



U.S. Department of Transportation

# Safe Streets and Roads for All (SS4A)



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NHTSA

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# Welcome to the “How to Apply for Safe Streets and Roads for All (SS4A): Action Plan Grants” webinar

## Audio

- To listen via computer: Select “Computer Audio”
- To listen via phone:
  - **Call:** 669-254-5252
  - **Webinar ID:** 160 043 8970
  - **Passcode:** 200494
- All participants automatically join on mute, with cameras off

## Technical Support

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

## Questions for Presenters

- Please type your questions in the Q&A box

## More Information

- [www.transportation.gov/SS4A](http://www.transportation.gov/SS4A)
- Today’s presentation slides and recording will be available on the SS4A website



# Presenters



Becky Crowe  
Federal Highway Administration  
U.S. Department of Transportation



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



# SS4A Webinars

1

## **How to Apply for SS4A Grants: General Overview**

1. This webinar offered a general overview of the SS4A program, the grant application process, and the available grant types.
2. Monday, June 13, 1:00-3:00 p.m. (EDT)

2

## **How to Apply for SS4A: Action Plan Grants**

1. This webinar will offer a general overview of the SS4A program and the grant application process and provide a particular focus on applying for Action Plan Grants.
2. Wednesday, June 15, 1:00-3:00 p.m. (EDT)

3

## **How to Apply for SS4A: Implementation Grants**

1. This webinar will offer a general overview of the SS4A program and the grant application process and provide a particular focus on applying for Implementation Grants.
2. Thursday, June 23, 1:00-3:00 p.m. (EDT)



# 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 jump start addressing roadway safety in your community
  - Listened to the June 13 overview webinar
  - Think you will be applying for an Action Plan Grant to
    - Develop or update a comprehensive safety action plan;
    - Fund supplemental action plan activities in support of an existing plan
    - Do not have an eligible action plan in place and/or are not ready to implement projects and strategies



# Safe Streets and Roads for All Grants

## Key program that supports the National Roadway Safety Strategy



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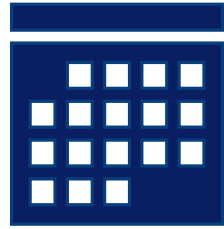
Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$5 billion in appropriated funding, FY22-26

Up to \$1 billion for this FY22 NOFO



# SS4A NOFO Is Now Open



Notice of Funding Opportunity is now  
**OPEN**



**Submit** technical questions by August 15, 2022  
**Apply** by September 15, 2022, 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/SS4A>





# Eligibility



# SS4A Overview: Eligible Applicants

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



# SS4A Overview: Joint Applicants vs. Partners

- Joint applicants:
  - Are each independently eligible entities
  - Are each party to the grant
  - May only be a joint applicant/individual applicant on one application
- Partners:
  - May include additional non-eligible entities (States, private companies, etc.)
  - Are not party to the grant
  - If an eligible applicant is a partner on an application (and not a joint applicant), being a partner on that application does not count as the one application for an eligible applicant
  - You can partner on multiple applications



# Action Plan Grants: Considerations for Collaboration

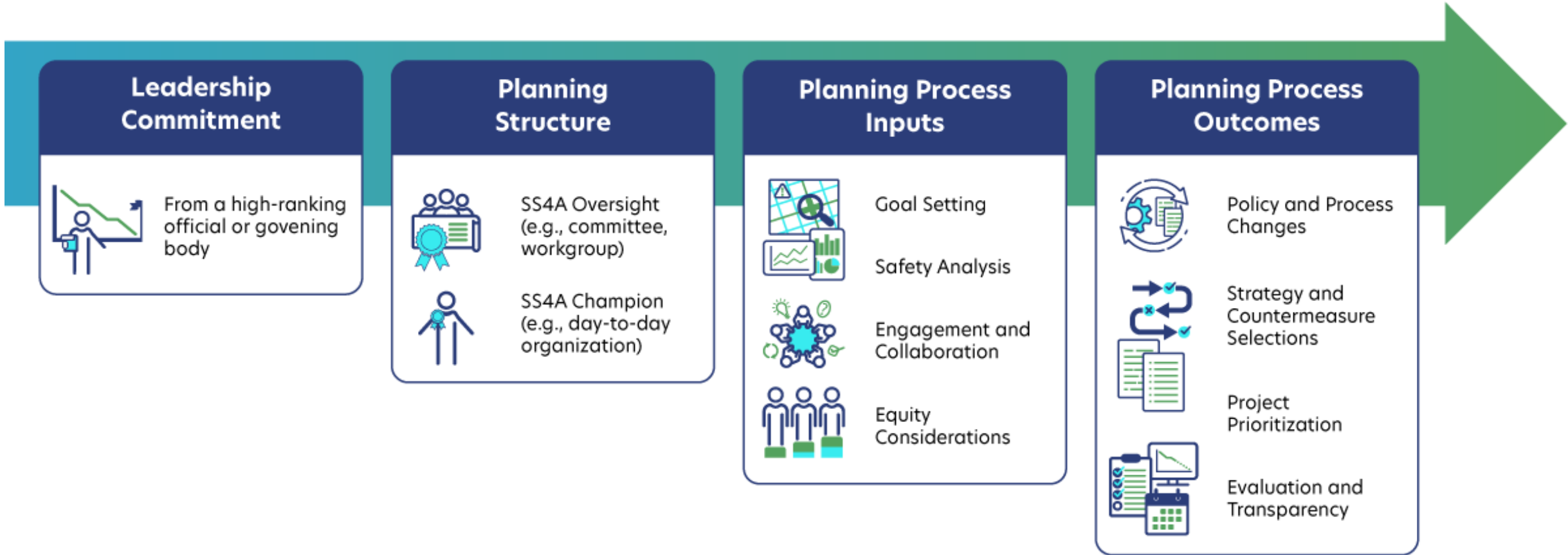
- DOT encourages joint and regional Action Plan Grant applications if it makes sense for you and your community
- DOT also recognizes many situations may make an individual application the best route
- DOT does not give preferential treatment to one type of applicant over another in the selection process
- DOT reserves the right to request applicants with duplicative funding requests consolidate their efforts, and may decline to fund duplicative applications irrespective of their individual merits.





