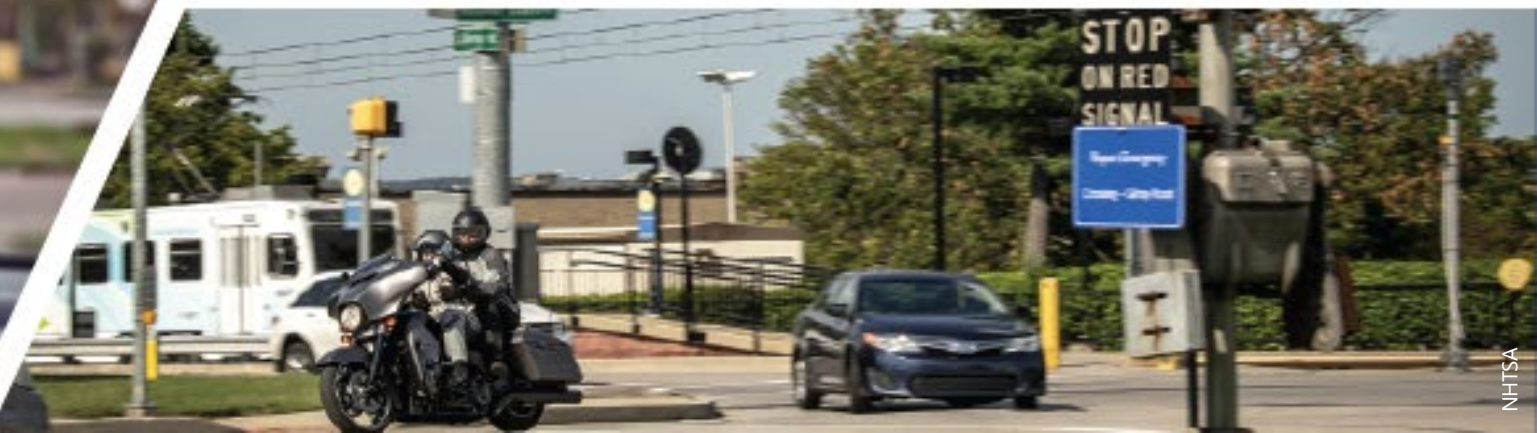




U.S. Department of Transportation

How to Apply for SS4A: Supplemental Planning and Demonstration Activities



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:** 161 106 4017
 - **Passcode:** 528754
- 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 PM – 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 PM – 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 PM – 3:00 PM (Eastern Time)



Presenters



Darren Thacker
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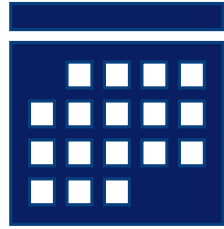


Are you in the right place?

- 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 or FY23 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 into your funding request.
- If you do not have an Action Plan in place and do not have an Action Plan in progress, we recommend starting with the SS4A "Action Plan" [webinar](#).



