



Safe Streets and Roads for All (SS4A)



[Visit the SS4A website for more information](#)



Safe Streets and Roads for All

- \$5 billion discretionary grant program, with ~\$1 billion/year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing those plans
- Inclusive of all types of roadway safety interventions across the Safe System Approach



SS4A Overview: Eligibility

Eligible Recipients

- Metropolitan planning organization (MPOs)
- Political subdivision of a State
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the above

Eligible Activities

- Develop a Comprehensive Safety Action Plan
 - Develop or complete an Action Plan
 - Conduct supplemental planning
 - Carry out demonstration activities
- Planning, design, and development activities for **projects and strategies** identified in an Action Plan
- Implement projects and strategies identified in an Action Plan



Key Elements to Comprehensive Action Plan

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- **Equity** considerations developed through a plan using inclusive and representative processes.
- **Policy and process changes** that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

Implementation Example Activities:

- **Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- **Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- **Transforming a roadway corridor** on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.
- **Installing pedestrian safety enhancements and closing network gaps** with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.
- **Supporting the development of bikeway networks** with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- **Carrying out speed management strategies** such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and **making strategic use of speed safety cameras**.
- **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- **Promoting the adoption of innovative technologies or strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- **Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.
- **Reducing roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- **Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced

Eligible Activities and Grant Types

Eligible Activities:

(A) Develop Comprehensive Safety Action Plan

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

(C) Carry out projects and strategies identified in an Action Plan

Planning and Demonstration Grant

Develop or complete a comprehensive safety action plan (A)

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

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

Implementation Grant

- Implement projects and strategies (C)
- Conduct planning and design (B)
- Conduct supplemental safety planning (in support of an existing safety action plan) (A)
- Carry out demonstration activities (in support of an existing safety action plan) (A)



Planning and Demonstration or Implementation Grant?