# Comprehensive Safety Action Plan Components

# The Action Plan Planning Process



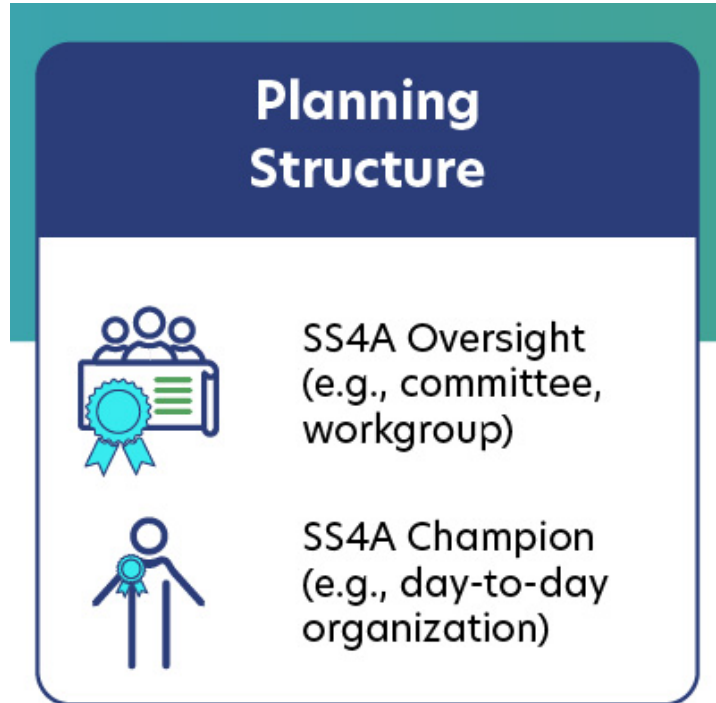
# Leadership Commitment



- Goals:
  - (1) the target date for achieving zero roadway fatalities and serious injuries,
- OR
- (2) 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.

# Planning Process Inputs: Goal Setting & Safety Analysis



- Develop an analysis of existing conditions and historical trends, which provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.



# Planning Process Inputs: Engagement & Collaboration



- Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.

# Planning Process Inputs: Equity Considerations

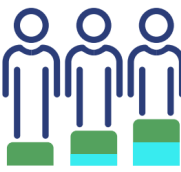


- Plan development using inclusive and representative processes.
- Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners.
- Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

\* Review NOFO for definition of "underserved communities"



# Equity Considerations for Action Plans



## Equity Considerations

- Plan development using inclusive and representative processes.
- Underserved communities\* are identified through data and other analyses in collaboration with appropriate partners.
- Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

\* Review NOFO for definition of “underserved communities”

## Identifying Problems

Determine what type of data you will need to answer the equity considerations in your Action Plan.

### **This might include:**

- Is my community in a Transportation Disadvantaged Census Tract?
- What is my community’s social vulnerability?
- How does my community compare to others when looking at environmental justice indexes?

## Finding Relevant Data

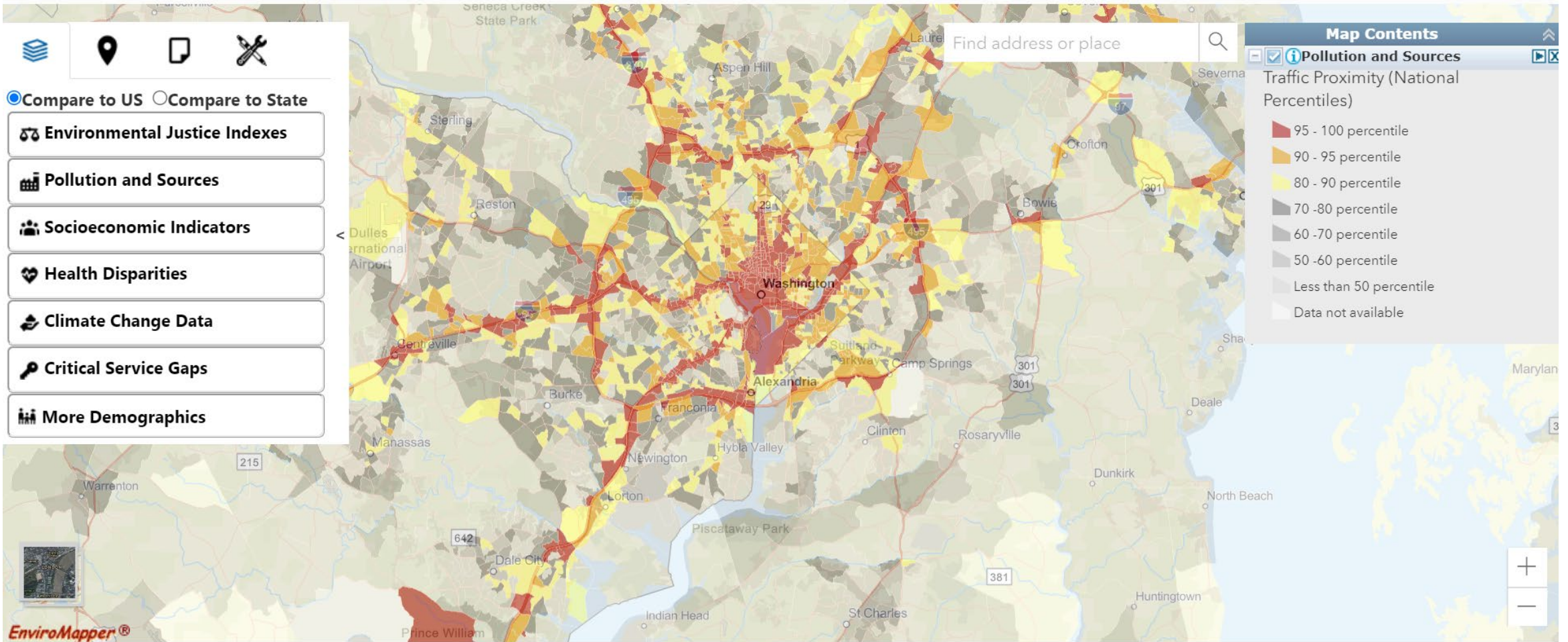
Find datasets by reviewing available resources online on the [SS4A website](#).