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

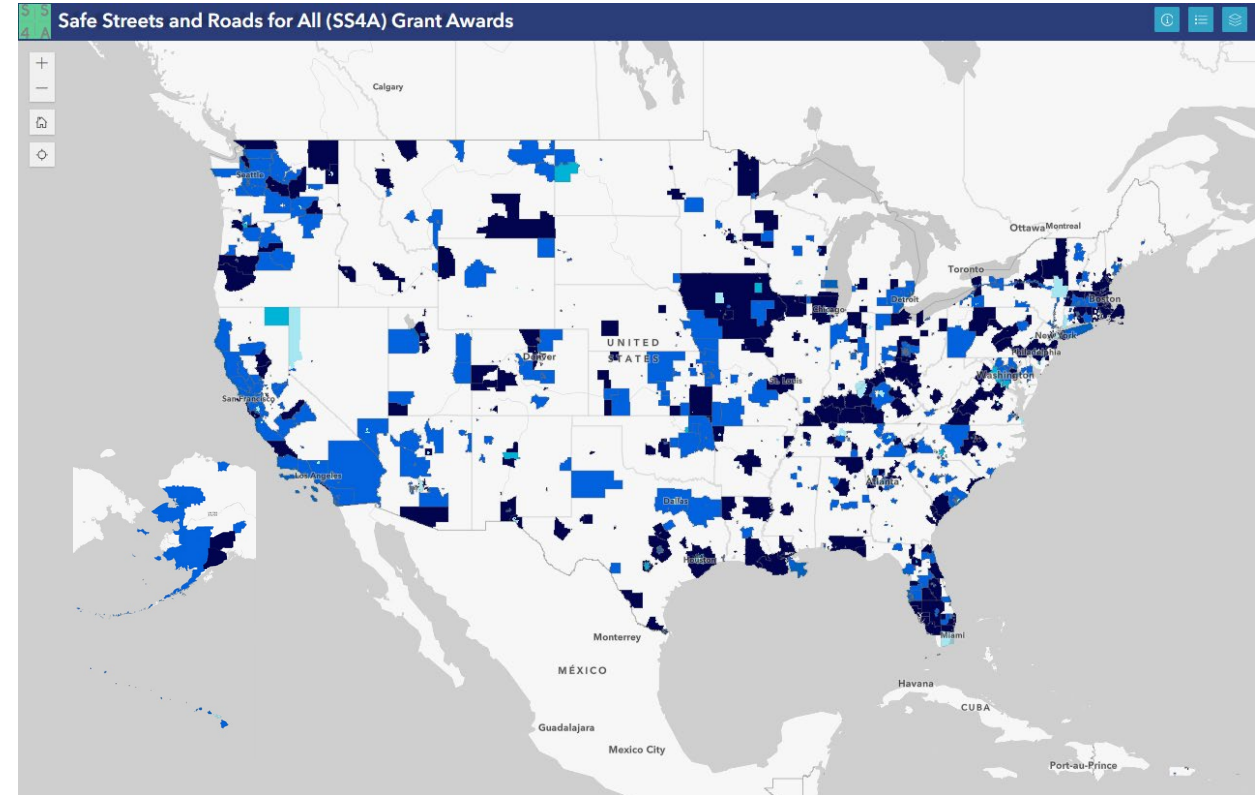
Safe Streets and Roads for All

- \$5 billion discretionary grant program, with ~\$1 billion per year over 5 years
- Purpose: 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>



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.*

****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.**

Requirements

- 80% Federal | 20% local match
 - In-kind contributions can be used as match
- Set aside for planning and demonstration activities (\$461 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.
 - Tribal applications are not counted toward the State cap.



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 groups 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 a 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>



Eligibility: Supplemental Planning and Demonstration Activities

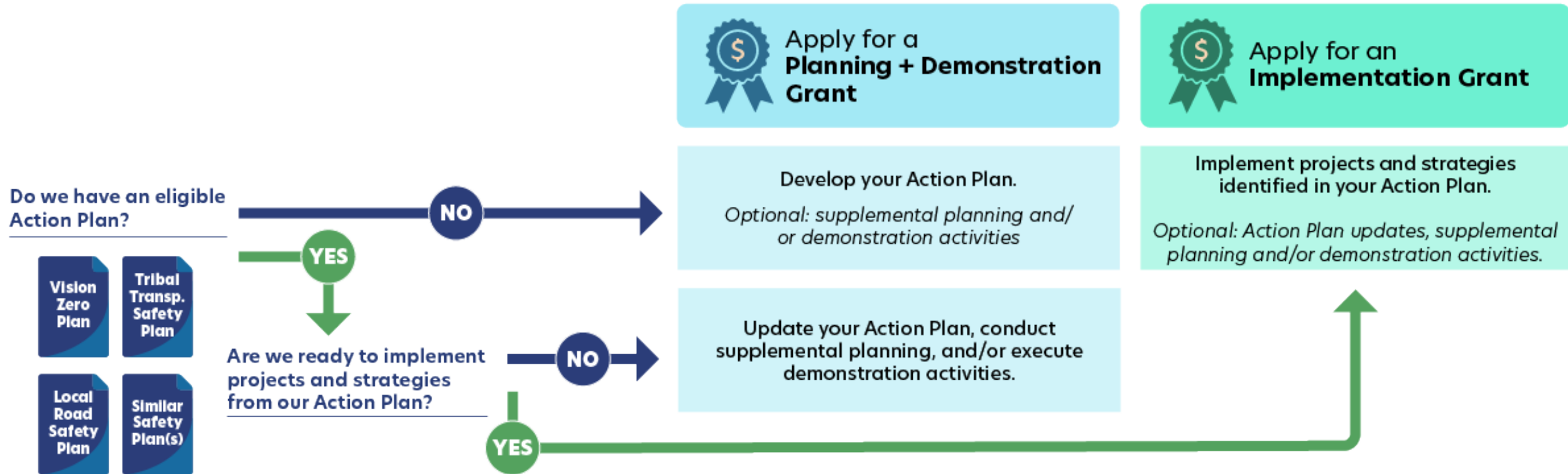
- Eligible **supplemental planning** activities support an Action Plan.
- Eligible **demonstration activities** inform the development of an Action Plan by testing project and strategy approaches to assess their potential benefits.
- All eligible applicants may request supplemental planning and demonstration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

Learn more about eligible supplemental planning and demonstration activities:

<https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities>



Planning and Demonstration or Implementation Grant?



