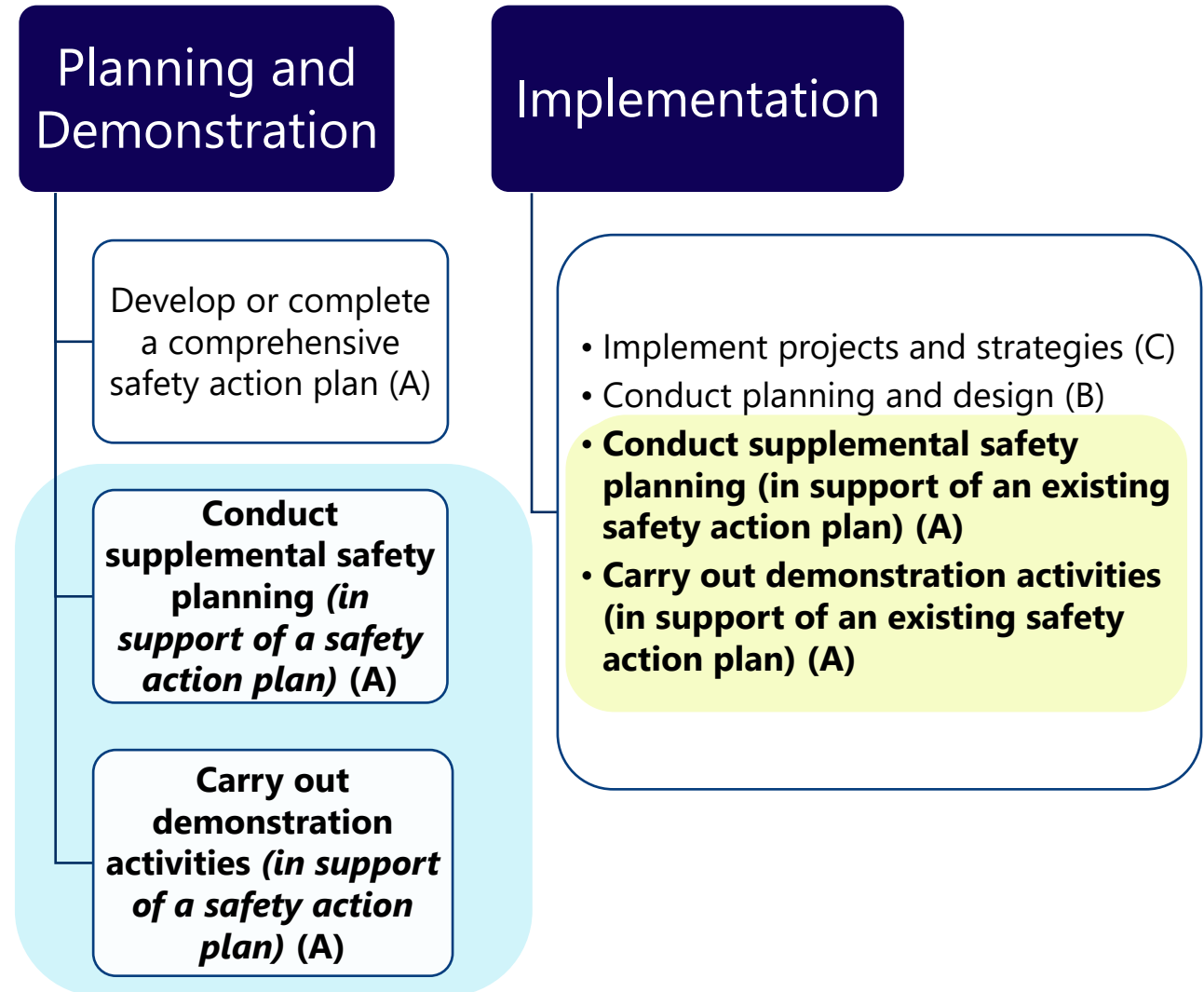
# Grant Types + Eligible Activities

Eligible Activities (BIL):

**(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



# Why Apply for Supplemental Planning and Demonstration Activities?

- SS4A planning is process-oriented and iterative.
- Demonstration activities are another tangible activity to engage people on roadway safety.
- Demonstration activities are a low-risk way to reimagine what is possible.
- Supplemental planning can add depth in areas of interest.
- Update existing Action Plans that were originally completed a few years ago.