### **Some resources include:**

- [EJScreen: Environmental Justice Screening and Mapping Tool](#) (EPA)
- [FHWA - HEPGIS Maps: Socioeconomics and Equity Analysis](#) (FHWA)
- [Transportation Disadvantaged Census Tracts \(arcgis.com\)](#) (USDOT)



# Examples of Finding Data for Action Plans



# Examples of Finding Data for Action Plans

Alternative Fuel Corridors

Highway System

Fatal Crashes

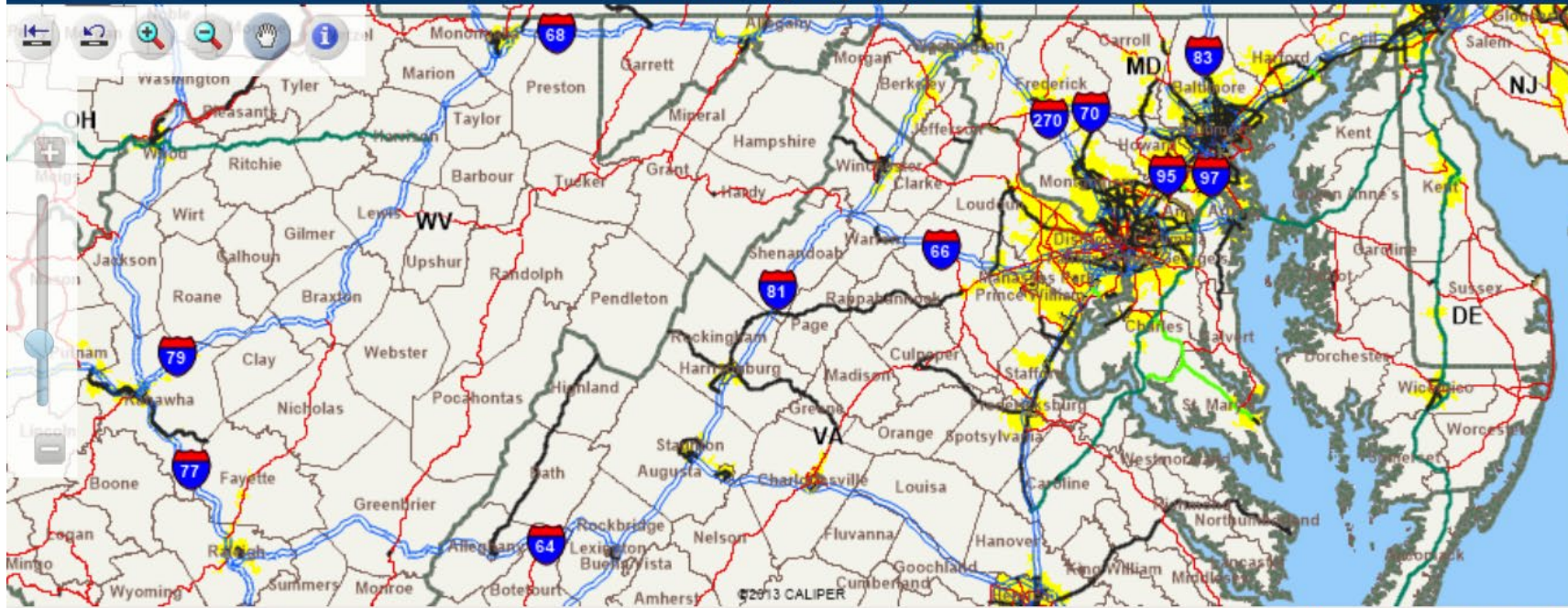
2020 Census & Equity Analysis

MPO & Air Quality

Border Flows / FAF4

Find Map Find Location Points Of Interest Map Print Map Print Table Download Table Email Page Accessible Version Downloads Project Equity-STEAP What's New

## National Highway System



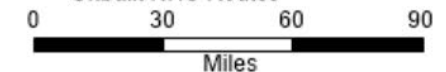
Map Scale: 1 : 2,251,097 Width: 395 Miles