See the Self-Certification Eligibility Worksheet at <https://www.transportation.gov/grants/ss4a/self-certification-worksheet> to determine if your plan is eligible!



Why Apply for Supplemental Planning and Demonstration Activities?

- SS4A planning is process-oriented and iterative.
- Demonstration activities are another tangible opportunity 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.



Image Credit: Solomon Foundation






Eligible Supplemental Planning and Demonstration Activities

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.



U.S. Department of Transportation

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/comprehensive-safety-action-plans>

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



Supplemental Planning and Demonstration Activity Deliverables

The final deliverable for supplemental planning is a publicly available, written document that connects to, or enhances, an Action Plan. The written product could be a standalone document or an appendix in the Action Plan itself.

The final deliverable for demonstration activities is:

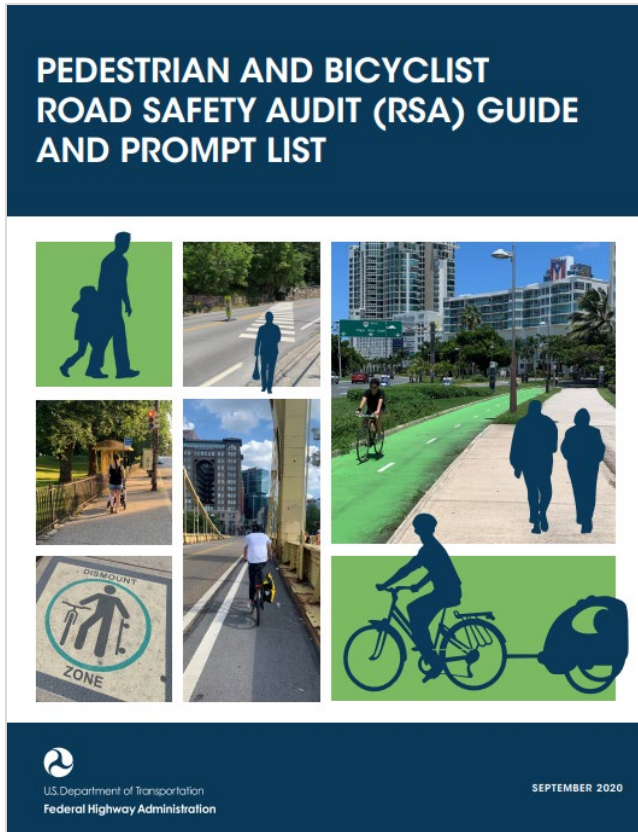
- An overview of the demonstration activities performed; and
- A before/after study of the effectiveness of demonstration activities; and
- An updated Action Plan that incorporates the information gathered from the demonstration activities into the Action Plan's list of project or strategies and/or informs another part of the Action Plan.

Examples:

- Complete Streets Design Guide – Appendix to Action Plan
- Updated Action Plan to include equity analysis
- Updated Action Plan to include leading pedestrian intervals (LPIs) as a priority project/strategy at all signalized crosswalks, based on improved driver yield rates identified in a pilot LPI intersection



