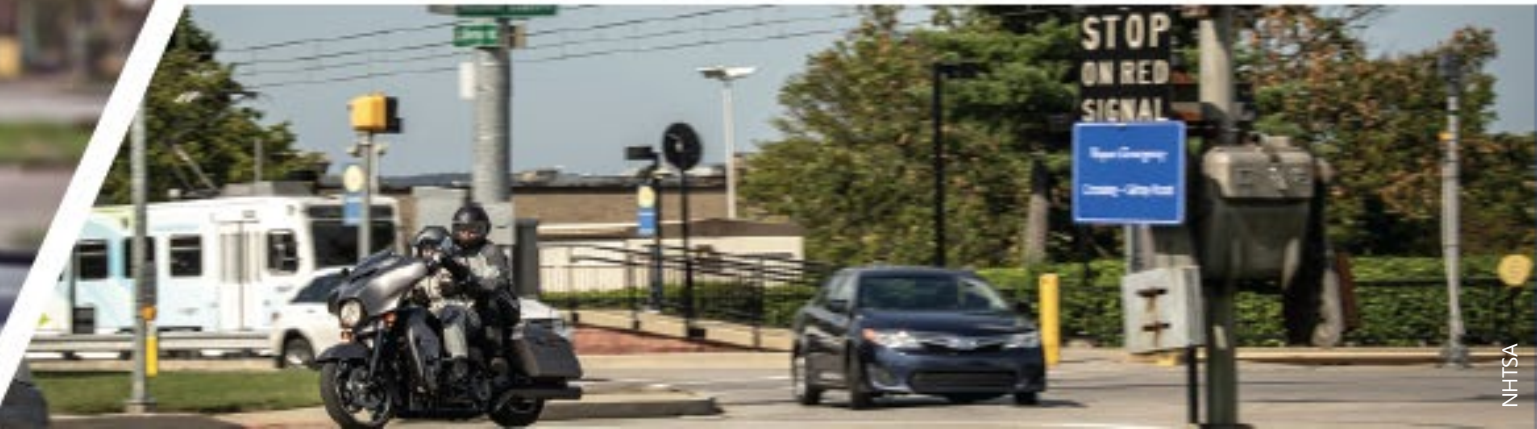




U.S. Department of Transportation

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



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

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
 - **Call:** 669-254-5252
 - **Webinar ID:** 160 103 1987
 - **Passcode:** 299963
- 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 Webinars](#) page



SS4A Webinars

1 How to Apply for SS4A: Action Plans

- This webinar will offer a general overview of the SS4A program and the grant application process, with a particular focus on applying for grants to develop an Action Plan.
- Thursday, March 7, 1:30 – 3:00 PM (Eastern Time)

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

- This webinar will offer a general overview of the SS4A program and the grant application process, with a particular focus on applying for grants for supplemental planning and demonstration activities.
- Friday, March 8, 1:30 – 3:00 PM (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.
- Wednesday, March 13, 1:30 – 3:00 PM (Eastern Time)



Presenters



Stephen Parker
Federal Highway Administration
U.S. Department of Transportation



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

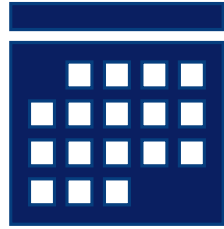


Are you in the right place?

- 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:
 - Want to address roadway safety in your community
 - **Do not** have an eligible action plan in place and/or are not ready to implement projects and strategies
 - Think you will be applying for a Planning and Demonstration Grant to **develop a Comprehensive Safety Action Plan**



SS4A FY24 NOFO Is Now Open



Notice of Funding Opportunity ([NOFO](#))
is now **OPEN**



Submit technical questions by April 17,
2024, to ss4a@dot.gov



Additional resources about SS4A and
the NOFO can be found at
[https://www.transportation.gov/grants/
SS4A](https://www.transportation.gov/grants/SS4A)



FY24 SS4A Application Deadlines

- There are **three separate application deadlines** for Planning and Demonstration Grant applications in FY24:
 1. April 4, 2024, 5 PM (ET)
 2. May 16, 2024, 5 PM (ET)
 3. August 29, 2024, 5 PM (ET)
- Planning and Demonstration Grant applicants may apply in **any of the three** application rounds.
- Planning and Demonstration Grant applicants may **reapply** if their application is not initially selected for funding.
- Implementation Grant applicants have a single deadline for the FY24 SS4A NOFO: May 16, 2024, by 5 PM (ET).



Learn how to apply and access application materials: <https://www.transportation.gov/grants/ss4a/how-to-apply>





SS4A Grant Program Overview

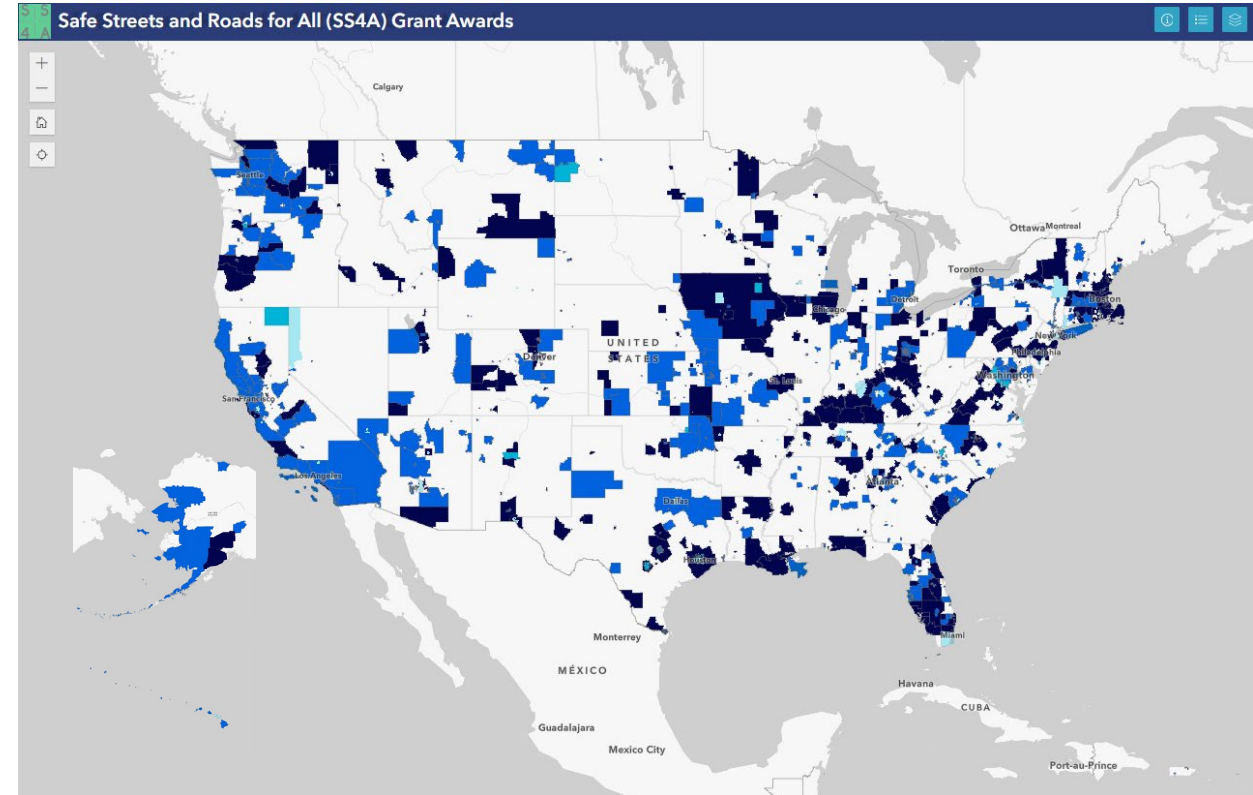
Safe Streets and Roads for All

- \$5 billion discretionary grant program, with ~\$1 billion per year over 5 years
- Purpose: to 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](#)