Powered by TransCAD for the Web

Sources Legend Data Layers

### Legend

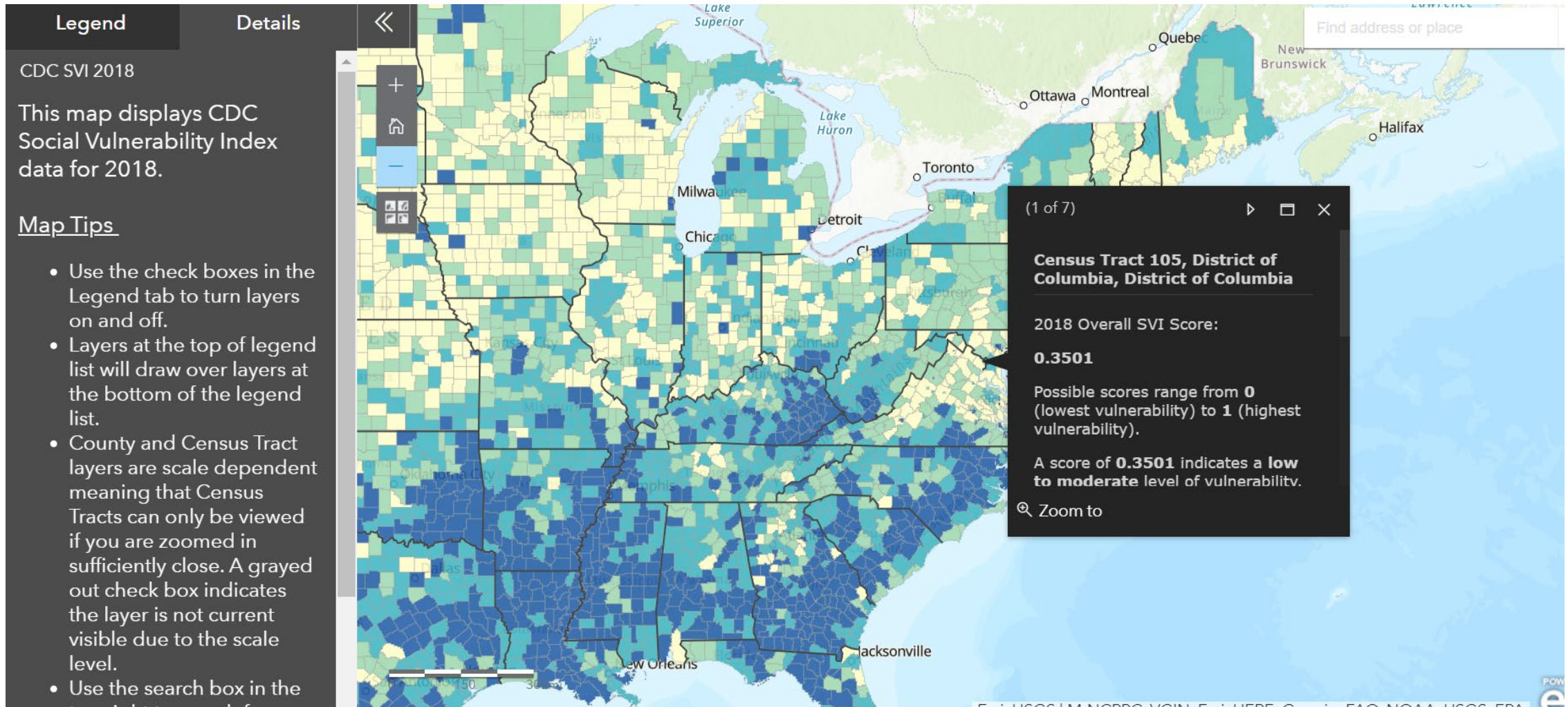
- 2010 Urbanized Area
- County (2020)
- State Boundary
- National Highway System (NHS)**
  - Eisenhower Interstate System
  - Map-21 NHS Principal Arterials
  - Major STRAHNET Connector
  - Non-Interstate STRAHNET Route
  - Intermodal/STRAHNET Connector
  - Intermodal Connector
  - Other NHS Routes
  - Unbuilt NHS Routes



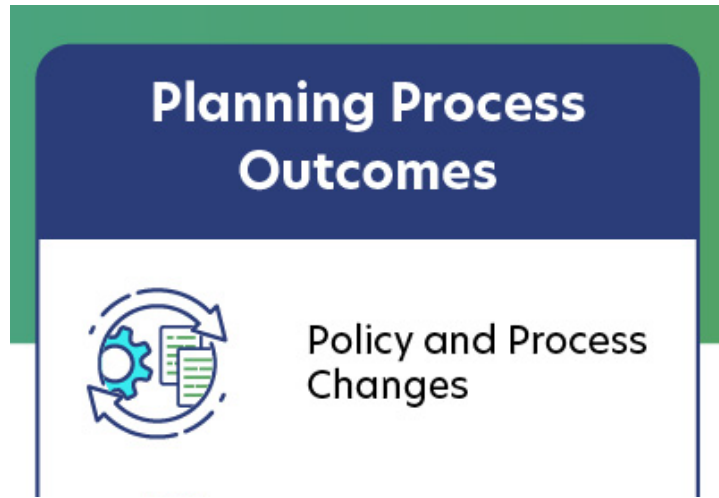
Zoom in to see detailed NHS route categories

For information and comments about this web site, contact Supin Yoder

# Data elements for Action Plans Framework

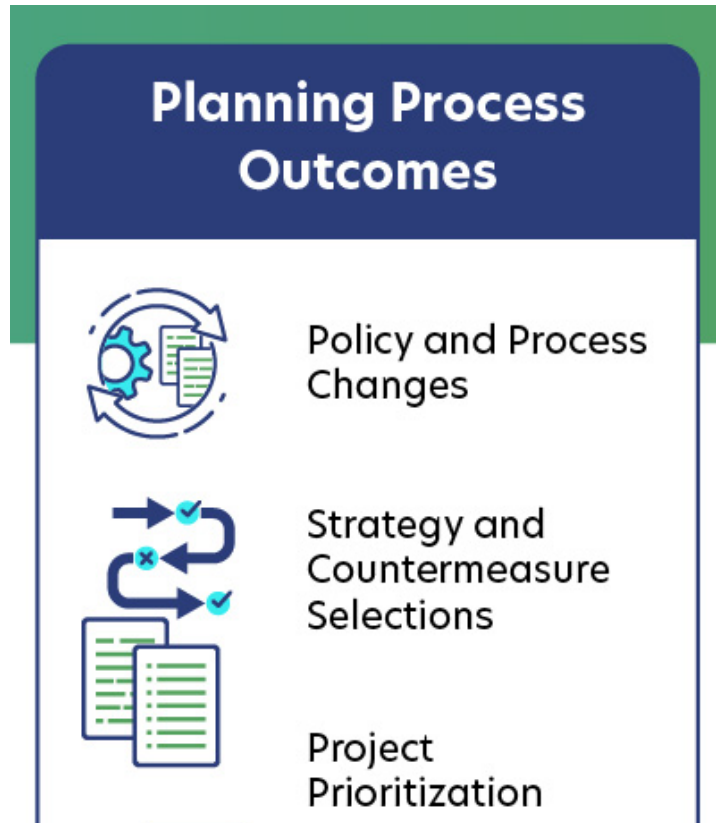


# Planning Process Outcomes: Policy & Process Changes



- Assessment of current policies, plans, guidelines and/or standards to identify opportunities to improve how processes improve transportation safety.