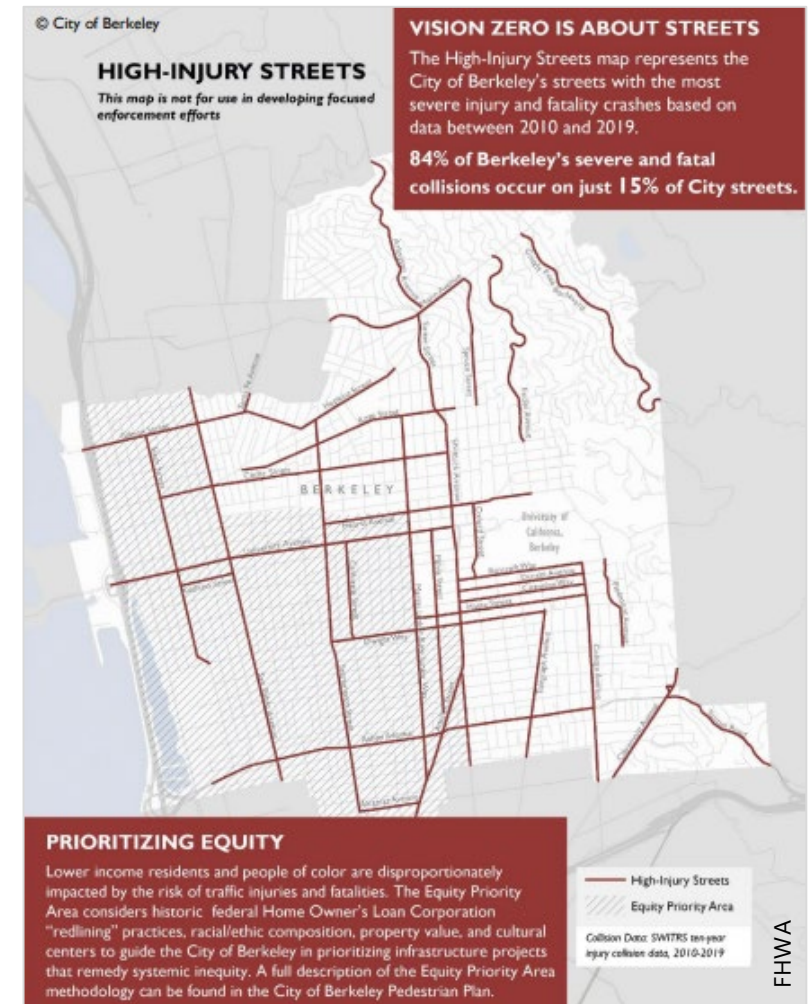
Example Supplemental Planning Activities



- **Developing additional, complementary safety plans** focused on topics such as speed management, vulnerable road users, accessibility for individuals with disabilities, Americans with Disabilities Act of 1990 (ADA) transition plans, health equity, safety-focused Intelligent Transportation System implementation, lighting, or other relevant topics.
- **Road safety audits** to identify road safety issues at existing and/or future road intersections.
 - *Preliminary engineering and construction design for a project are not eligible supplemental planning activities but are eligible activities for Implementation Grant applications.*
- **Consolidating Action Plan components** contained within multiple local and/or regional plans into a single Comprehensive Safety 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)
- **Updating existing Action Plans** that are 5 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).
- **Stakeholder engagement and collaboration** to inform Action Plan development.
- **Other roadway safety planning activities** that enhance or inform the development of Action Plans.



Supplemental Planning vs. Planning and Design

Supplemental Planning in support of an Action Plan (A1)

- 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



Image Credit: Solomon Foundation

- **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 Programs

- **Pilot programs for behavioral or operational activities** that include at least one element of the Safe System Approach.
- Examples include:
 - Testing out, on a small scale, a new education campaign's messaging related to distracted driving or promoting the use of seat belts.
 - Pilot testing a ride share or alternative in an area that has high impaired driving crashes/fatalities.
 - Trial changes to test how emergency medical services (EMS) respond to crashes, including trainings for EMS staff responding to crashes.

