

Safe Streets and Roads for All (SS4A)



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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



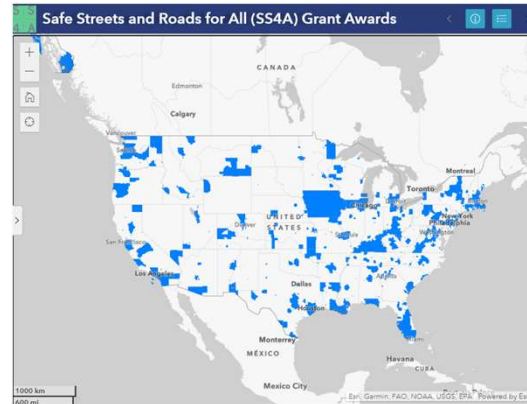
<http://www.transportation.gov/SS4A>

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FY 2022 Awards

- 511 communities were selected for FY 2022 grants
 - 474 Action Plan Grants
 - 37 Implementation Grants
- More than \$800 million awarded¹
- Funds will improve roadway safety planning for over half the nation's population



<https://www.transportation.gov/grants/ss4a/2022-awards>

¹40% set aside for Action Planning Activities was undersubscribed; money rolled over to this round



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SS4A NOFO Is Now Open



Notice of Funding Opportunity is now **OPEN**



Submit technical questions by June 16, 2023 to ss4a@dot.gov

Apply by July 10, 2023, at 5:00 p.m. EDT (**no late applications will be accepted**)



Additional resources about SS4A and the NOFO can be found at

<https://www.transportation.gov/grants/SS4A>



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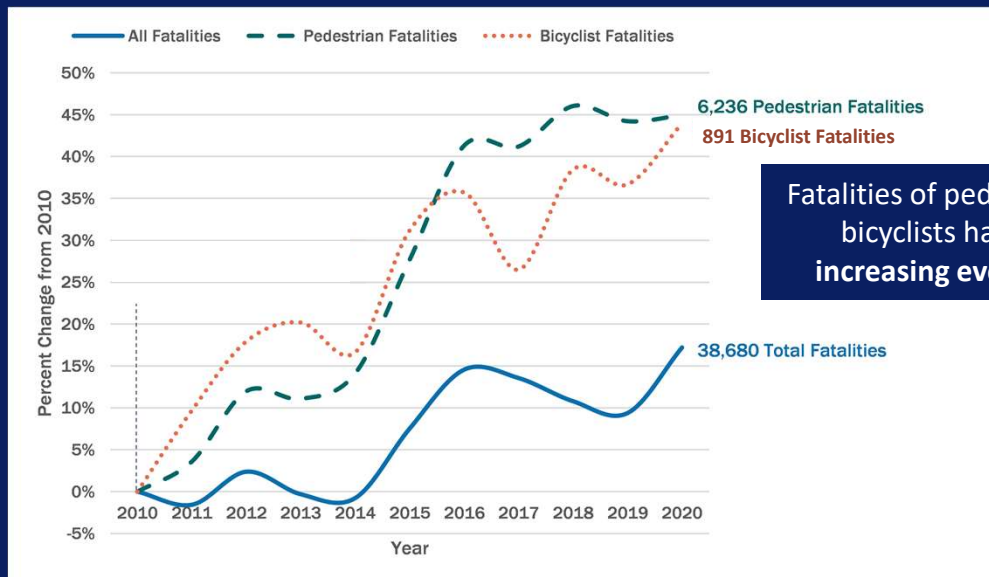


The National Roadway Safety Strategy (NRSS)

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WE HAVE A NATIONAL ROADWAY SAFETY CRISIS



Fatalities of pedestrians and bicyclists have been increasing even greater

Source: US DOT

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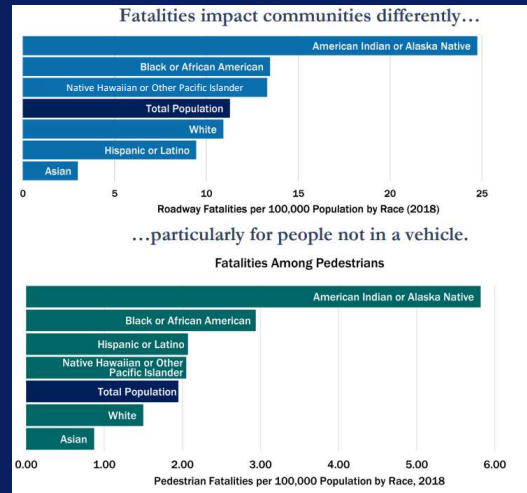
EQUITY

Opportunities to Simultaneously Address Safety, Equity, and Climate

Safety is and will always be the Department's top priority. Roadway safety is also a foundational prerequisite to our success in addressing two other major priorities: equity and climate.