SS4A Cumulative Awards

- 1,000+ communities selected for FY 2022 and FY 2023 awards
 - 1,046 Planning and Demonstration Grants
 - 85 Implementation Grants
- More than \$1.7 billion awarded
- Funds will improve roadway safety planning for around 70% of the nation's population

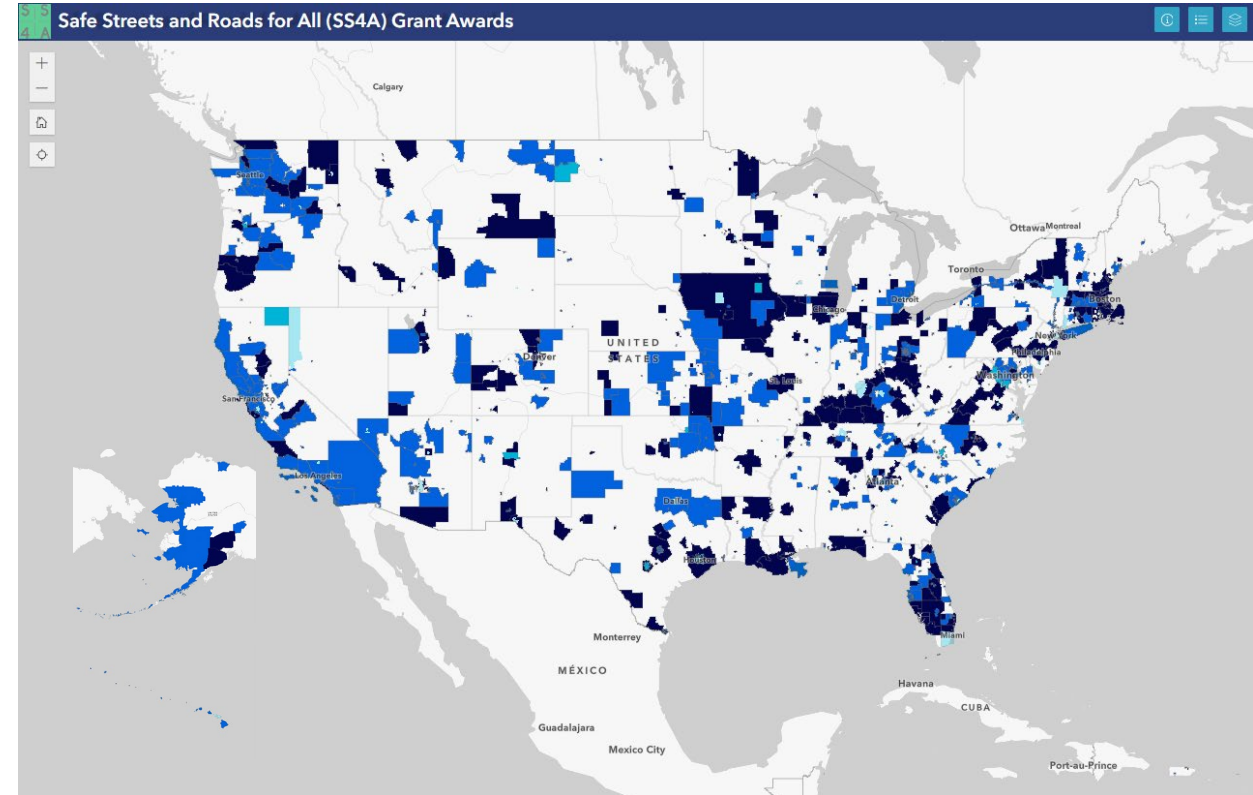


Awards map:

<https://www.transportation.gov/grants/ss4a/cumulative-awards>

SS4A Application Quick Tip

- **For New Action Plan applicants only:**
 - Check the [SS4A cumulative awards map](https://www.transportation.gov/grants/ss4a/cumulative-awards) to see if your community is already covered by an SS4A Action Plan ***before you apply***
 - An application *may be considered duplicative* when another jurisdiction is already preparing an Action Plan in the same area using FY22 or FY23 SS4A funding
 - If your MPO/County/City is already developing an Action Plan, **you can still request funding** for supplemental planning, demonstration activities, and other complementary Comprehensive Safety Action Plan activities



Awards map:

<https://www.transportation.gov/grants/ss4a/cumulative-awards>



Expected Award Size and Requirements

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

DOT expects to award hundreds of Planning and Demonstration Grants and an estimated 50 Implementation Grants.

**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 (expected to be \$461 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.

****The set-aside amount on this slide, \$461 million, reflects a change made in Public Law 118-42 that will be addressed in a NOFO amendment, and differs from the recording.**



Is SS4A for My Community?

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





Eligibility

SS4A Overview: Eligible Applicants

- Political subdivision of a State
 - *A unit of government under the authority of State law, including **cities, towns, counties, special districts**, and similar units of **local government**.*
 - *A **transit district, authority, or public benefit corporation** if it was created under State law, including transit authorities operated by political subdivisions of a State.*
 - *A state **college or university** if it was created under State law.*
- Federally recognized Tribal government
- Metropolitan planning organization (MPO)
- Multijurisdictional group comprised of the entities above

Learn more about applicant eligibility: <https://www.transportation.gov/grants/ss4a/applicant-eligibility>



Eligible Activities and Grant Types

Eligible Activities:

(A) Develop Comprehensive Safety Action Plan

(A1) Supplemental safety planning

(A2) Demonstration activities

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

(C) Implement projects and strategies identified in an Action Plan

Planning and Demonstration Grant

Develop a comprehensive safety action plan (A)

Conduct supplemental safety planning *(in support of a safety action plan)* (A1)

Carry out demonstration activities *(in support of a safety action plan)* (A2)