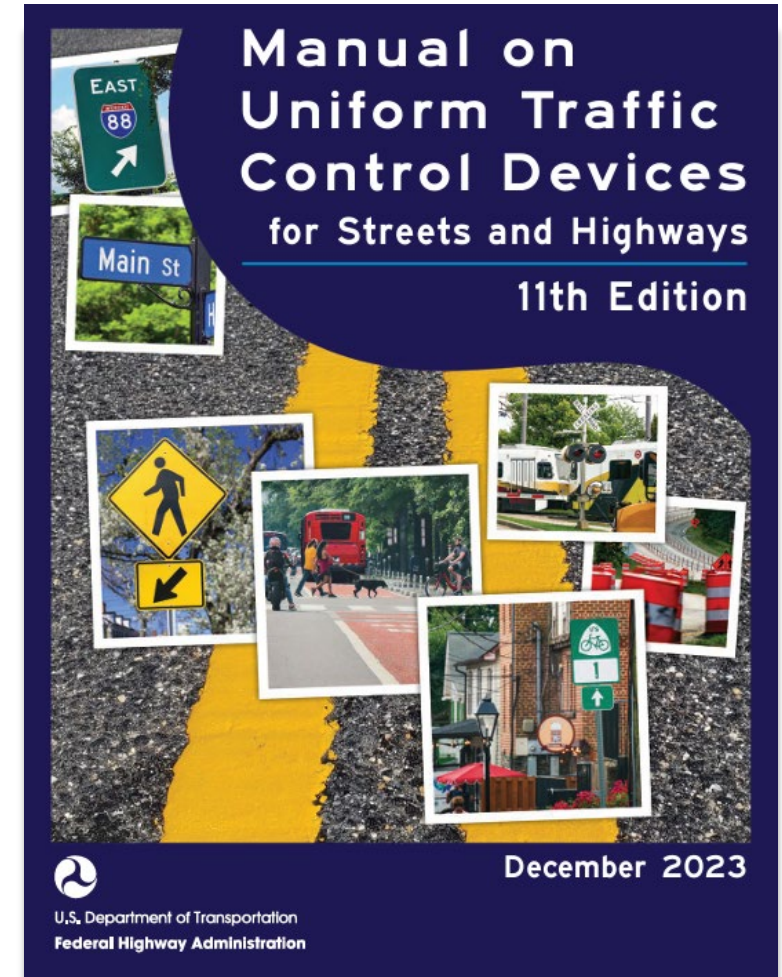


Image Credit: Solomon Foundation



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., overhead sign installations)
 - Evaluation warrants for traffic signal installation
 - Accessible pedestrian signal display installation
 - Rectangular rapid-flashing beacons for vulnerable road users
 - Mid-block or high-visibility crosswalks
 - Bike lane treatments



Example Demonstration Activities – New Technology Pilots



Image Credit: USDOT

- **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
 - Retrofitting public transit with dash cameras or Intelligent Speed Assist
 - 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 in support of an Action Plan (A2)

- 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



Demonstration Activities: How to Assess Benefits

Before/after data collection and analysis

- **Speed management pilots**
 - Crash data
 - Roadway fatality/serious injury data
 - Vehicle speeds
- **Pedestrian treatment pilots**
 - Pedestrian counts/volumes
 - Street space allocations by mode/use
 - Driver yielding rates at crosswalks
- **Bike treatment pilot**
 - Bicyclist counts/volumes

Public input

- Community meetings
- Intercept surveys
- Key stakeholder interviews
- Social media engagement

Before/after photos

- Consistency of photo composition, lighting, angle, etc.
- Photos of people actively using infrastructure

Tips

- Develop a monitoring and evaluation plan
- Ensure data are relevant to your demonstration activity
- Ensure consistency across pre-/post- data collection (e.g., time of day, locations)
- Funding to support evaluation of demonstration activities





Examples of Funded Supplemental Planning and Demonstration Activities

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



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

Milwaukee County DOT is **piloting demonstration activities in 5 municipalities**. Project Highlights:

- Village of Greendale – **Temporary speed bumps** with a **speed trailer** at two intersections.
- Village of Shorewood – **Temporary traffic circles** near an elementary school and **temporary curb extensions** near a regional bike network.
- City of South Milwaukee – **Stacker cones, traffic barrels, high-visibility signage, and speed trailers** on a high-risk pedestrian crossing.
- City of Wauwatosa – Five **temporary traffic circles** at high-risk locations and **pilot video analytics** to capture near-miss data.
- City of West Allis – **Portable speed humps** on neighborhood streets and a **near-miss analysis study**.

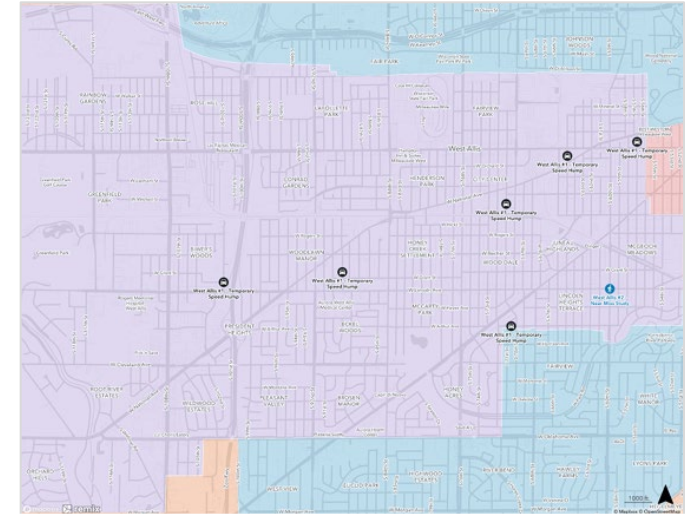


Image Credit: Milwaukee County DOT SS4A Application



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)



City of Detroit, MI: \$24,800,000 Implementation Grant (FY23)

This implementation of safety improvements on the high-injury network focuses on pedestrian safety and safe speeds using [Proven Safety Countermeasures](#). This project will also include supplemental planning and demonstration activities.