# Supplemental Planning and Demonstration Overview

# SS4A 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



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- **The final deliverable for supplemental planning** is a publicly available, written document that connects to, or enhances, an Action Plan. Examples include:
  - A Vision Zero Action Plan which has been updated to include results from a targeted equity assessment.
  - A new Complete Streets Plan which complements and informs the City's Vision Zero Action Plan.
- **The final deliverable for demonstration activities** is an updated Action Plan which includes an assessment of the demonstration activities performed.
  - Action Plans must incorporate information gathered from demonstration activities into the final list of projects or strategies and/or inform another part of the Action Plan.

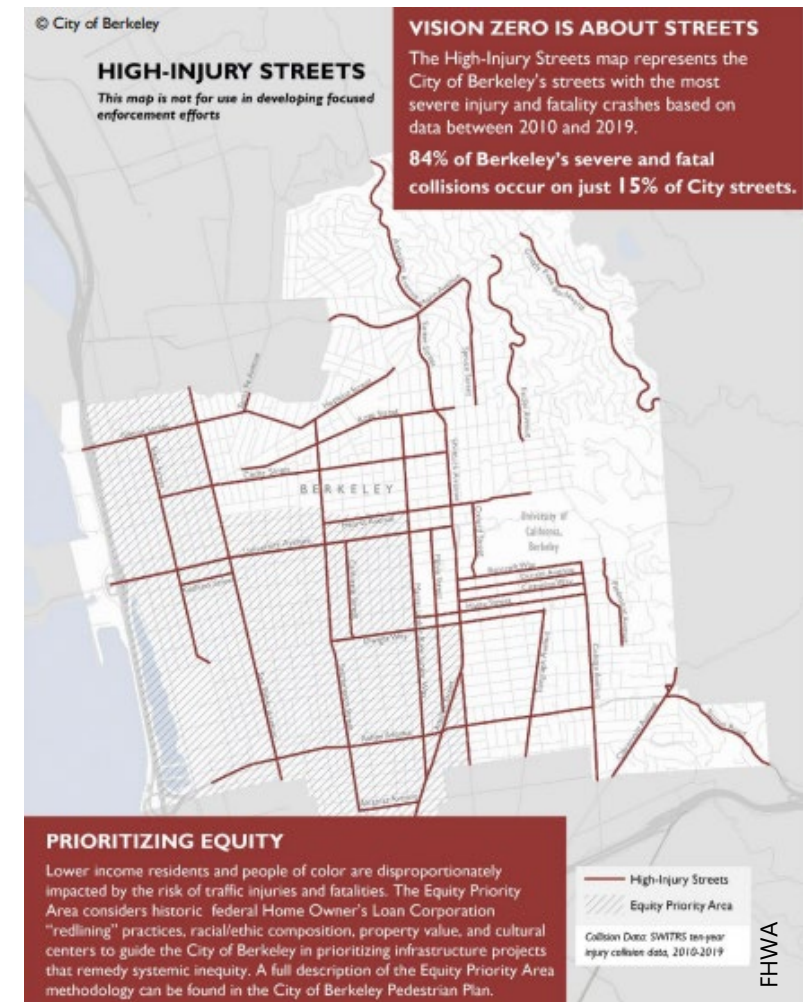






# Example Supplemental Planning Activities (cont.)

- **Conducting follow-up data collection and analysis** to inform the development of new/existing Action Plans (e.g., new collision data analysis to identify updates to the High Injury Network, targeted equity assessments, etc.)
- **Updating existing Action Plans** that are five or more years old to address emerging safety transportation issues or other concerns.
- **Progress reporting** on Action Plan implementation for transparency to local stakeholders (e.g., data dashboards, summary reports of projects and strategies implemented/to be implemented, etc.).
- **Stakeholder engagement and collaboration** to inform Action Plan development.
- **Other roadway safety planning activities** that enhance or inform the development of Action Plans.



# Supplemental Action Plan Activities vs. Project-Level Planning

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

- 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;
- Developing advertising documents.



# Example Demonstration Activities – Feasibility Studies



- **Feasibility studies** using quick-build strategies, low-cost, and temporary materials that have the potential to inform future permanent future projects. Examples include:
  - Planters, temporary speed humps/bumps, and other removable safety and traffic calming improvements.
  - Paint and plastic delineator posts to experiment with impermanent roadway design changes.