Implementation Grant

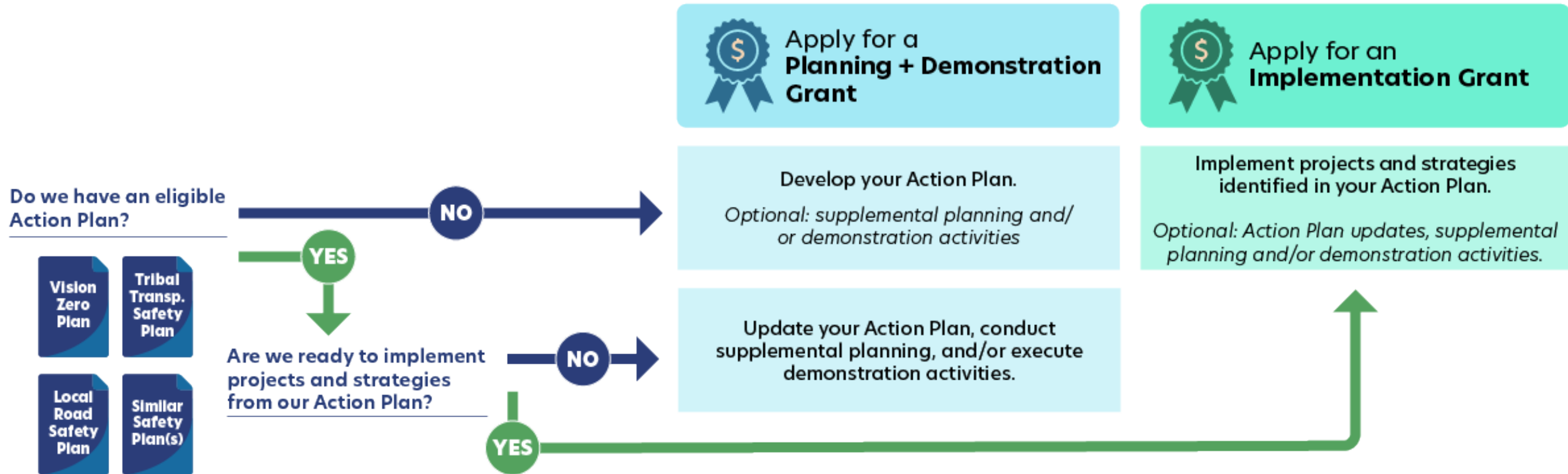
- Implement projects and strategies (C)
- Conduct planning and design (B)
- Conduct supplemental safety planning (A1)
- Carry out demonstration activities (A2)

Learn more about eligible activities:

<https://www.transportation.gov/grants/ss4a/eligible-uses>



Planning and Demonstration or Implementation Grant?



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





Comprehensive Safety Action Plan Components

Planning and Demonstration Grants

Action Plan

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

Supplemental Planning Activities to enhance an Action Plan

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

Demonstration Activities to inform an Action Plan

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

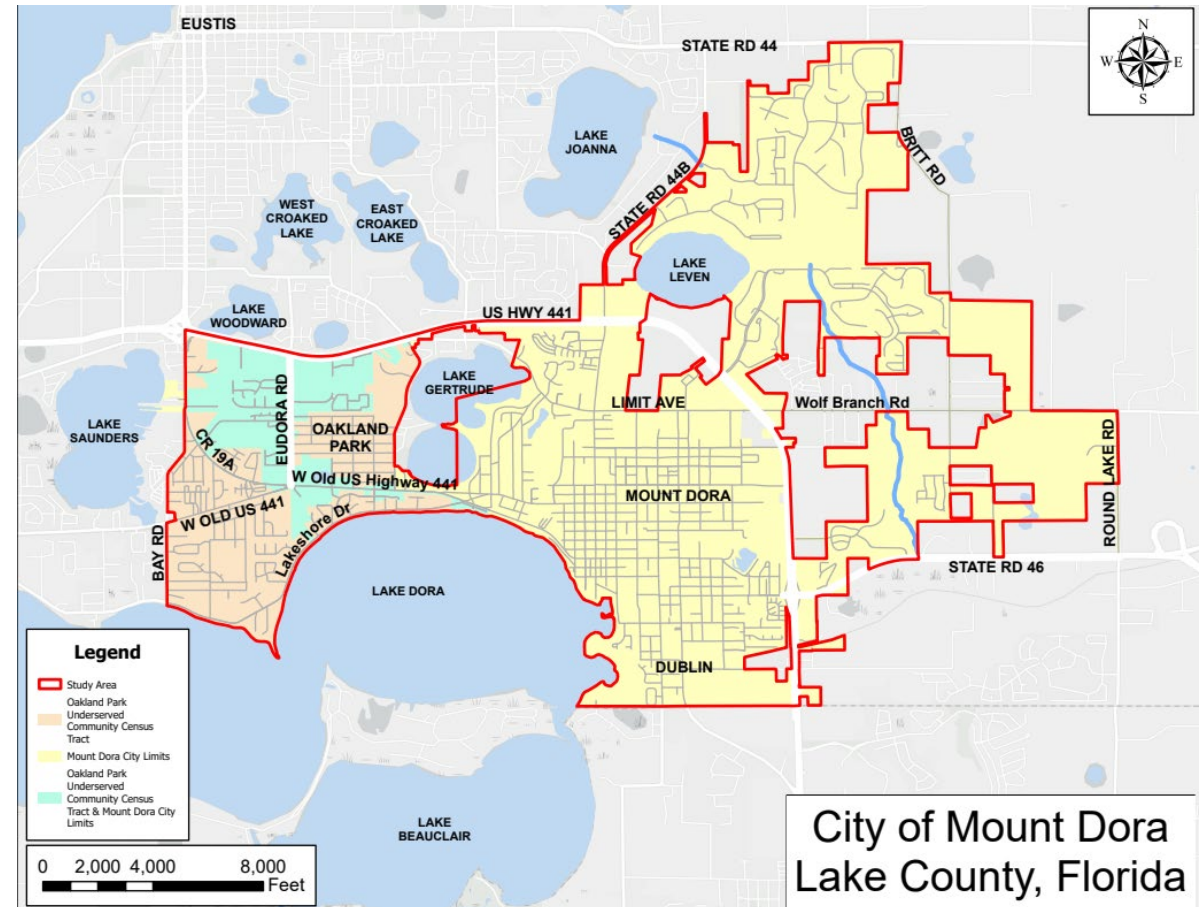


City of Mount Dora, Florida: \$160,000 Action Plan

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

Mount Dora overview:

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



SS4A Required Action Plan Components

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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