Supplemental Planning and Demonstration Activity Components:

- Non-Motorized Users plan
- Update the overall Action Plan
- Pilot transit operator safety training

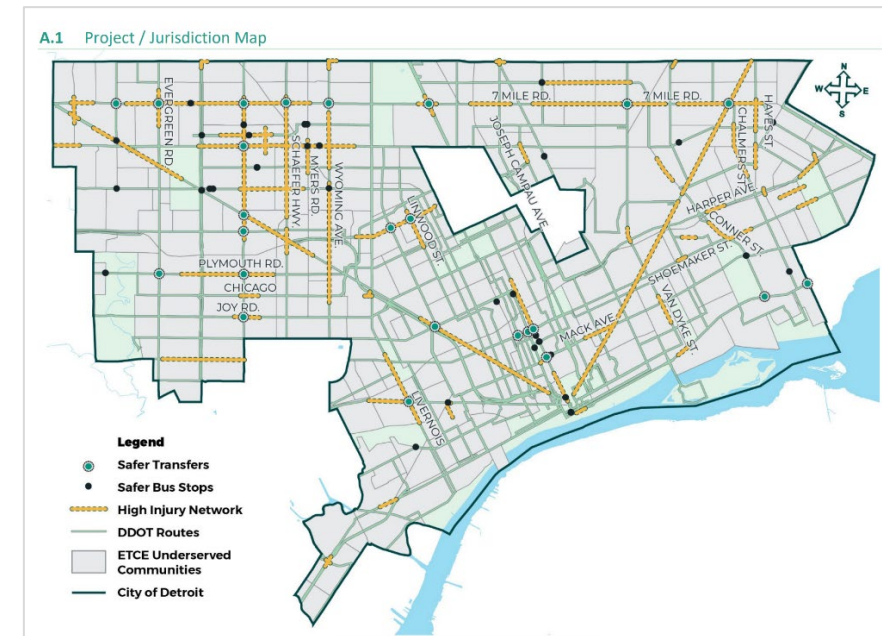


Image Credit: City of Detroit SS4A Application



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.



SS4A Application Requirements

Planning and Demonstration Grant Applicants

- Valid Eval Application Form
- Standard Forms (SF-424 General, SF-424A, SF-424B, and SF-424LLL)
- Narrative (2-3 pages)
- Map
- Budget
- Self-Certification Eligibility Worksheet *if applicable*

Implementation Grant Applicants

- Valid Eval Application Form
- Standard Forms (SF-424 General, SF-424C, SF-424D, and SF-424LLL)
- Narrative (12-14 pages)
- Map
- Budget
- Self-Certification Eligibility Worksheet *required*





Supplemental Planning and Demonstration Activity Review and Selection Process

Planning and Demonstration Grant Selection Criteria

What's different for Planning and Demonstration Grant applicants including supplemental planning and/or demonstration activities?

- Address extra requirements in Selection Criterion #3: "Additional Safety Context" in a 2- to 3-page application narrative
- Budget narratives should delineate costs:
 - Develop an action plan
 - Conduct supplemental planning
 - Carry out demonstration activities
- Safety Impact and Equity selection criteria are the same across applicants with/without supplemental planning and/or demonstration activities
- 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

Safety Impact

Equity

Additional Safety
Context

Budget Costs

New in
FY24



Planning and Demonstration Grant Narratives



- Maximum 2-page application narrative 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:
 - Scope of the work to be performed;
 - Roadway safety issues that necessitate safety activities; and
 - How the funded activities will inform an Action Plan.
- **For demonstration activities only:**
 - 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) and the start/end dates of the work.



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.

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 |



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 Selection Criteria #5 "Supplemental Planning and Demonstration Activities."
- Other selection criteria are the same and are considered separately in the evaluation process.



Implementation Grant Narratives



- Implementation Grant applications that include supplemental planning and demonstration activities **may submit up to 2 additional pages of narrative, or 14 pages total**
 - *Note:* Additional pages must be focused solely on responding to the Supplemental Planning and Demonstration Activities selection criterion
- The selection criterion uses the same language as “Additional Safety Context” selection criterion for Planning and Demonstration Grant applications
- 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.
- **For demonstration activities only:**
 - 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* SS4A Grant Types

The Department will assess the narrative's alignment with the 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> |





Tips and Tricks

Tips for Well-Rated Supplemental Planning and Demonstration Narratives

- The scope of the work should be well-detailed:
 - Specific activity types and their scope should be described.
 - The connection between the activities and a safety problem.
 - Locations and quantity to the extent known.
- Clearly articulate how the efforts will inform, and tie back to, an Action Plan.
- For demonstration activities, describe how you will measure success:
 - What change(s) do you expect to see?
 - How will you know the activities are beneficial?
 - How will they inform which projects and strategies should be included in your Action Plan?
- Demonstration activities are different than implementing projects and strategies!