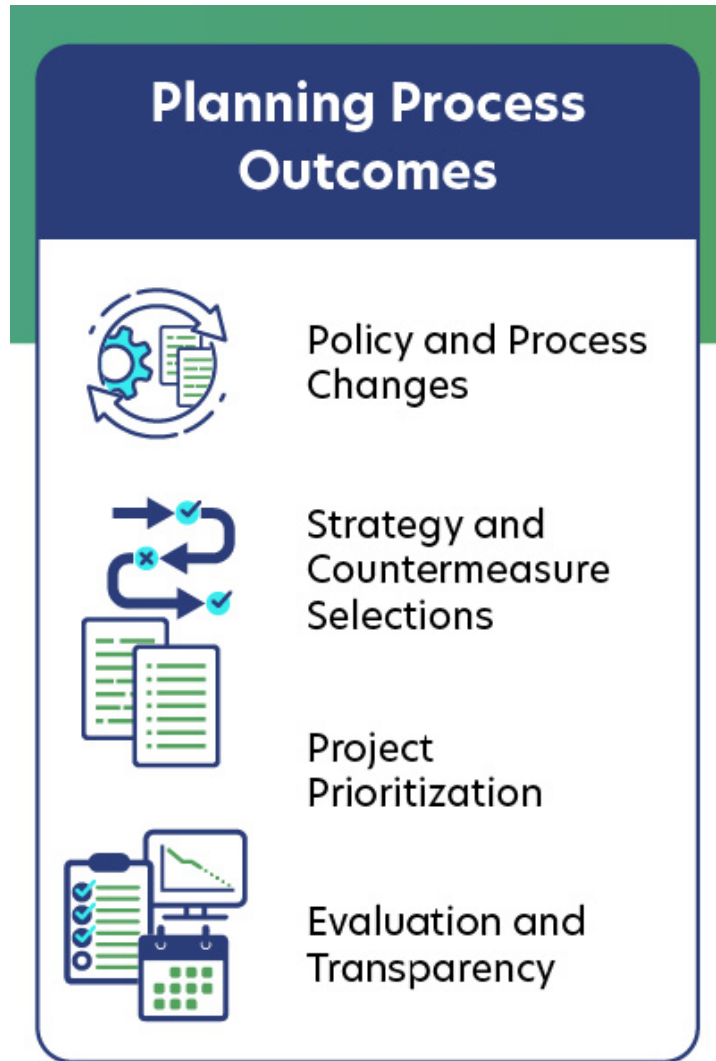
# Planning Process Outcomes: Project Selection & Prioritization



- The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used.
- The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



# Planning Process Outcomes: Evaluation and Transparency



- A description of how progress will be measured over time that includes, at a minimum, outcome data



# Action Plan Grants for Supplemental Action Plan Activities

# Supplemental Action Plan Activities Overview

- Supplemental action plan activities **support or enhance** an existing Action Plan.
- To be eligible, **applicants must have an existing Action Plan or a plan that is substantially similar** and meets the eligibility requirements for having an existing plan (use the Self-Certification Eligibility Worksheet)
- Applicants that have an existing plan that is substantially similar to and meets the eligibility requirements of an Action Plan **may alternatively choose to fund supplemental Action Plan activities through an application for an Implementation Grant** rather than an Action Plan Grant



# Supplemental Action Plan Activities

- Additional or updated analysis;
- Expanded data collection and evaluation using integrated data;
- Feasibility studies using quick build strategies;
- Follow-up stakeholder engagement and collaboration;
- Targeted equity assessments;
- Progress report development; and
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans.





# How to Apply

# Application Overview

- Final applications for Safe Streets and Roads for All (SS4A) grants must be submitted through [Grants.gov](https://www.Grants.gov).
- **Please be aware that you must complete the Grants.gov registration process before submitting the final application, and that this process usually takes 2-4 weeks to complete.** Applicants are encouraged to start the Grants.gov registration process now.
- Final applications must be submitted by **5:00 p.m. EDT on Thursday, September 15, 2022.** Applicants are strongly encouraged to make submissions in advance of the deadline.



# SS4A Application Aids

**Safe Streets and Roads for All**

**Safe Streets and Roads for All Action Plan Grant**

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>

**Step 1** **Learn about the SS4A Grant Program**

- Review the Notice of Funding Opportunity (NOFO).
- Check out [SS4A to Apply](#), [Ambassadors](#), and other resources.
- Learn more about the [Safe System Approach](#), and complete [where safety action planning](#).

**Step 2** **Decide who will apply**

- Confirm that you are eligible to apply.
- Consider whether to apply individually or as part of a joint application with other eligible applicants.

**Step 3** **Start the process with SAM.gov**

- New applicants must obtain a Unique Entity Identifier (UEI).
- Applicants that previously had a DUNS number must obtain a UEI.
- Joint Applications choose a single lead applicant with a single UEI.

**Step 4** **Choose your planning approach**

- Will you develop a new plan or complete an existing plan?
- Do you have a plan, but want to pursue supplemental planning activities, including additional research and analysis?
- See the [SS4A Decision Flow Chart](#) for more guidance.