*\*Eligible Demonstration activities will inform Action Plans through **small-scale tests** with **finite trial periods** which will help gauge project/strategy effectiveness and lead to project/strategy selection at a systems level.*





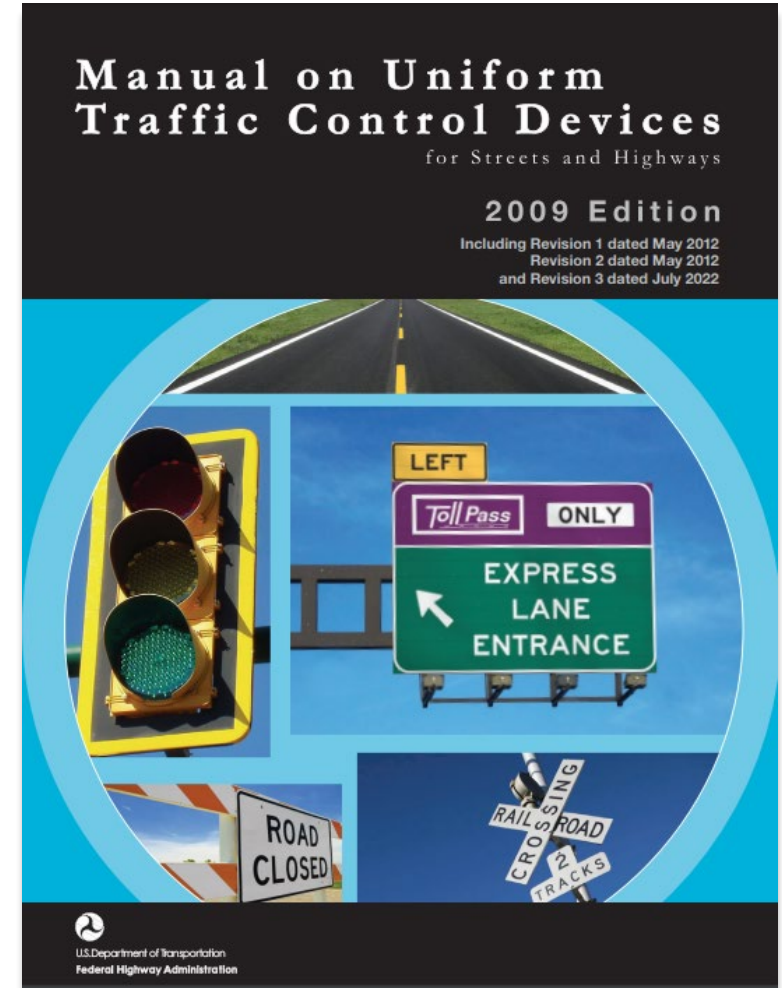
# Example Demonstration Activities – Pilot Projects

- **Pilot programs for behavioral or operational activities** that include at least one element of the Safe System Approach.
- Examples include:
  - Focus group testing out a new education campaign's messaging related to distracted driving or promoting the use of seat belts; and
  - Pilot testing a ride share or alternative transportation program during key events that are correlated with high impaired driving crashes/fatalities; and
  - Trial changes to test how Emergency Medical Services respond to crashes.



# Example Demonstration Activities – MUTCD Studies

- **Various MUTCD Engineering Studies** that further safety applications of the MUTCD.
- Examples include:
  - General application of roadway signage (e.g., YIELD/STOP/ALLWAY STOP signs installations, etc.);
  - Setting safe speed limits, variable speed limits;
  - Accessible pedestrian signal display installation;
  - Rectangular rapid flashing beacons for vulnerable road users (currently an Interim Approval);
  - Mid-block or high-visibility crosswalks; and
  - Bike lane treatments.



# Example Demonstration Activities – New Technology



- **Pilot programs that demonstrate safety benefits of new technologies.** Eligible technologies must be commercially available, not yet adopted in the community, and at a prototype or advanced technological readiness level.
- Examples include:
  - Variable speed limits
  - Speed safety cameras installations
  - Adaptive signal timing
  - Signal preemption for emergency vehicles
  - Safety warnings for wrong-way driving alerts
  - Intelligent Transportation Systems
  - Vehicle-to-infrastructure technology, especially those that use the 5.905 – 5.925 GHz spectrum frequency.



# Demonstration Activities: How to Assess Benefits

- Pre- and post-installation data collection and analysis. Examples:
  - **Speed management pilots:** Crash data; roadway fatality and serious injury data; vehicle speeds.
  - **Pedestrian pilots:** pedestrian counts/volumes; street space allocations by mode/use; pedestrian crossing distance; driver yielding rates at crosswalks.
  - **Bicycle pilots:** bicyclist counts/volumes; bikeshare trips.
- Public input
  - Community meetings, intercept surveys, key stakeholder interviews, online tools and engagement.
- Before/after photos
- Important reminders:
  - Develop a monitoring and evaluation plan to determine which types of data and associated metrics are relevant for the assessment of your demonstration activity.
  - Ensure consistency across pre-/post- data collection (e.g., time of day, locations, etc.).
  - Applicants should include funding in their budget to support the assessment of demonstration activities.