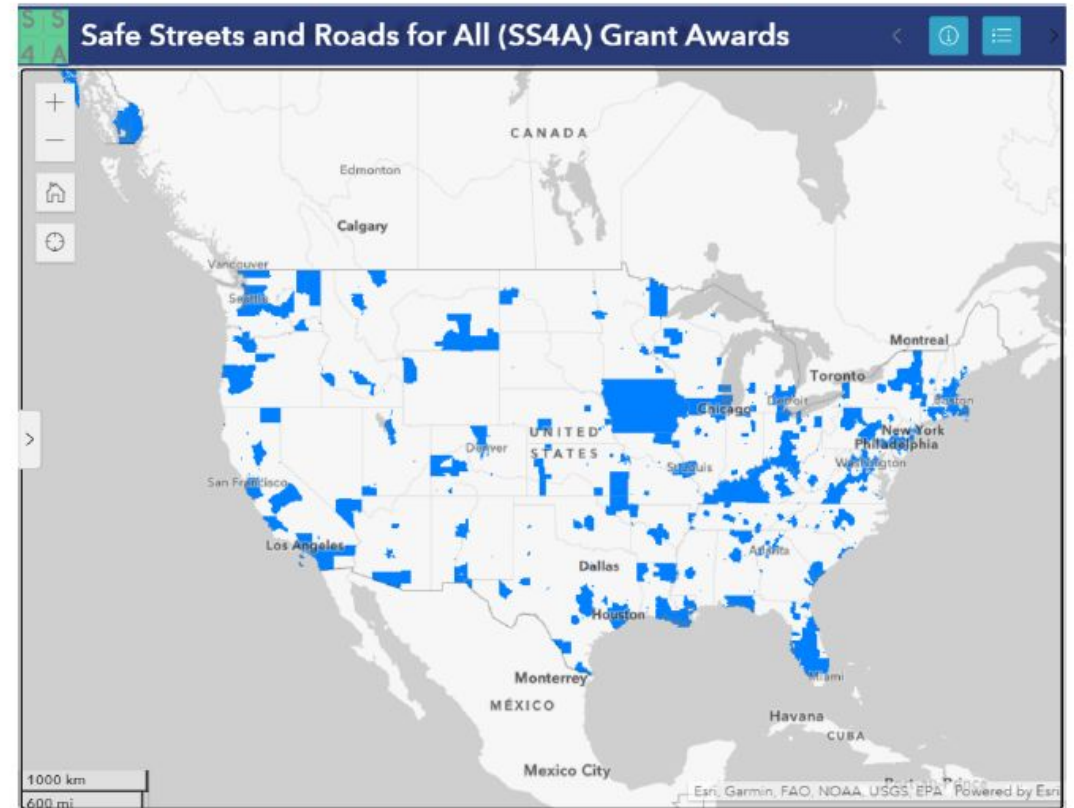


See the Self-Certification Eligibility Worksheet at transportation.gov/grants/ss4a to determine if your plan is eligible!



FY 2022 Awards

- 511 communities were selected for FY 2022 grants
 - 474 Action Plan Grants
 - 37 Implementation Grants
- More than \$800 million awarded
- ~Half of awards to rural communities
- Funds will improve roadway safety planning for over half the nation's population



SS4A Webinar *Recordings* for Potential Applicants

The Safe Streets and Roads for All Program had four stakeholder webinars for in 2023, to help potential applicants learn about the program and what they need to know to prepare an application.

- **Monday, April 24, 2023: Rural and Tribal Applicants**
- **Wednesday, April 26, 2023: Action Plans**
- **Thursday, April 27, 2023: Supplemental Planning and Demonstration Activities**
- **Tuesday, May 2, 2023: Implementation Grants**

[Visit the SS4A Webinar Series page](#)





TTP as Match for SS4A

Can a Federally recognized Tribal government use Tribal Transportation Program funds as non-Federal match for SS4A?

Tribal Transportation Program (TTP) funds can be used as a non-Federal match for the Safe Streets and Roads for All grant program in the following conditions:

1. The federally recognized Tribal government has a signed **compact with the USDOT** through the **Tribal Transportation Self Governance Program**. The compact incorporates 25 USC 5325 as part of the applicable Title I provisions in the Indian Self-Determination and Education Assistance Act.
2. The federally recognized Tribal government has a signed **compact with the United States Bureau of Indian Affairs**, and that compact incorporates 25 USC 5325 as part of the applicable Title I provisions in the Indian Self-Determination and Education Assistance Act.

Application Aids

- A series of checklists, planning worksheets, and fillable forms is available on the SS4A website and the Valid Eval website to help guide applicants through the eligibility and application process.

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Safe Streets and Roads for All
Costs and Contracting

The Safe Streets and Roads for All (SS4A) grant program follows the grant governance and financial requirements set up in 2 CFR Part 200. While some Title 23 and Title 49 requirements apply to SS4A for construction guidance, they do not apply for SS4A when it comes to costs and contracting. This fact sheet provides information on costs and contracting. See the additional [fact sheet on match and cost sharing](#).

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Safe Streets and Roads for All
Planning and Demonstration Checklist

Developing, Completing, or Entering into a Demonstration

- Sign up for an account using the [Valid Eval Platform](#).
- Gather key application data, including:
 - Total applicant jurisdiction population
 - Total applicant jurisdiction census tracts
 - Total count of motor vehicle-involvement crashes
 - Total average annual fatality rate (per 100,000 population)
 - Total percent of population in Under 20 age group
- Complete the following Standard Forms:
 - SF-424: Application for Federal Assistance
 - SF-424A: Budget Information for Non-Construction
 - SF-424B: Assurances for Non-Construction
 - SF-424C: Disclosure of Lobbying Activities
- Write a narrative no longer than 2 pages.
- Create map that shows the location of the jurisdiction.
- Take a screenshot of Percent Population in Under 20 Age Group.
- If applicable, list the demonstration or supplemental demonstration.
- If applicable, gather information on joint applications.
- If applicable, gather information on alternative funding.

Supplemental Planning and/or Information

- Complete all of the information outlined for "Demonstration Information."
- Complete a budget narrative.
- Complete [Self-Certification Eligibility Worksheet](#).

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

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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

Rigorous 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](#).
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