Leadership Commitment and Goal Setting

Planning Structure

Safety Analysis

Engagement and Collaboration

Equity Considerations

Policy and Process Changes

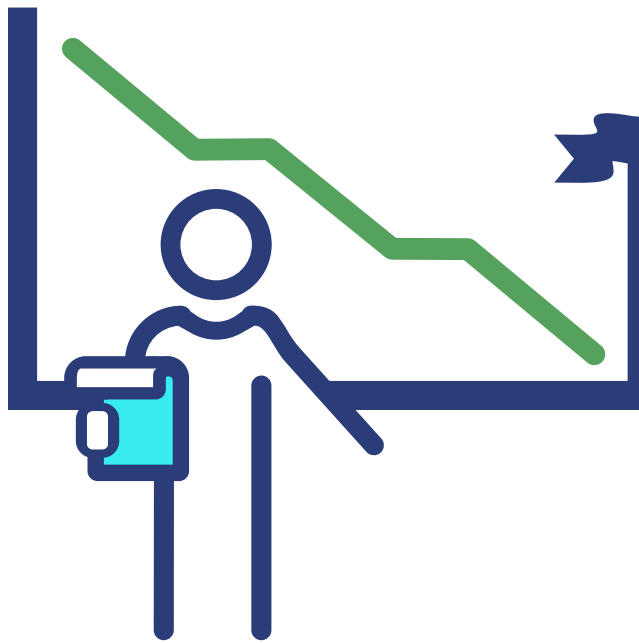
Strategy and Project Selections

Progress and Transparency

<https://www.transportation.gov/grants/ss4a/comprehensive-safety-action-plans>



U.S. Department of Transportation



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



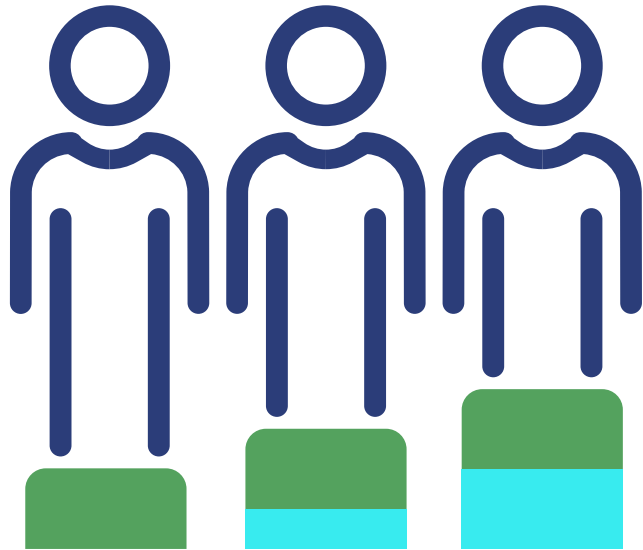
- A committee, task force, implementation group, or similar body charged with **oversight of the Action Plan development, implementation, and monitoring.**



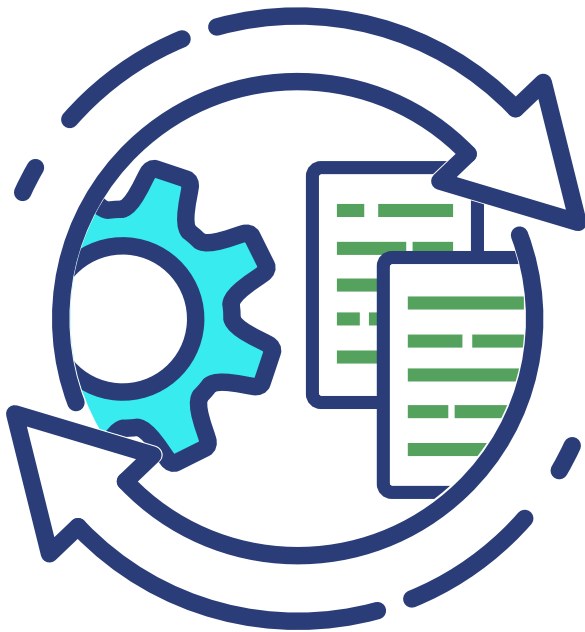
- Analysis of **existing conditions and historical trends** to baseline the level of crashes involving fatalities and serious injuries.
- Analysis of the **location** where there are crashes, the **severity**, as well as **contributing factors and crash types**.
- Analysis of **systemic and specific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



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



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



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

Project Selection + Prioritization



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



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

What is Not A Comprehensive Safety Action Plan

- NOT:
 - Corridor plan or study
 - Site plan (e.g., intersection)
 - ADA Transition Plan
 - Safe Routes to School Plan
- These are examples of **supplemental planning**, not a Comprehensive Safety Action Plan
- We encourage you to apply for supplemental planning if you wish to develop any of the safety plans listed above and others that do not meet the requirements of a Comprehensive Safety Action Plan





How to Apply

Application Overview

Obtain a Unique Entity Identifier Number (UEI) via [SAM.gov](https://sam.gov).

- Before submitting your SS4A application, you must obtain a UEI. This may take **up to 30 days**.
- Applicants that do not already have a UEI are encouraged to start this process now.
- Applicants that already have UEIs are encouraged to verify their UEI is active on SAM.gov

Register with Valid Eval

- Registration should take around **10 minutes**.
- You will need to register for the Valid Eval account that corresponds with the grant type you wish to apply for (Planning and Demonstration, or Implementation).
- **Do not apply through Grants.gov**

Submit on time!

- Final applications must be submitted by:
 - April 4, 2024, at 5:00 PM ET
 - May 16, 2024, at 5:00 PM ET
 - August 29, 2024, at 5:00 PM ET
- Applicants are strongly encouraged to submit in advance of the deadline.
- The primary contact will receive a confirmation email after submission.



Sign Up for Valid Eval

Valid Eval®

Who We Serve

What We Do

Why Us?

About

Contact

Registration Information

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

Sign Up

Email Address

Required

Sign up

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

FY 2024 NOFO

The purpose of this notice is to solicit applications for the SS4A grants. Funds for the Fiscal Year (FY) 2024 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.

Standard Form HELP

Review the following to assist you with common SF-424 details.

SF-424

The SF-424 Form is required for all SS4A applications and includes important applicant and funding request information. It is important that information in this form is consistent with information provided elsewhere in your application.

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.

transportation.gov/grants/ss4a/how-to-apply#application-aids



Safe Streets and Roads for All Planning and Demonstration Grant Application Checklist

SS4A Applications to Develop or Update a Comprehensive Safety Action Plan

- ☐ Sign up for an account using the [Valid Eval Planning and Demonstration Grant Application](#).
- ☐ Gather key application data, including:
 - The total 2020 Census population for the applicant jurisdiction(s).
 - The total count of motor vehicle-involved roadway fatalities from 2017-2021 in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to identify this information.
 - If using data other than FARS, gather information on alternative fatality data.
 - The total average annual fatality rate (per 100,000 population) for the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to calculate.
 - The total percent of population in Underserved Communities in the applicant jurisdiction(s).
 - Review the [SS4A Fact Sheet](#) for information on how to calculate.
 - Take a screenshot of Percent Population in Underserved Communities (from the USDOT ETC Explorer or CEIST tool).
- ☐ Complete the following Standard Forms (download forms within Valid Eval Application):
 - 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
 - Review the [SS4A Fact Sheet](#) for information on how to complete required SF forms
- ☐ Write an application narrative no longer than 2 pages if your Federal funding request is less than \$1,000,000. If you are requesting \$1,000,000 or more in Federal funds, your narrative must be no longer than 3 pages.
- ☐ Create a map that shows the location of the applicant jurisdiction and highlights the roadway network.
- ☐ Create a Planning and Demonstration Grant Supplemental Estimated Budget. We recommend using [this template](#).
- ☐ Check the [SS4A cumulative awards map](#) to see if a jurisdiction near you has previously received an SS4A Planning and Demonstration Grant award if you are applying to Develop or Update an Action Plan.