## **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
- Implementing the Action Plan



# City of Atlantic City, NJ: \$200,000 Supplemental Planning

The award to the City of Atlantic City will be used to **update and consolidate multiple plans** including a Bicycle and Pedestrian Plan, a Road Safety Assessment, and a City Boardwalk Assessment.

## Project Highlights:

- Conduct expanded data collection and evaluation, **feasibility studies and progress reports** to meet current needs and land use recommendations
- Provide **targeted equity assessments**, such as the review of traffic enforcement strategies
- Conduct **follow-up stakeholder engagement** through regularly scheduled public meetings

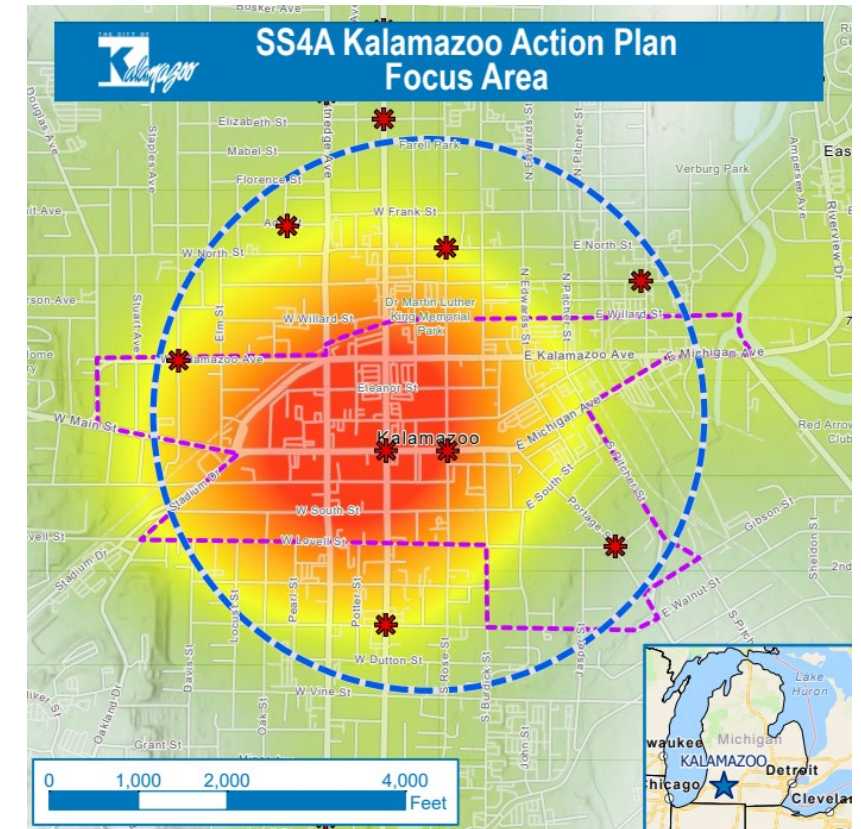


# City of Kalamazoo, MI: \$750,000 Supplemental Planning and Demonstration

The award will be used by the City of Kalamazoo to **build upon the existing safety action plan** through data analysis to improve safety, and **pilot testing** of countermeasures to determine local effectiveness.

## Project Highlights:


- **Intersection analysis** of pedestrian safety and crashes
- Development of **sidewalk safety** and **bus stop safety** plans
- Key corridor **lighting study** and development of improvement plan
- Mini-Roundabout, two-way cycle track, and protected bike facilities **pilots**.





# Brief Re-Cap on How to Apply

# 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.





## Planning and Demonstration Grants

- Standard Forms
- Key Information Questions
- Narrative
- Map
- Budget
- Self-Certification Eligibility Worksheet if applicable (only if an Action Plan is completed)

## Implementation Grants

- Standard Forms
- Key Information Questions
- Narrative
- Self-Certification Eligibility Worksheet
- Budget

Demonstration activities need to identify the Census tracts where they are going to be located