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Still have questions? Visit the [SS4A website](#)  
SS4A Action Plan | Page 1 of 2

**Safe Streets and Roads for All**

**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](#)  
SS4A Action Plan Components | Page 1 of 2

**Safe Streets and Roads for All**

**Implementation Application Template**

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>

Application name: \_\_\_\_\_ Lead Applicant: \_\_\_\_\_ UEI: \_\_\_\_\_

Lead Applicant: \_\_\_\_\_

Joint Applicants: \_\_\_\_\_

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Still have questions? Visit the [SS4A website](#)  
SS4A Action Plan Application Template | Page 1 of 2

**Safe Streets and Roads for All**

**Action Plan Application Template**

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>

Lead Applicant: \_\_\_\_\_ UEI: \_\_\_\_\_

Joint Applicants: \_\_\_\_\_

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Still have questions? Visit the [SS4A website](#)  
SS4A Action Plan Application Template | Page 1 of 2

**Planning request:**

- New action plan (create a new planning and/or plan)
- Complete action plan (complete or update components of an existing plan) or check a corresponding action plan
- Supplemental planning activities (update or enhance existing plan with a corresponding action plan developed by a self-coordinating planning work team)

NOFO citation #1: \_\_\_\_\_ NOFO citation #2: \_\_\_\_\_

Applicant	jurisdiction population (M)	Motorists/vehicle or transit roadway crashes (total) (M)	Alternative roadway mode (pedestrian/bicyclist) (M)	total miles (M)	Percent of population by unincorporated area (urban census tracts) (%)
1					
2					
3					
4					

total values for application: \_\_\_\_\_ %

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Still have questions? Visit the [SS4A website](#)  
SS4A Action Plan Application Template | Page 1 of 2

Available at <https://www.transportation.gov/grants/SS4A/resources>

# Action Plan Grant Application (Pg. 1)



## Safe Streets and Roads for All Action Plan Application Template

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. While using this template is not required, DOT encourages its use to provide elements of the required application information. Additional information is required, to be submitted separately. See page 2 of this template and the SS4A website for more information about required materials: <https://www.transportation.gov/SS4A>

Lead Applicant:  UEI:

Funding request:  
(choose one)

**New Action Plan**  
Create a new conforming Action Plan

**Complete Action Plan**  
Complete or update components of an existing plan(s) to create a conforming Action Plan

**Supplemental Planning Activities**  
Additional planning activities must have a conforming Action Plan documented by a Self-Certification Eligibility Worksheet

Applicant(s)	Jurisdiction Population (#) <small>U.S. Census Data</small>	NOFO Criterion #1		Fatality Rate (per 100,000 population)	NOFO Criterion #2
		Motor-Vehicle-Involved Roadway Fatality Count 2016 to 2020 (#) <small>FARS Data</small>	Alternative Fatality Data Optional - (Indicate source below)		Percent of Population in Underserved Communities Census Tracts (%) <small>U.S. Census Data</small>
<b>Total Value for Application:</b>	<input type="text" value="1,255,296"/>	<input type="text" value="217"/>		<input type="text" value="3.46"/>	<input type="text" value="6.50"/> %

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

Lead Applicant:	Jurisdiction Population (#)	Motor-Vehicle-Involved Roadway Fatality Count 2016 to 2020 (#)	Alternative Fatality Data Optional - (Indicate source below)	Fatality Rate (per 100,000 population)	Percent of Population in Underserved Communities Census Tracts (%)
<input type="text" value="Appleseed MPO"/>					%
Joint Applicant(s):					%
1					%
2					%
3					%
4					%

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant



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Still have questions? Visit the [SS4A website](https://www.transportation.gov/SS4A)  
SS4A Action Plan Application Template | Page 1 of 2



# Action Plan Grant Application (Pg. 2)

S | S  
4 | A

## Safe Streets and Roads for All

# Action Plan Application Template

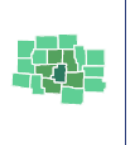
<p><b>Lead Applicant's State:</b> <small>Mark "NA" if a Federally recognized Tribal government</small></p> <input style="width: 100%; height: 20px;" type="text"/>	<p>Additional State <b>#1</b> that this Action Plan grant will serve:</p> <input style="width: 100%; height: 20px;" type="text"/>	<p>Additional State <b>#2</b> that this Action Plan grant will serve:</p> <input style="width: 100%; height: 20px;" type="text"/>
<p><b>Funding Request for Lead Applicant's State (\$):</b> <small>Provide total cost if a Federally recognized Tribal government</small></p> <p>\$ <input style="width: 100%; height: 20px;" type="text"/></p>	<p>Funding request for Additional State <b>#1</b> (\$):</p> <p>\$ <input style="width: 100%; height: 20px;" type="text"/></p>	<p>Funding request for Additional State <b>#2</b> (\$):</p> <p>\$ <input style="width: 100%; height: 20px;" type="text"/></p>

NOFO Criterion #3

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**Narrative:**  
(300-word limit)

**Remember to provide separately:**



Map

**Required Forms**

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


Apply to Grants.gov package: PKG00274330

**Self-Certification Eligibility Worksheet**  
Only Required for Supplemental Planning Activities



**Other Documentation**  
Optional





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Still have questions? Visit the [SS4A website](#)

SS4A Action Plan Application Template | Page 2 of 2

- Standard Forms:
  - 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)
- Key Information
- Narrative
- Self-Certification Eligibility Worksheet, *if applying to fund supplemental action plan activities*
- Map
- Additional Budget Information










# Key Information Table

Lead Applicant	
If Multijurisdictional, additional eligible entities jointly applying	
Total jurisdiction population	
Count of motor-vehicle-involved roadway fatalities from 2016 to 2020	
Fatality rate	
Population in Underserved Communities	
States(s) in which projects and strategies are located	
Costs by State (if project spans more than one State)	