Safe Streets and Roads for All Action Plan Components

Safe Streets and Roads for All Application Checklist

[Valid Eval Application](#)

including:

fatalities from 2017-2021.
how to identify this information.
in on alternative fatality data.
(population).
how to calculate.
communities.
how to calculate.
Underserved Communities (from the USDOT ETC Explorer or CEIST tool).

including:
communities (see information above to

network that will be covered by the

2021.
in 2017 and 2021.
between 2017 and 2021 (if serious injury crash

in Valid Eval Application):

Programs
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highlights the roadway network.

NOFO to
[transportation.gov/ss4a](#)

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Visit the [SS4A website](#)
ponents | Page 1 of 2



- Application for Federal Assistance (SF-424)
- Budget Information for Non-Construction Programs (SF-424A)
- Assurances for Non-Construction Programs (SF-424B)
- Disclosure of Lobbying Activities (SF-LLL)

NOTES:

- *Downloading the blank SF forms from Valid Eval will help ensure that you have the **correct version** and that you can **sign digitally** (particularly for the SF-424)*
- *Make sure that the request amounts on the SF-424, SF-424A, and other application materials are the same!*
- **Sections D and E of the SF-424A are NOT required!**



Map

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

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

City of Pasadena Road Map

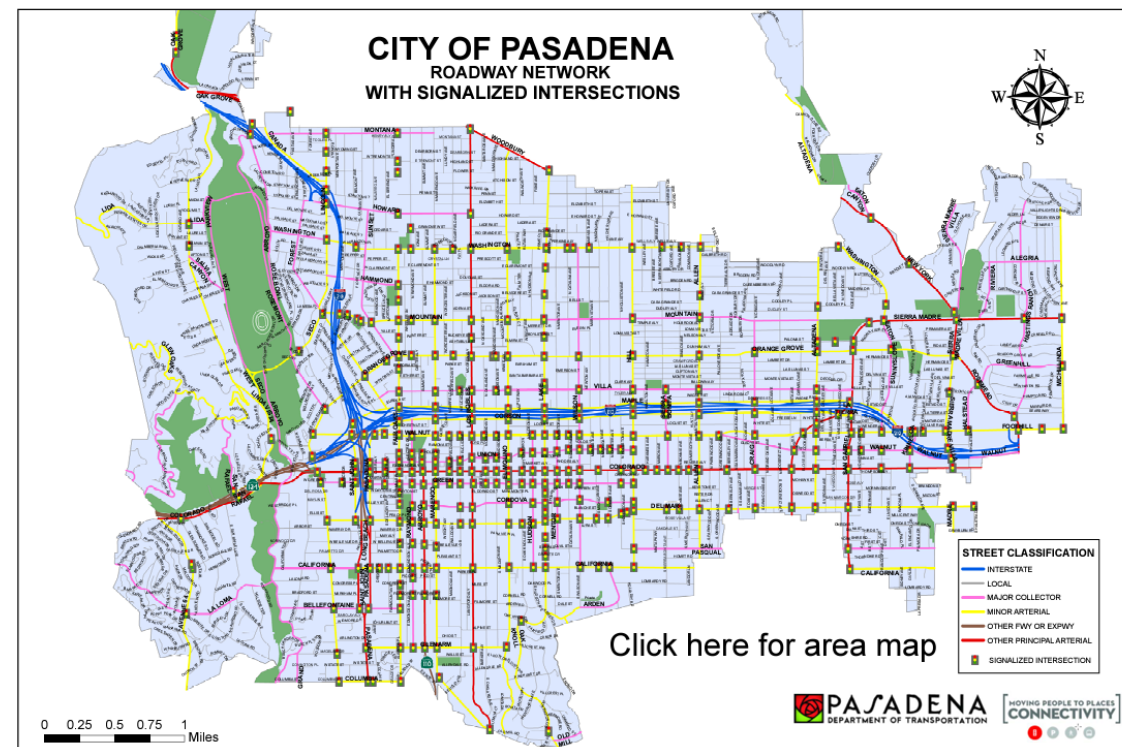


Image Credit: City of Pasadena SS4A FY23 Application



Required Budget Documents

- **SF-424**
 - Distinguish between Federal and Non-Federal share in section 18
- **SF-424A**
 - Distinguish between Federal and Non-Federal share
- **Planning and Demonstration Estimated Budget**
 - Template Excel file provided in Valid Eval
- **Valid Eval**
 - Provide cost breakdown by Federal, non-Federal match, and Total project cost

Cost Breakdown

Information provided in this section should be consistent with the information provided in your SF-424 forms and in the Implementation Supplemental Estimated Budget. Whole numbers are required for Federal share (no cents). The Total Project Cost should be the sum of all Federal and non-Federal funds and the SS4A Federal Funding Request (Federal share) may not exceed 80% of the Total Project Cost. For guidance about non-federal match, visit <https://www.transportation.gov/grants/ss4a/matching-funds>.

Total SS4A Funding Request

Total Other Federal Funds:

Non-Federal Match (Applicant Contribution)

Total Project Cost

Funding requests may include indirect rate using a federally approved cognizant rate or the 10% de minimus.

For more about indirect rates, visit <https://www.transportation.gov/grants/ss4a/costs-and-contracting>.

If using a federally approved cognizant rate, please upload your Federal cognizant agency letter as part of your Supporting Documents below.

Does your funding request include indirect rate?

- ☐ Yes. I have uploaded a letter from my cognizant federal agency below.
- ☐ Yes. I am using the 10% de minimus.
- ☐ No.

SS4A Planning and Demonstration Grant Application - Supplemental Estimated Budget

This budget template should be submitted with a Planning and Demonstration Grant application. This template is structured based on Table 3 of the FY24 NOFO and illustrates the appropriate level of detail for project-level budget estimation. Please note that this form is set up to calculate project costs from any sub-activities and to calculate subtotals and totals. If you add or remove rows to meet your project needs, check that your math is correct before submitting.