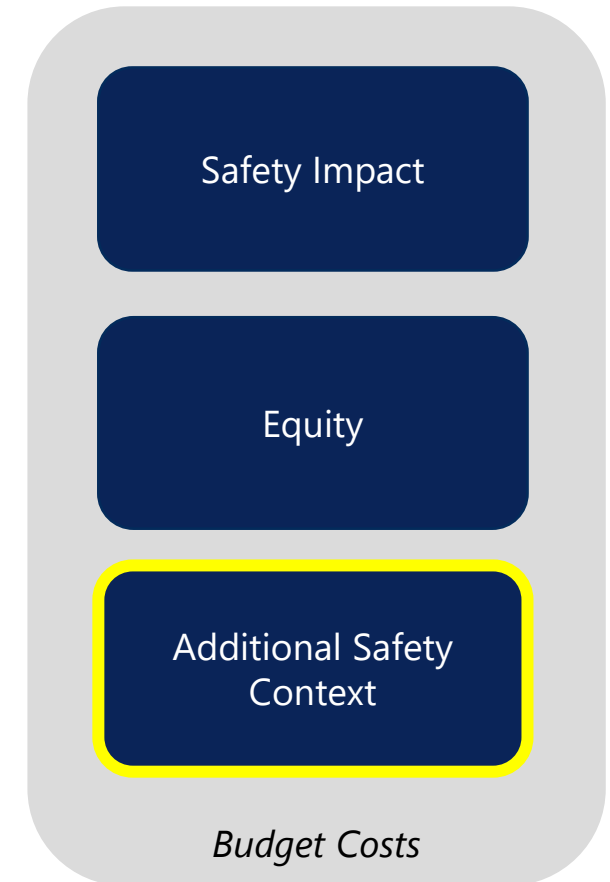


# Supplemental Planning and Demonstration Activity Review and Selection Process

# Planning and Demonstration Grant Selection Criteria

## **What's different when including supplemental planning and/or demonstration activities?**

- The "Additional Safety Context" is a 1-2 page narrative, and will be a little different
- Budget narrative should delineate costs:
  - Develop an action plan
  - Conduct supplement planning
  - Carry out demonstration activities
- Safety Impact and Equity selection criteria are the same



# Planning and Demonstration Grant Narratives

- 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.
  - 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.
  - 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.



# Implementation Grant Selection Criteria

## What's different when including supplemental planning and/or demonstration activities?



- If including supplemental planning and demonstration activities, you also need to respond to: **Supplemental Planning and Demonstration Activities**
- Other selection criteria are the same, and are considered separately in the evaluation process



# Implementation Grants Narratives

- Maximum 12 pages for all the selection criteria, including #5 Supplemental Planning and Demonstration Activities
- The selection criterion uses the same language as "Additional Safety Context" selection criterion for the Planning and Demonstration Grant
- 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.
- 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.





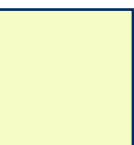
# Evaluation for Both Grant Application Types

Strong applications have a clear narrative that is responsive to the selection criteria. Specifically, the application describes:

- The scope of work to be performed
- Roadway safety issues
- Whether it includes supplemental planning, and/or demonstration activities
- How funded activities will inform the Action Plan

The narrative should connect how the supplemental planning and demonstration activities will identify 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



# Evaluation of Demonstration Activities for Both

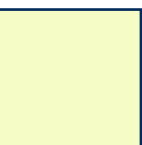


Demonstration activities will also be assessed as to whether:

- The approach to measuring the potential benefits of the demonstration activities through data collection and evaluation are described.
- The activities will be set up (e.g., quick builds on the roadway, pilot project established) within 18 months of executing a grant agreement.

To show whether you can set up the demonstration activities within 18 months, you must:

- Provide a brief schedule with start and end dates.
- Describe any timeline implications of meeting Federal requirements, e.g.:
  - Permits and approvals
  - Domestic preference
  - National Environmental Policy Act requirements





# Tips and Friendly Advice

# Tips for Planning and Demonstration Grant Applicants

- Applicants without complete Action Plans may request funds for supplemental planning and demonstration activities, so long as Action Plans are in development.
- You do not have to be the community who has/is developing the Action Plan, as long as you are within the scope of the application and coordinate with the place with the Action Plan.
- Including demonstration activities with a new Action Plan is a great way to start engaging your community to re-imagine roadway safety.



# Tips for Implementation Grant Applicants

- You can bundle supplemental planning and demonstration activities even if they focus on a different safety problem than your implementation projects and strategies, or are at a different location.
- Award consideration for supplemental planning and demonstration activities is somewhat separate from the projects and strategies proposed.
- Funds to implement projects and strategies are much more competitive than funds for supplemental planning and demonstration activities.
- Supplemental planning and demonstration activities may receive a partial award, even if funding is not awarded to implement projects and strategies.
- Including supplemental planning and demonstration activities in an Implementation Grant application will not affect your chances of getting a full award.





# Q&A