# Where to find the data required for the key information table

FATALITY COUNT	5-YEAR AVG. FATALITY RATE (PER 100,000 PERSONS)	PERCENTAGE OF POPULATION IN UNDERSERVED COMMUNITIES
 <p data-bbox="137 722 659 946">Count of motor-vehicle-involved roadway fatalities from 2016 to 2020</p> <p data-bbox="180 1076 565 1115"><i>Example: 217 fatalities</i></p>	 5-Year Average for Motor Vehicle-Involved Roadway Fatalities from 2016 to 2020 <div style="text-align: center;">  </div>  Total jurisdiction Population <p data-bbox="991 925 1505 982">X 100,000 Persons</p> <p data-bbox="751 1048 1633 1268"><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 x 100,000 = 3.46 fatalities per 100,000 persons</i></p>	 Underserved Communities List <div style="text-align: center;">  </div>  Total jurisdiction population <p data-bbox="1972 915 2135 968">X 100</p> <p data-bbox="1722 1048 2430 1239"><i>Example: 81,594 population in underserved communities / 1,255,296 total pop. = 0.065</i>  <i>0.065 x 100 = 6.5% in underserved communities</i></p>



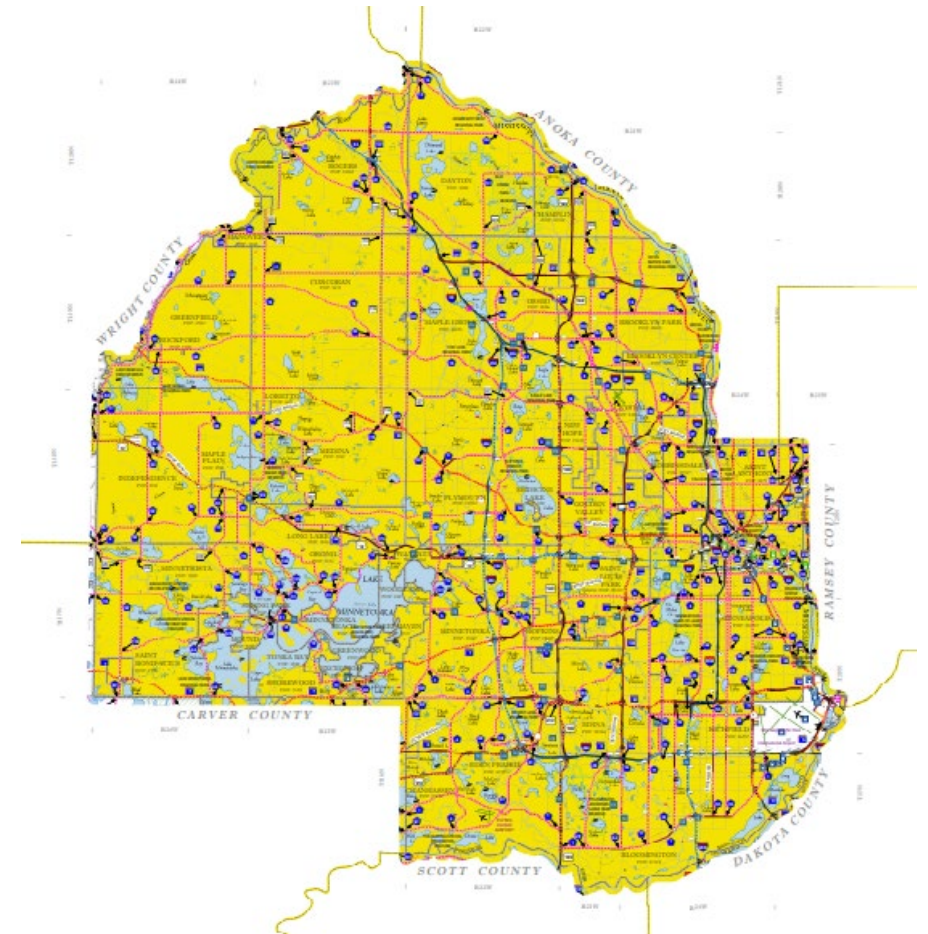
- In narrative form, the applicant should respond to the following to affirm whether the applicant has considered certain activities that will enhance the implementation of an Action Plan once developed or updated:
  - Employ low-cost, high-impact strategies that can improve safety over a wider geographical area;
  - Engage with a variety of public and private stakeholders (e.g., inclusive community engagement, community benefit agreements, etc.);
  - Seek to adopt innovative technologies or strategies to promote safety and equity; and
  - Include evidence-based projects or strategies.
- The narrative must be no longer than 300 words.
- Evaluators will assess the narrative with a “qualified” or “not qualified.” Qualified means the applicant addresses the criterion at least in part.



# Map Component

- Must submit a map that shows the location of the jurisdiction and highlights the roadway network under the applicant's jurisdiction.
- Permissible formats include:
  - Map web link (e.g., Google, Bing, etc.)
  - PDF
  - Image file
  - Vector file
  - Shapefile

## Hennepin County Road Map



Source: Minnesota Department of Transportation



- **DOT requires applicants use SF-424A to provide most of the budget information.**
  - The budget includes only eligible costs associated with executing the Action Plan Grant.
  - Funding sources should be clearly grouped into two categories:
    1. Federal share
    2. Non-Federal share.
  - The matching costs or value of in-kind contributions associated with the non-Federal share should also be provided.
- The budget should not include any previously incurred expenses or costs to be incurred before the time of award.
- Applicants are also required to provide a brief budget summary and a high-level overview of estimated activity costs, organized by all major cost elements.

# Agreement Funding: Cost Sharing and Matching Reminders

- Recipients are required to contribute a non-Federal matching share of **no less than 20 percent of eligible activity costs**.
- Does the expense incurred facilitate the execution of the grant?
- Local match may only be used once and may not be used as match for multiple Federal awards.
- Other 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.
- Grant agreements are expected to be administered on a reimbursement basis, and recipients will be reimbursed for up to 80 percent of their eligible expenses.





# Examples of Potential Eligible Expenses for Local Match

- **Personnel** – Time from staff that are not being directly billed to the grant, but support the project with their parts of their time.
- **Goods** – Purchased or donated goods such as office supplies, IT equipment, flyers, and banners.
- **Services** – Purchased or donated services such as graphics, formatting, printing.
- **Space** – For example, cost of space rented to hold stakeholder meetings.
- Includes both direct and indirect expenses.