Supplemental Estimated Budget					
Itemized Estimated Costs of New or Update Action Plan Activities (if applicable)					
	SS4A Federal Request	SS4A Non-Federal Match	Other Federal Funds (if applicable)	Other Non-Federal Match (if applicable)	Total Project Cost
New or Updated Action Plan	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for New or Updated	\$ -	\$ -	\$ -	\$ -	\$ -
Itemized Estimated Costs of Supplemental Planning Activities					
	SS4A Federal Request	SS4A Non-Federal Match	Other Federal Funds (if applicable)	Other Non-Federal Match (if applicable)	Total Project Cost
Supplemental Planning Activity #1	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Supplemental Planning Activity #2	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for Supplemental Planning Activities	\$ -	\$ -	\$ -	\$ -	\$ -
Itemized Estimated Costs of Demonstration and Pilot Activities					
	SS4A Federal Request	SS4A Non-Federal Match	Other Federal Funds (if applicable)	Other Non-Federal Match (if applicable)	Total Project Cost
Demonstration/Pilot Activity #1	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Demonstration/Pilot Activity #2	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Component	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for Demonstration and Pilot Activities	\$ -	\$ -	\$ -	\$ -	\$ -
Total Budget for Planning and Demonstration Activities	\$ -	\$ -	\$ -	\$ -	\$ -



Supplemental Estimated Budget

- All Planning and Demonstration Grant applicants will be required to submit a **Supplemental Estimated Budget** summarizing the amount of funding going toward each of the three eligible activities:

1) developing a new Action Plan

2) conducting supplemental planning to update an existing plan

3) carrying out demonstration activities to inform the development or an update of an Action Plan

- The Department will assess the extent to which budget costs are reasonable, necessary, and allocable, and the extent to which budget costs are delineated between each of the three eligible activities.
- The Department will also review whether costs are reasonable and adequate if the amount requested is under \$100,000.




Table 3: Planning and Demonstration Grant Supplemental Estimated Budget

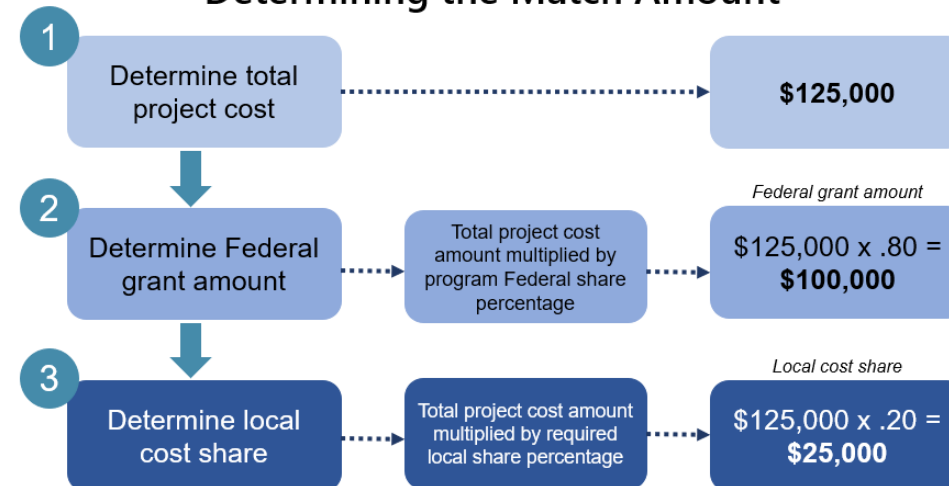
Activities	SS4A Funding Request	Total Project Cost
Itemized Estimated Costs to Develop an Action Plan		
Subtotal Budget to Develop an Action Plan	\$0.00	\$0.00
Itemized Estimated Costs to Conduct Supplemental Planning		
Supplemental Planning Activity #1	\$0.00	\$0.00
Supplemental Planning Activity #2	\$0.00	\$0.00
Supplemental Planning Activity #3	\$0.00	\$0.00
Subtotal Budget to Conduct Supplemental Planning	\$0.00	\$0.00
Itemized Estimated Costs to Carry Out Demonstration Activities		
Demonstration Activity #1	\$0.00	\$0.00
Demonstration Activity #2	\$0.00	\$0.00
Subtotal Budget to Carry Out Demonstration Activities	\$0.00	\$0.00



Agreement Funding: 20% Cost Share and Match Reminders

- Recipients must contribute a non-Federal matching share of **no less than 20 percent of TOTAL eligible activity costs**.
- Grant agreements are expected to be administered on a reimbursement basis, and recipients will be reimbursed for up to 80% of their eligible expenses.
-  Tribal Transportation Program and Tribal Transportation Program Safety Funds may be used as non-Federal match.
- Local match may only be used once and may not be used as match for multiple Federal awards.
- Unless authorized in statute, 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 non-Federal funds.
- Staff time, purchased goods/services, and other direct expenses can be used toward the local match requirement.
- Indirect rate is allowable

Determining the Match Amount



Learn more on DOT's [Matching Funds for SS4A Grants](#) and [Understanding Non-Federal Match Requirements](#) pages.










Planning and Demonstration Grant Review and Selection Process

Planning and Demonstration Grant Selection Criteria

- Developed to be accessible to all communities, lower barrier to entry
- Three selection criteria:
 1. **Safety Impact** (*quantitative, two ratings*)
 - Count of roadway fatalities from the most recent set of 5-year data (FARS 2017-2021 or equivalent).
 - Fatality rate, normalized per 100,000 persons.
 2. **Equity** (*quantitative, one rating*)
 - Percentage of the population in an Underserved Community Census tract (USDOT ETC Explorer or CEJST, must use 2020 Census population data).
 3. **Additional Safety Context** (*2- to 3-page narrative*)
- Budget costs are an additional consideration
- Award Consideration: High Fatality Rates
 - The Department may prioritize SS4A Planning and Demonstration Grant applications with a fatality rate ≥ 17.0 per 100,000 persons