“Traffic crashes are a leading cause of death for teenagers in America, and disproportionately impact people who are Black, American Indian, and live in rural communities. We face a crisis on our roadways; it is both unacceptable and solvable.”

<https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>



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National Roadway Safety Strategy (NRSS)

U.S. DOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- ❖ **Sets a vision and goal** for the safety of the Nation's roadways
- ❖ **Adopts the Safe System Approach** principles to guide our safety actions
- ❖ **Identifies new priority actions and notable changes to existing practices** and approaches that target our most significant and urgent problems, and are, therefore, expected to have the most substantial impact.
- ❖ States that we cannot do it alone and **Calls Stakeholders to Action**

More information on NRSS found here: <https://www.transportation.gov/NRSS>



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The Safe System Approach (SSA)



The U.S. DOT adopted the SSA to address roadway safety.

SSA Principles:

- ❖ Deaths and serious injuries are unacceptable
- ❖ Humans make mistakes
- ❖ Humans are vulnerable
- ❖ Responsibility is shared
- ❖ Safety is proactive
- ❖ Redundancy is critical

USDOT FHWA Safe System Approach: <https://highways.dot.gov/safety/zero-deaths>

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THE SAFE SYSTEM ELEMENTS



Safe road users



Safe vehicles



Safe speeds



Safe roads



Post-crash care

WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

Traditional approach

Safe System approach

- Prevent crashes → Prevent death and serious injuries
- Improve human behavior → Design for human mistakes/limitations
- Control speeding → Reduce system kinetic energy
- Individuals are responsible → Share responsibility
- React based on crash history → Proactively identify and address risks



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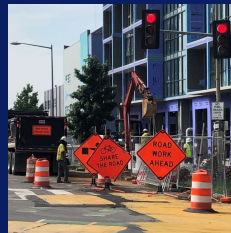
Implementing the Safe System approach is our shared responsibility, and we all have a role.



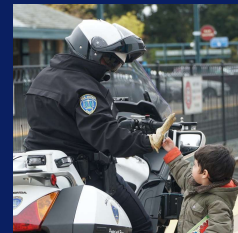
Source: Fehr & Peers



Source: Arlington County, VA



Source: Fehr & Peers



Source: Fehr & Peers

Find more resources at: safety.fhwa.dot.gov/zerodeaths

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About SS4A Grants

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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

Note: State DOTs are not eligible; but can provide technical expertise in the planning and implementation process



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Planning and Demonstration Activities

Action Plan

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

Quick Build Example



Source: Solomon Foundation

Supplemental Planning

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

Demonstration Activities

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



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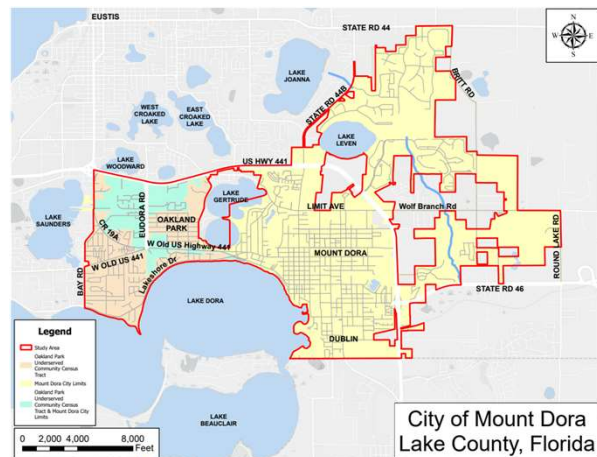


City of Mount Dora, Florida: \$160,000 Action Plan

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

Mount Dora overview:

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

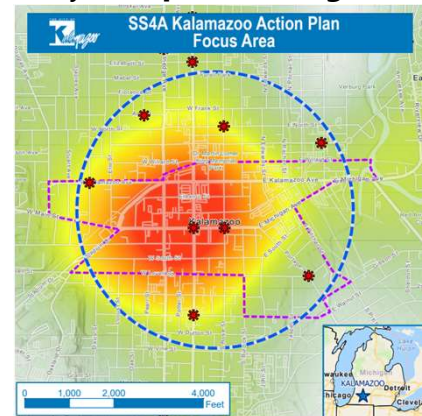


Kalamazoo, Michigan: \$750,000 Action Plan

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**.



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Implementation Grants

- Implementation Grants applications must fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Infrastructure, behavioral, and operational safety activities are all eligible.
- Applicants must have a qualifying Action Plan in place to apply for Implementation Grants.
- Implementation applications may also include supplemental planning and demonstration activities.