# For Action Plan Grants for Supplemental Activities Only...

- If applying for an Action Plan Grant to fund **supplemental action plan activities**, complete the Self-Certification Eligibility Worksheet.
- If applying to develop or complete an **Action Plan**, you do not need to complete this step.

Self-Certification Eligibility Worksheet:

<https://www.transportation.gov/grants/ss4a/self-certification-worksheet>

**Safe Streets and Roads for All**  
**Self-Certification Eligibility Worksheet**

**4** Did the Action Plan development include all of the following activities?  
• 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; and  
• Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

**5** Did the Action Plan development include all of the following?  
• Considerations of equity using inclusive and representative processes;  
• The identification of underserved communities through data; and  
• Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

**6** Are both of the following true?  
• The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and  
• The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

**7** Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

**8** Does the plan include all of the following?  
• A description of how progress will be measured over time that includes, at a minimum, outcome data.  
• The plan is posted publicly online.

**9** Was the plan finalized and/or last updated between 2017 and 2022?

U.S. Department of Transportation  
Still have questions? Visit the [SS4A website](#).  
SS4A Self-Certification Eligibility Worksheet | Page 2 of 2





# Action Plan Application Review and Selection Process

# Selection Criteria – Broader Picture

- Grant activities are in jurisdictions that will likely support a **significant reduction or elimination of roadway fatalities and serious injuries** involving various road users.
- The activities will ensure **equitable investment in the safety needs of underserved communities** in preventing roadway fatalities and injuries, including rural communities.
- The Department will assess whether the applicant has considered any of the following in the development of the Action Plan:
  - Employs low-cost, high-impact strategies that can improve safety over a wider geographical area;
  - Engages with a variety of public and private stakeholders (e.g., inclusive community engagement, community benefit agreements);
  - Seeks to adopt innovative technologies or strategies to promote safety and equity; and
  - Includes evidence-based projects or strategies.
- Budget considerations



# Action Plan Grants Evaluation Approach

- Developed to be accessible to all communities, lower barrier to entry
- Three selection criteria:
  1. Safety Impact (*quantitative, two ratings*)
    - The count of roadway fatalities from 2016 to 2020.
    - Fatality rate average from 2016 to 2020, divided by 2020 U.S. Census population. DOT prefers that you normalize per 100,000 persons.
  2. Equity (*quantitative, one rating*)
    - *Percent of population in underserved communities within the jurisdiction.*
  3. Safety Considerations (*narrative*)
- Additional consideration:
  - Budget Costs



# Hypothetical Action Plan Grant Award Selection Example

Roadway Fatality Count 2016-2020	Roadway Fatality Rate per 100,000 Persons	Percent of Population in Underserved Communities
1. Applicant A – 200 Fatalities	1. Applicant E – 20.0 Fatalities per 100K	1. Applicant I – 100% Underserved
2. Applicant B – 175 Fatalities	2. Applicant G – 18.0 Fatalities per 100K	2. Applicant A – 90% Underserved
3. Applicant C – 150 Fatalities	3. <b>Applicant D – 16.0 Fatalities per 100K</b>	3. Applicant E – 80% Underserved
4. <b>Applicant D – 125 Fatalities</b>	4. Applicant B – 14.0 Fatalities per 100K	4. Applicant B – 70% Underserved
5. Applicant E – 100 Fatalities	5. Applicant A – 10.0 Fatalities per 100K	5. <b>Applicant G – 60% Underserved</b>
6. Applicant F – 75 Fatalities	6. Applicant I – 8.0 Fatalities per 100K	6. Applicant C – 50% Underserved
7. Applicant G – 50 Fatalities	7. Applicant H – 6.0 Fatalities per 100K	7. Applicant H – 40% Underserved
8. Applicant H – 25 Fatalities	8. <b>Applicant J – 4.0 Fatalities per 100K</b>	8. <b>Applicant D – 30% Underserved</b>
9. Applicant I – 10 Fatalities	9. Applicant C – 2.0 Fatalities per 100K	9. <b>Applicant J – 20% Underserved</b>
10. <b>Applicant J – 5 Fatalities</b>	10. Applicant F – 1.0 Fatalities per 100K	10. Applicant F – 10% Underserved

Awards: Applicants A, B, C, E, G, and I are selected for award. Applicant D may receive an award  
 No awards: Applicants F, H, and J are not selected for award.



# SS4A Website

U.S. Department of Transportation ABOUT DOT PRIORITIES CONNECT

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**Safe Streets and Roads for All Grants**

About Safe Streets and Roads for All Grants
Webinar Series
Resources
FAQs

**Related Links**

- [Bipartisan Infrastructure Law Technical Assistance and Local Support \(FHWA\)](#)
- [Complete Streets \(FHWA\)](#)
- [Countermeasures That Work \(NHTSA\)](#)
- [Local Road Safety Plans \(FHWA\)](#)
- [Our Roads. Our Safety \(FMCSA\)](#)
- [Proven Safety Countermeasures \(FHWA\)](#)
- [Zero Deaths – Saving Lives through a Safety Culture and](#)

## Safe Streets and Roads for All (SS4A) Grant Program

The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg’s National Roadway Safety Strategy and the Department’s goal of zero deaths and serious injuries on our nation’s roadways.

### FY22 Notice of Funding Opportunity is open, now through September 15, 2022

The [FY22 Notice of Funding Opportunity](#) (NOFO) for Safe Streets and Roads for All grants is live on Grants.gov.

The deadline for applications is 5:00 p.m. EDT on September 15, 2022. For details, more information, and applicant guidance:

- [Review the NOFO](#)
- [Visit our “How to Apply” assistance page](#)
- [Attend a “How to Apply” webinar](#)

[www.transportation.gov/SS4A](http://www.transportation.gov/SS4A)



# Q&A