Calculating Key Application Data

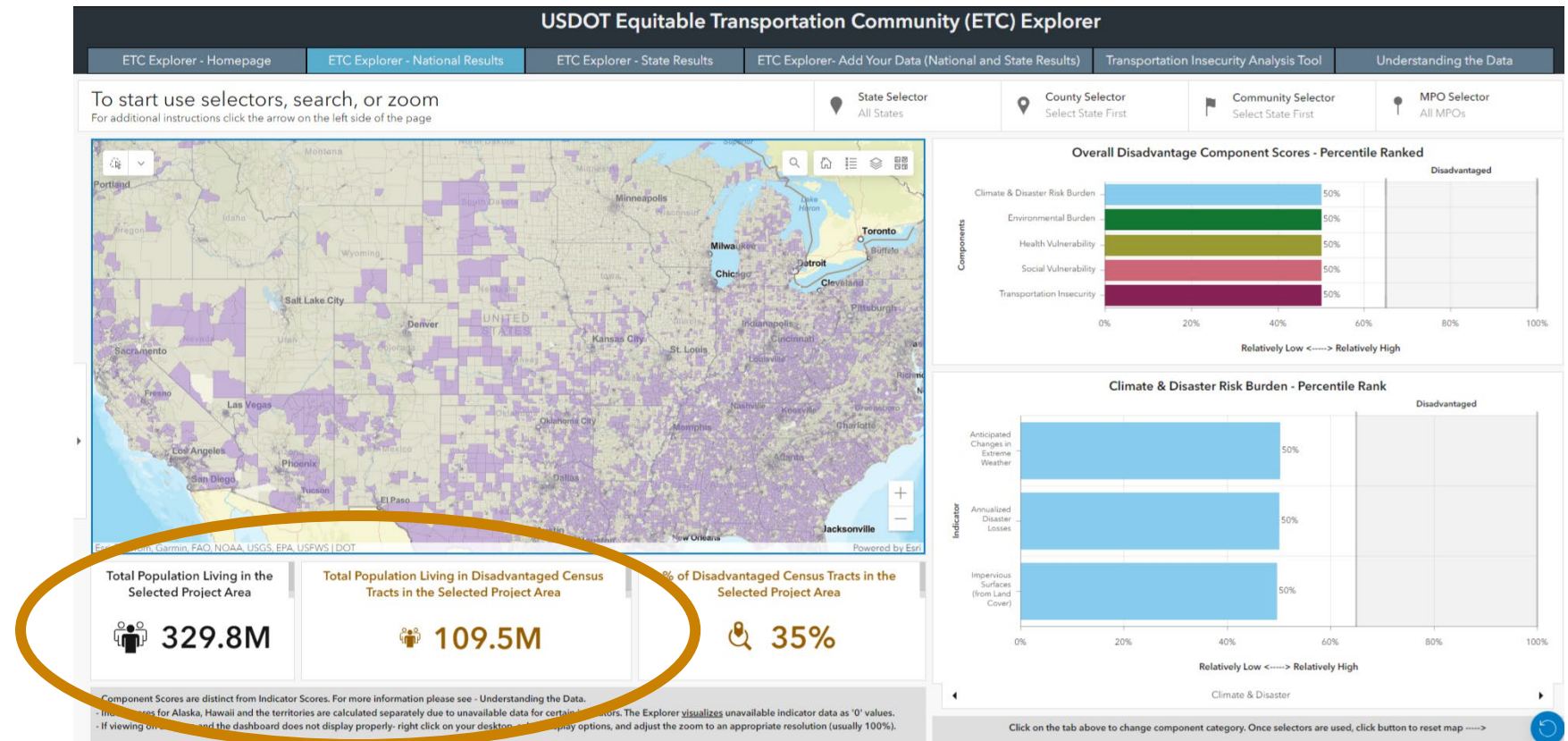
Fatality Count	5-Year Average Fatality Rate (Per 100,000 Persons)	Percentage of Population in Underserved Communities
 <p>Count of motor-vehicle-involved roadway fatalities from 2017 to 2021</p> <p><i>Example: 217 fatalities</i></p>	<div>  <p>Average annual motor vehicle-involved roadway fatalities from 2017 to 2021</p> </div> <div> <p>÷</p> </div> <div>  <p>Total jurisdiction population</p> </div> <div> <p>× 100,000 Persons</p> </div> <p><i>Example: 217 fatalities ÷ 5 years = 43.4 avg fatalities</i> <i>43.4 avg fatalities ÷ 1,255,296 population = 0.0000346</i> <i>0.0000346 per capita × 100,000 = 3.46 fatalities per 100,000 persons</i></p>	<div>  <p>Population in Underserved Communities</p> </div> <div> <p>÷</p> </div> <div>  <p>Total jurisdiction population</p> </div> <div> <p>× 100</p> </div> <p><i>Example: 81,594 population in underserved communities ÷ 1,255,296 total pop. = 0.065</i></p> <p><i>0.065 × 100 = 6.5% in underserved communities</i></p>



Percent Population in Underserved Communities

Data Sources

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



Narrative for Planning and Demonstration Grants

- Maximum **2 pages** for Federal funding requests under \$1,000,000.
 - If requesting \$1,000,000 or more in Federal funds, the narrative must be no longer than **3 pages**.
- Narrative should respond to the **Additional Safety Context** selection criterion outlined in NOFO Section E.1.i. The Department will assess whether the applicant has described:
 - The scope of work to be performed;
 - The roadway safety issues that necessitate Action Plan development; and
 - How the funded activities will inform an Action Plan and support the identification of projects and strategies that will:
 - Lead to a significant reduction or elimination of roadway fatalities and serious injuries involving various road users;
 - Employ low-cost, high-impact strategies that can improve safety over a wider geographical area;
 - Involve engaging with a variety of public and private stakeholders;
 - Adopt innovative technologies to promote safety and equity; and
 - Be evidence-based or build evidence around what works.



Evaluation: Additional Safety Context Criterion

- The Department will assess the narrative's alignment with the Additional Safety Context selection criterion and will assign a rating of "High," "Medium," "Low," or "Non-Responsive."

	High	Medium	Low	Non-Responsive
Rating Scale	<p>The application is very responsive to the criteria and is expected to advance safety planning. The narrative has clear descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will strongly inform an Action Plan.</p> <p>For demonstration activities only: The narrative clearly describes how the activities will be measured and evaluated.</p>	<p>The application is responsive to the criteria and is performing safety planning activities. The narrative has descriptions of the work scope and the roadway safety problem to be addressed. The proposed approach will inform an Action Plan.</p> <p>For demonstration activities only: The narrative describes how the activities will be measured and evaluated.</p>	<p>The application is minimally responsive to the criteria. The proposed approach is weakly tied to an Action Plan.</p> <p>For demonstration activities only: The narrative provides minimal detail on how the activities will be measured and evaluated.</p>	<p>The narrative indicates the proposal is counter to the criteria, does not contain sufficient information, or is not connected to an Action Plan.</p> <p>For demonstration activities only: Detail on how the activities will be measured and evaluated are not included.</p>



Duplication and Overlapping Jurisdictions

- An application may be deemed duplicative if requesting funds to either develop a new Action Plan when another jurisdiction is already preparing an Action Plan in the same area using FY22 or FY23 funding **or** is developing a new Action Plan in the same area as another FY24 application.
- Duplicative funding requests to develop a new Action Plan will be identified and assessed for merit within the context of other jurisdictions and their planning activities.
- The Department encourages **complementary but distinctive activities**, including but not limited to demonstration activities that will help inform the development of an Action Plan.



How to Address Overlap and Duplication Before Applying

- Check the [SS4A awards map](#)!
- Coordinate with relevant jurisdictions that are also potentially applying and/or received an award to develop a new Action Plan in FY22 and/or FY23
 - Are there relevant regional, county-level, municipal, Tribal governments to coordinate with before you submit your application?
- Decide whether the proposed Action Plan development is complementary or duplicative.
- **Provide proof of coordination** (e.g., letter or email) if your jurisdiction received, or is covered by, previous year SS4A funding.

Regional Coordination

If applying to Develop or Update an Action Plan, refer to the map at <https://www.transportation.gov/grants/ss4a/cumulative-awards> to identify whether an SS4A award to develop or update an Action Plan was made in your region in a previous funding round. After reviewing the map and awardee list, respond to the questions below.

Previous year funding

Have you received, or is your jurisdiction covered by, previous year funding for an SS4A grant?
(Select all that apply)

- ☐ No
- ☐ Yes, our jurisdiction received previous award to develop or complete an Action Plan
- ☐ Yes, our jurisdiction was included in a regional or multijurisdictional Action Plan effort that received previous award
- ☐ Yes, our jurisdiction received or was included in another SS4A award
- ☐ N/A

If answer is "Yes", please provide proof of coordination (e.g., letter, email) from the relevant entities affirming that they are aware of your application and the need for coordination among all recipients in the Document Uploads section below AND check the box below affirming that you will coordinate with the relevant entities.