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.
- Proof of coordination (e.g., letter, email) will be required for applicants requesting to develop a new Action Plan in an area that has previously received SS4A funding to develop a new Action Plan.
- Including demonstration activities with a new Action Plan is a great way to start engaging your community to reimagine 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.
- Funds to implement projects and strategies are **much more competitive** than funds for supplemental planning and demonstration activities.
- Applicants can indicate willingness to accept partial funding for only the supplemental planning and demonstration elements of their proposal.
- Including supplemental planning and demonstration activities in an Implementation Grant application will not affect your chances of getting a full award.
- Submit your Action Plan(s) for pre-review to determine their eligibility.



Web Links from Today's Presentation

- Slide 3: All SS4A webinar recordings and PowerPoint presentations will be posted on the SS4A Webinar Series page:
<https://www.transportation.gov/grants/SS4A/webinars>
- Slide 5: About the SS4A funding opportunity:
<https://www.transportation.gov/grants/SS4A>
- Slide 6: Link to SS4A FY24 NOFO:
<https://www.transportation.gov/grants/ss4a/fy24-nofo>
- Slide 6: Submit technical questions by April 17, 2024, to ss4a@dot.gov
- Slide 7: Learn how to apply and access application materials:
<https://www.transportation.gov/grants/ss4a/how-to-apply>
- Slide 8: Learn more about the Safe System Approach:
<https://www.transportation.gov/NRSS/SafeSystem>
- Slide 10: Check out the SS4A awards map:
<https://www.transportation.gov/grants/ss4a/cumulative-awards>
- Slide 14: Information on applicant eligibility:
<https://www.transportation.gov/grants/ss4a/applicant-eligibility>
- Slide 15: Eligible uses of SS4A funding:
<https://www.transportation.gov/grants/ss4a/eligible-uses>
- Slide 16: Eligible supplemental planning and demonstration activities:
<https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities>
- Slide 17: Get help deciding which SS4A grant type to apply for:
<https://www.transportation.gov/grants/ss4a/grant-type-selection-assistance>
- Slide 17: If you have an existing safety Action Plan, determine its eligibility using this worksheet: <https://www.transportation.gov/grants/ss4a/self-certification-worksheet>
- Slide 17: SS4A Implementation Grant Pre-Application Action Plan Review:
<https://www.transportation.gov/grants/ss4a/action-plan-review>
- Slide 20: About Comprehensive Safety Action Plans:
<https://www.transportation.gov/grants/ss4a/comprehensive-safety-action-plans>
- Slide 22: Eligible supplemental planning activities:
<https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities#eligible-supplemental-planning-activities>
- Slide 25: Eligible demonstration activities:
<https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities#eligible-demonstration-activities>
- Slide 28: SS4A demonstration activity requirements:
<https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities#demonstration-activity-requirements>
- Slide 37: Obtain a UEI: <https://sam.gov/>
- Slide 37: Register on Valid Eval to apply for a Planning and Demonstration Grant:
https://usg.valideval.com/teams/usdot_ss4a_2024_planning_demo/signup
- Slide 37: Register on Valid Eval to apply for an Implementation Grant:
https://usg.valideval.com/teams/usdot_ss4a_2024_implementation/signup





Q&A



Appendix

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**.