Source: FHWA



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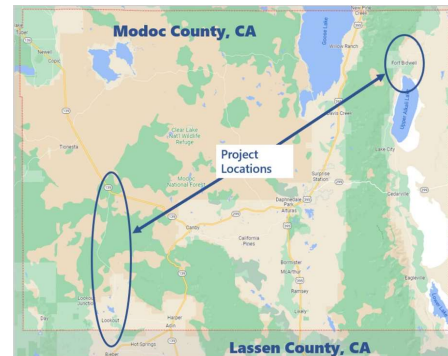
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Modoc County, California: \$12,954,400 Implementation

This project will improve safety along two corridors in **rural disadvantaged communities and Tribal areas** that have Modoc County's most dangerous crash history: County Road 91 and County Road 1.

Project Highlights:

- Implement **bicycle lanes**, pedestrian **crosswalks**, **speed control**, and **infrastructure features for persons with disabilities**.
- Update crash data to include the most recent 10-year period to help **validate data sets** and **show the effectiveness** of the safety improvements.
- **Partnership** between Modoc County, the Town of Fort Bidwell, the Fort Bidwell Indian Reservation, and neighboring Lassen County.



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Milwaukee, Wisconsin: \$4,400,000 Implementation

This project will address safety concerns for all road users, along multiple corridors where **high speeds, reckless driving, disregard of traffic control**, and other dangerous driver behaviors are common contributing factors for crashes.

Project Highlights:

- Multimodal safety improvements, especially for pedestrians and cyclists, at approximately **26 intersections along five corridors** on the high-injury network.
- Safety countermeasures include installing **high-visibility markings**, upgrading **traffic signal** equipment, making intersections **ADA-compliant**, **realigning skewed intersections**, **closing approaches** on five-plus-legged intersections, applying **road diets**, and installing **accessible pedestrian signals**.

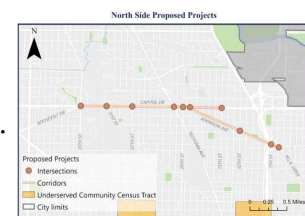


Figure 1. North Side Proposed Projects



Figure 2. South Side Proposed Projects



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What's New or Different in the FY 2023 NOFO

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What's New: General

- Applications will be completed through Valid Eval
- "Planning and Demonstration" grants expanded on former "Action Plan" grants
- Updated definition of underserved communities
 - Any Tribal land;
 - Any territory; or
 - USDOT Equitable Transportation Community Explorer **or** Climate and Economic Justice Screening Tool
- Two anticipated award announcements:
 - October 2023: Initial Planning and Demonstration Grant Awards
 - December 2023: Implementation Grant Awards, and remaining Planning and Demonstration Grant Awards



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What's New: Planning and Demonstration

- Clarification of eligible activities, with new focus area on “demonstration activities” (NOFO Sections A and C)
- Expected award ranges now \$100,000 to \$10 million (Section B.3)
- Flexibility for longer period of performance (Section B.4)
- Revised selection criteria for additional safety context (Section E)
- Those interested in developing an Action Plan are encouraged to include supplemental planning and demonstration activities
- FY 2022 Action Plan Grant recipients may apply for supplemental planning and/or demonstration activities while completing a plan



What's New: Implementation

- Expected award ranges now \$2.5 million to \$25 million (Section B.3)
- Encouraging applicants to also bundle supplemental planning and/or demonstration activities with their project and strategy requests
- Added selection criteria to evaluate supplemental planning and demonstration activities separate from projects and strategies (Section E)
- Discretion to make partial awards for supplemental planning and demonstration when applicants were unsuccessful in receiving a full award (Section E)
- Revised list of additional considerations for award selection:
 - % of funds to underserved communities (also in FY 2022 NOFO)
 - Rural areas
 - Supports awardee diversity
 - Federal funding requests under \$10 million
 - Priority community in the Thriving Communities Network





Webinars and Resources

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SS4A Webinars for Potential Applicants

The Safe Streets and Roads for All Program had three stakeholder webinars to help potential applicants learn about the program and what they need to know to prepare an application. Webinars were held as noted below and recordings can be found at:

www.transportation.gov/grants/SS4A/webinars

- **Wednesday, April 26: Action Plans**
- **Thursday, April 27: Supplemental Planning and Demonstration Activities**
- **Tuesday, May 2: Implementation Grants**



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Application Aids

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

The collage features several documents from the Safe Streets and Roads for All (SS4A) program. Key documents include:

- Safe Streets and Roads for All Costs and Contracting**: A document providing grant governance and financial requirements.
- Safe Streets and Roads for All Planning and Demonstration Checklist**: A checklist for developing, completing, or extending a grant.
- Safe Streets and Roads for All Action Plan Components**: A document detailing components like Leadership Commitment and Cost Savings, Safety Analysis, and Engagement and Collaboration.

The U.S. Department of Transportation logo is visible at the bottom left of the collage.

SS4A Website

www.transportation.gov/grants/SS4A