☐ I affirm that relevant entities will be coordinated with





Tips and Tricks

Deadline Reminder for Planning and Demonstration Grants

- There are three Planning and Demonstration Grant application deadlines in FY24:
 - **April 4**, 2024, 5:00 PM (ET)
 - **May 16**, 2024, 5:00 PM (ET)
 - **August 29**, 2024, 5:00 PM (ET)
- This means you will have up to three chances to apply for and receive SS4A funds. If your first application is not successful, you can reapply in one of the later rounds. All applications must be received by the final deadline: August 29, 2024, at 5:00 PM (Eastern Time).
- If you apply by one of the earlier deadlines and your application is unsuccessful, a member of the SS4A Team will provide feedback on your application prior to the next application deadline to help improve your chances of being funded in FY24.



Friendly Advice and Reminders

- Most FY22 and FY23 Action Plan applicants received an award.
- Application narratives do not need to be overly long, but please provide specifics relevant for your community. Three sentences of information is not enough!
- Remember to include in the narrative
 - The scope of work to be performed;
 - The roadway safety issues that necessitate Action Plan development; and
 - How the funded activities will inform an Action Plan and support the identification of projects and strategies.
- Letters of support provide minimal value to Planning and Demonstration Grant applications.
- Budgets and Federal funding requests should reflect the level of effort needed to administer a Federal grant. Applicants requesting less than \$100,000 in funding must explain how the scope of activities will be completed with the funding amount proposed.
- The primary contact on the application should be able to **respond to emails** from the SS4A Team **between March and November**.
- One application per applicant. Applications are submitted through Valid Eval, NOT Grants.gov.
- **DOT encourages including supplemental planning and demonstration projects in all applications.**





Q&A



Appendix

Village of Warwick, NY: \$406,167 Demonstration Activities (FY23)

- The award to the Village of Warwick will be used to pilot the **Slow Down Warwick Campaign**, addressing driver-behavior-related issues that contribute to crashes such as speeding, improper passing, driver inattention, and others.
- Project highlights:
 - **Installation of signage and roadway paintings** to alert drivers to the need for increased attention
 - Targeted **roadways and intersections prioritized** using crash/injury data
 - **10 site deployments** over a 20-month period



Image Credit: Village of Warwick Comprehensive Plan (2021-22)



Milwaukee County DOT, WI: \$219,918 Demonstration Activities (FY23)

The award to the Milwaukee County DOT will be used to **pilot demonstration activities in 5 municipalities** including Greendale, South Milwaukee, Shorewood, Wauwatosa, and West Allis.

Project Highlights:

- Village of Greendale – **Temporary speed bumps** with a **speed trailer** to collect traffic counts/speed data at 2 intersections.
- Village of Shorewood – **Temporary traffic circles** near an elementary school and fire department and **temporary curb extensions** near east/west arterial connecting the Oak Leaf Trail regional bike network.
- City of South Milwaukee – **Traffic Stacker cones, traffic barrels, high-visibility signage, and speed trailers** on a high-risk pedestrian crossing.
- City of Wauwatosa – Five temporary traffic circles at locations that meet crash, speed, and/or volume thresholds, using **pilot video analytics** to capture near-miss data.
- City of West Allis – **Portable speed humps** to reduce speed on neighborhood streets, and a near-miss analysis study using pilot video analytics at one of the City's high-crash intersections.

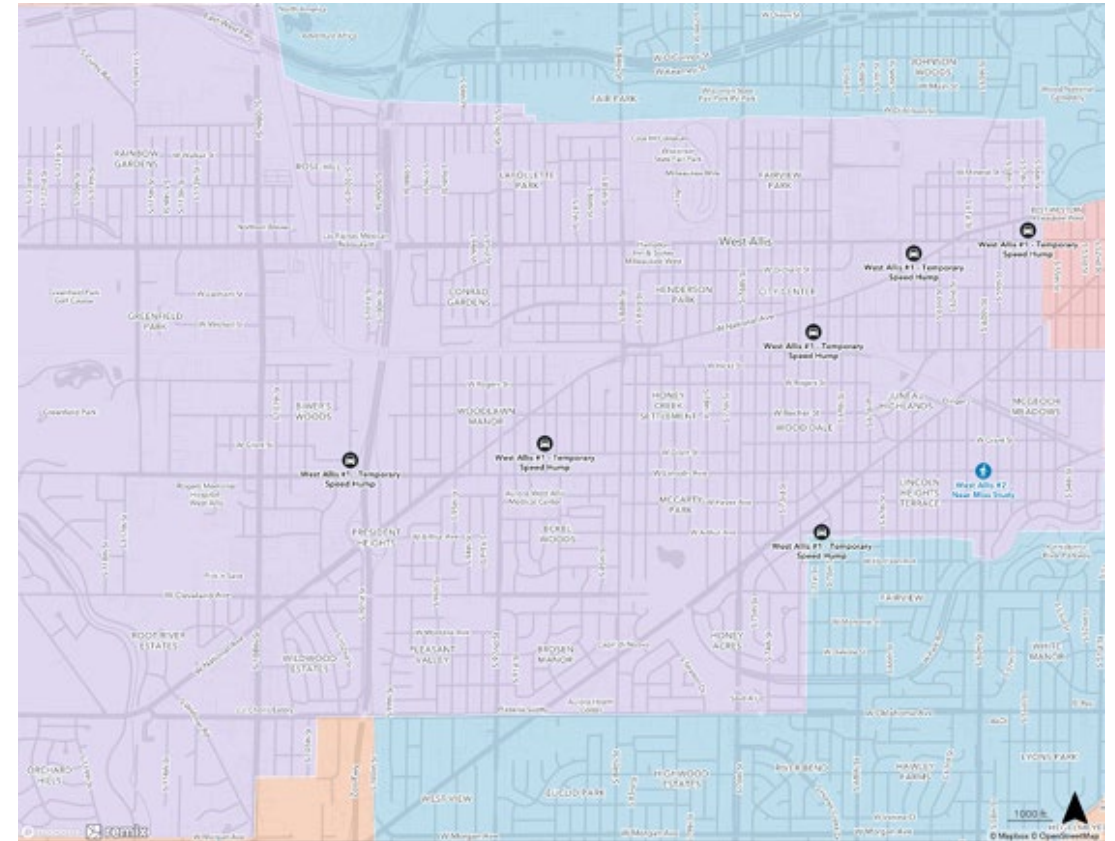


Image Credit: Milwaukee County DOT SS4A Application



Atlantic City, NJ: \$200,000 Supplemental Planning (FY22)

The award to 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



Image Credit: City of Atlantic City SS4A Application

City of Kalamazoo, MI : \$750,000 Supplemental Planning and Demonstration Activities (FY22)

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**