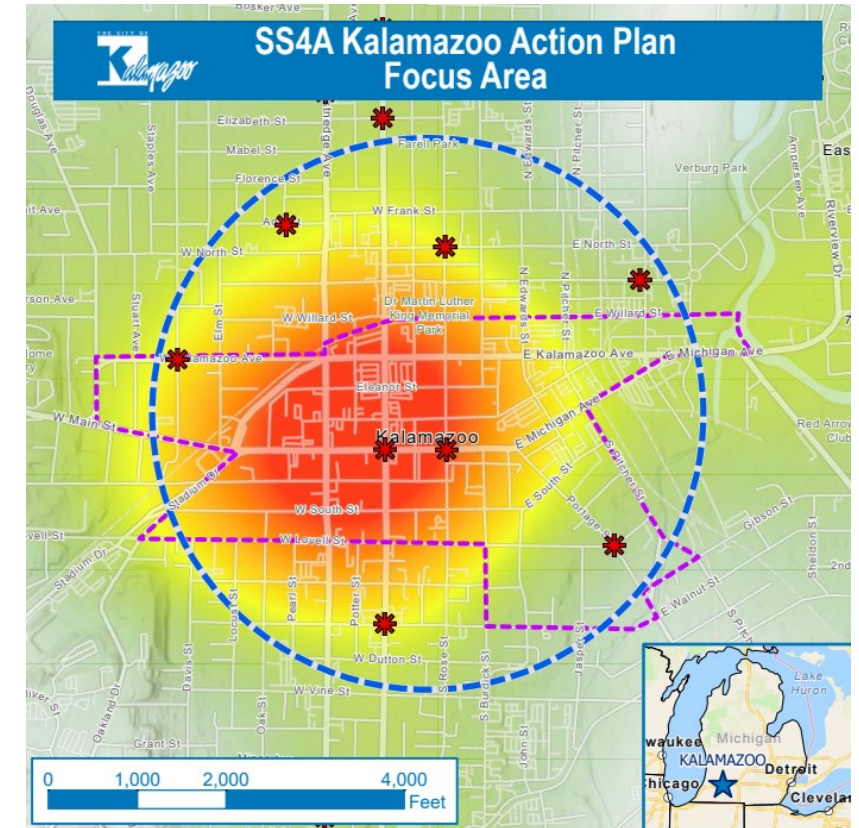


Image Credit: City of Kalamazoo SS4A Application



Additional FY23 Planning and Demonstration Awards

- The Rapides Area Planning Commission (RAPC), LA, received \$1,480,000 to update its Local Road Safety Plan, **develop comprehensive safety action plans for 5 rural cities within the RAPC planning area**, and create a regional ADA Transition Plan.
- Lummi Indian Business Council, WA, received \$1,008,316 to develop a comprehensive safety action plan and **pilot high-friction surface treatments**, ITS equipment, signage, and speed humps at 9 intersections.
- The Town of Colonie, NY, in partnership with three bordering EMS agencies, received \$2,400,000 to **pilot an emergency vehicle transponder system** and a platform to improve the sharing of critical health information with first responders.



Image Credit: Milwaukee County DOT SS4A Application



Agreement Funding: 20% Cost Share and Match Reminders

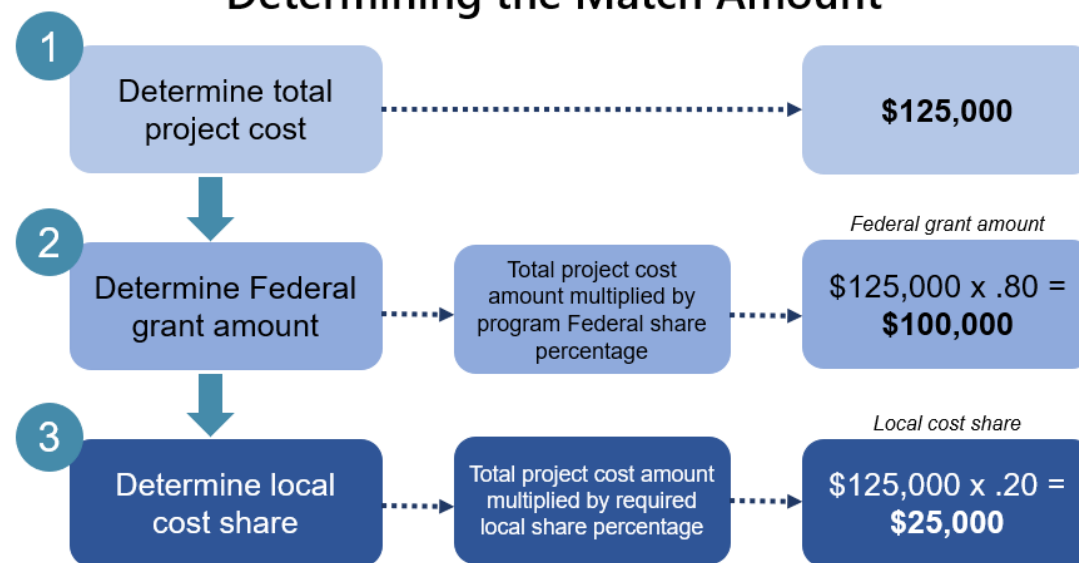
- Recipients are required to contribute a non-Federal matching share of **no less than 20 percent of TOTAL eligible activity costs**.
- Grant agreements are expected to be administered on a reimbursement basis, and recipients will be reimbursed for up to 80% of their eligible expenses.



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 using non-Federal funds.
- Staff time, purchased goods/services, and other direct expenses can be used toward the local match requirement.

Determining the Match Amount



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

